

10-Year Marine Licence Application A828 Connel 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 Connel bridge, the activities 'deck replacement', 'overhead bracing modification', 'painting', 'scour repairs', 'structural health monitoring system installation or maintenance', 'repair/removal of existing gantry rails', and 'volute spring repair/replacement' 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 A828 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.

Connel bridge spans Loch Etive at the Falls of Lora, approximately 1.8km downstream of the Loch Etive shellfish water protected area. North Connel Cockles and Dunstaffage shellfish harvesting areas are located to the west, approximately 100m and 800m from the bridge respectively. Inner Hebrides and the Minches Special Area of Conservation (SAC) within the Firth of Lorn is located 5.6km west of the bridge, designated for harbour porpoise (*Phocoena phocoena*). Loch Sunart to the Sound of Jura Marine Protected Area (MPA) encompasses the same area as Minches SAC and is designated for flapper skate (*Dipturus intermedius*) and geological/geomorphological features.

Due to their localised and relatively minor nature, the proposed activities are not likely to lead to significant effects on the designated features of the SAC or MPA, shellfish water protected areas or shellfish harvesting areas; however, consultation will be undertaken with NatureScot. Where likely significant effects (LSE) cannot be ruled out, further assessment will be carried out.

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.

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

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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.