

## **10-Year Marine Licence Application A82 Ballachulish Bridge**

### **Appendix A - Section 5(i)**

The 10-year maintenance programme is split up into three types of activities: schemes, cyclic maintenance and investigations. Schemes represent specific projects that will be required at some point over the next 10 years, whilst cyclic maintenance works are carried out regularly and may be required at any time (likely more than once) over the next 10 years. Investigations are tasks required to understand the degree of maintenance work needed and may be carried out at any time as necessary.

At Ballachulish Bridge, the activities 'bearing replacement', 'strengthening', 'painting', 'parapet replacement', 'structural health monitoring system installation/maintenance', 'repair/removal of existing gantry rails' and 'scour repairs' are schemes. Remaining activities are smaller routine maintenance or inspection works which can be carried out on a regular basis.

Much of the proposed maintenance work will be restricted to the A82 carriageway and will be carried out from the bridge deck with standard containment measures in place. However, some activities will require a degree of work under the bridge. To prevent materials entering the marine environment from any of the activities on or under the bridge, good practice measures will include implementation of debris netting, protective shelters, containment and sumps (depending on the activity). Where hydro-demolition activities are required, working areas on the bridge will be fully encapsulated to contain the hydro-demolition works and prevent wastewater entering the watercourse. Where grit-blasting is required, working areas on the bridge will be fully encapsulated for all grit-blasting works to prevent any loss of materials or tools.

Some works and inspections may include in-water works or require access from the waterbody via jack-up barges or other boats. Appropriate containment measures will be in place on any barges or other watercraft used to prevent pollution or debris from entering the marine environment.

The bridge overlaps with a shellfish water protected area, however the nearest shellfish harvesting area lies approximately 2km east. The bridge also lies wholly within the Ben Nevis and Glen Coe National Scenic Area (NSA) and lies in proximity to the following designated European sites:

- 1km south of Onich to North Ballachulish Woods Special Area of Conservation (SAC), designated for various woodland and upland habitat.
- 900m northwest of Glen Etive and Glen Fyne Special Protection Area (SPA), designated for golden eagle (*Aquila chryseatos*).

The scheme also lies 1km south of Onich to North Ballachulish Woods and Shore Site of Special Scientific Interest (SSSI) and 1.5km northwest of St John's Church SSSI.

Due to their localised and relatively minor nature, the proposed activities are not likely to lead to significant effects on the designated features of any of the aforementioned sites. Furthermore, NatureScot confirmed via email correspondence in September 2023 that they agree works should not result in Likely Significant Effects (LSE) on any of these sites.

The proposed works do not meet the thresholds to be considered Schedule 1 or Schedule 2 projects under the Marine Works (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017. This legislation transposes the European Union's Environmental Impact Assessment (EIA) Directive 2011/92/EU (as amended by 2014/52/EU) into Scottish law for projects within the Scottish Marine Area and includes the thresholds for Annex I and Annex II projects from the EIA Directive (as determined by the criteria within Annex II of the EIA Directive) within Schedules 1 and 2.

## **10-Year Marine Licence Application A82 Ballachulish Bridge**

Proposed works will also be assessed under The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017, which transposes the EIA Directive into Scottish law for projects related to trunk roads. Under this legislation, some of the proposed works could meet the threshold to be considered Annex II projects and may therefore require screening to determine whether a full EIA is required. In these cases, a Record of Determination (RoD) will be prepared which will provide evidence and information for the determination of whether a full EIA will be required. The RoD will include the main potential effects of proposed works on the environment and mitigation to be implemented that will minimise the environmental impact. Although unlikely, where a full EIA is required, the RoD will help to inform the screening and scoping process.