

Appendix B – Section 10

General Policy 6 – Connel bridge is a Category B Listed Building. Listed Building Consent has been granted for deck replacement and walkway installation works only. Consultation will be undertaken with Argyll and Bute Council and LBC will be updated/amended as necessary for additional works which may affect the character of the bridge. An additional Category B Listed Building and one Scheduled Monument are located 300m south-west and 160m north-west of Connel bridge. Numerous Canmore, Canmore Maritime, and Historic Environment Record (HER) features also fall within 300m of the scheme. Excluding the Connel bridge Listed Building, none of these features are situated within the construction footprint or have any connectivity with the proposed works. The maintenance programme is designed to ensure that the cultural integrity of the bridge will be maintained. Works are unlikely to expose buried/undiscovered features due to restriction to the elevated bridge structure, and/or areas of previously engineered ground.

General Policy 7 – There is potential for visual impacts on the marine landscape/seascape during works. However, Connel bridge is not located within a National Scenic Area (NSA) any impacts will be minor and temporary as all works are restricted to the maintenance of an existing structure. Following maintenance, visual effects for users of the A828 carriageway are anticipated to be positive as a result of activities. Visual effects for other sensitive receptors in proximity, such as residential properties, will remain unchanged. Works may require the use of temporary site compounds and parking areas. These, where required, will be out with the marine area and will be appropriately managed to limit potential visual changes on or from the seascape.

General Policy 9 – Connel bridge does not lie wholly, or partially, within a designated European site, Marine Protected Area (MPA) or Site of Special Scientific Interest (SSSI). Due to location within the same or adjoining water bodies, connectivity between the proposed works and nearby sites (MPA, SAC, or shellfish water protected/harvesting areas) cannot be ruled out. Priority Marine Features (PMF) may be present in the waters under the bridge. All potential effects along with good practice and management measures will be encompassed within the associated RoD(s). Consultation will be undertaken with NatureScot, and ecological surveys will be undertaken to support any assessment of impacts. A Site Environmental Management Plan (SEMP) will be produced for each scheme or maintenance activity which will incorporate a number of management and mitigation measures which will be implemented during the works.

General Policy 10 – The invasive non-native species (INNS) Japanese knotweed (*Fallopia japonica*) and rhododendron (*Rhododendron ponticum*) have both been recorded on the shoreline of Loch Etive in proximity to Connel bridge. Works may require entry within areas of INNS growth, however biosecurity measures will be established and an INNS management plan will be adhered to where any works within areas of known or potential INNS are present to prevent spread of this. Any in-water works (such as scour repairs) or use of barges or other boats have the potential to disturb or spread growths of carpet sea squirt (*Didemnum vexillum*) and other marine INNS and as such, appropriate management plans will be in place during in-water works to prevent spread of marine INNS.

General Policy 11 – Appropriate containment and other pollution prevention measures will be implemented to prevent pollution or debris from entering the water environment, specifically during activities in which a temporary platform may be required for access (bridge investigations, bird guano removal, concrete repairs etc.). In instances where the discharge of water into the environment may be required, activity-specific consultation with SEPA will be carried out in order to identify requirements for any consents/licences under the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended). During painting/grit-blasting and/or hydro-demolition works, working areas on the bridge will be fully encapsulated in order to prevent overspray, with grit recycled or disposed of offsite.

10-Year Marine Licence Application A828 Connel Bridge

General Policy 12 – The River Basin Management Plan for the Scotland River Basin District (2021-2027) has been taken into consideration. Connel bridge spans the transitional waterbody Loch Etive, which was classified by SEPA under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having an overall status of 'Good'. Appropriate containment and other pollution prevention measures will be implemented for all works to prevent pollution or debris from entering the water environment. These measures will be outlined in the SEMP for each scheme or maintenance activity and adhered to on site.

General Policy 13 – Some underwater noise may be generated during scour works or works that require use of barges or other boats, however any in-water works will be highly localised and minor. These activities will be assessed for potential of underwater noise once methods are confirmed, and the likely thresholds of noise will be assessed against relevant guidance. There are a number of residential receptors within 300m of the bridge however good practice measures will be incorporated into the SEMP for each scheme or maintenance activity to minimise the effects of noise on nearby properties and receptors.

General Policy 14 – Connel bridge is situated between the rural settlements of North and South Connel. Vehicular traffic travelling along the A828 is anticipated to be the dominant impact to local air quality. During activities such as painting/grit-blasting and hydro-demolition, work will be carried out within protective shelters. Bird guano will be removed by hand and double-bagged to prevent volatilisation into the air. Any cutting or breaking-out works will be effectively managed to prevent dust creation.