

# ENVIRONMENT & INFRASTRUCTURE

## ENVIRONMENTAL PROTECTION

### TRANSPORT SCOTLAND NOTICE OF DETERMINATION A828 CREAGAN BRIDGE ENVIRONMENTAL IMPACT ASSESSMENT DETERMINATION UNDER SECTION 55A OF THE ROADS (SCOTLAND) ACT 1984

The Scottish Ministers give notice that they have determined that the project to paint the Creagan Bridge on the A828 is a relevant project within the meaning of section 55A of the Roads (Scotland) Act 1984 ("the 1984 Act") and falls within Annex II of Directive 2011/92/EU on the assessment of certain public and private projects on the environment, but that having regard to –

(a) the selection criteria contained in Annex III of that Directive, namely –

- (i) the use of natural resources, in particular land, soil, water and biodiversity;
- (ii) the production of waste;
- (iii) pollution and nuisances;
- (iv) the risks to human health (for example due to water contamination or air pollution);
- (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;
- (vi) landscapes and sites of historical, cultural or archaeological significance,
- (b) the results of the Environmental Screening Assessment under section 55A(2) of the 1984 Act and the Assessment under regulation 48 of the Conservation (Natural Habitats, &c.) Regulations 1994 ("the 1994 Regulations") concluded that there would be no likely significant effects on the Loch Creran Special Area of Conservation, Loch Creran Marine Protected Area (Nature Conservation), Glen Creran Woods Special Area of Conservation and Glen Creran Woods Site of Special Scientific Interest,
- (c) the information set out in the Record of Determination dated 12 August 2020, available at <https://www.transport.gov.scot/media/48063/record-of-determination-a828-creagan-bridge-painting.pdf> the project does not require an Environmental Impact Assessment.

The main reasons for the conclusion that no Environmental Impact Assessment is required are:

- (a) The works are like-for-like maintenance that will not damage, modify, or alter the character or footprint of A828 Creagan Bridge;
- (b) The 1994 Regulations Assessment determined that with mitigation measures, there would be no likely significant effects on the environmentally sensitive sites;
- (c) Mitigation measures and licences will be in place to ensure no short-term or long-term significant negative impacts on biodiversity, local residents or road users;
- (d) The scheme is not located within a densely populated area.

The features of the project which are envisaged to avoid or prevent significant adverse effects on the environment are:

- (a) Potential construction effects on local air quality, ecology, water quality, land use and landscape, and noise and vibration will be minimised through best practice working procedures and implementation of appropriate mitigation;
- (b) Encapsulation of the working area will be in place to prevent debris or materials from entering the surrounding environment;
- (c) There will be no excavations or works taking place out with the A828 carriageway or made ground at the site compound location;
- (d) Measures will be in place to ensure appropriate removal and disposal of waste, with the waste hierarchy being applied at all times.

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### TRANSPORT SCOTLAND NOTICE OF DETERMINATION A887 ALLT NA H-INNSE BEAG BRIDGE REPLACEMENT ENVIRONMENTAL IMPACT ASSESSMENT DETERMINATION UNDER SECTION 55A OF THE ROADS (SCOTLAND) ACT 1984

The Scottish Ministers give notice that they have determined that project to replace the existing A887 road bridge with a new structure is a relevant project within the meaning of section 55A of the Roads (Scotland) Act 1984 ("the 1984 Act") and falls within Annex II of Directive 2011/92/EU on the assessment of certain public and private projects on the environment, but that having regard to –

(a) the selection criteria contained in Annex III of that Directive, namely –

- the size and design of the whole project;
- the use of natural resources, in particular land, soil, water and biodiversity;
- the production of waste;
- pollution and nuisances;
- the risks to human health (for example due to water contamination or air pollution);
- areas classified or protected under national legislation;
- Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC,

(b) the results of the Environmental Screening Assessment under section 55A(2) of the 1984 Act and the Assessment under regulation 48 of the Conservation (Natural Habitats, &c.) Regulations 1994 ("the 1994 Regulations") concluded that there would be no likely significant effects on the River Moriston Special Area of Conservation,

(c) the information set out in the Record of Determination dated 3 September 2019, available at <https://www.transport.gov.scot/media/48079/record-of-determination-allt-na-h-innse-beag-bridge-replacement.pdf>. the project does not require an Environmental Impact Assessment.

The main reasons for the conclusion that no Environmental Impact Assessment is required are:

- (a) Following construction and implementation of mitigation, the area in which the works are to be completed will not be significantly different from that which currently exists;
- (b) The 1994 Regulations Assessment determined that with mitigation measures, there would be no likely significant effects on the River Moriston Special Area of Conservation;
- (c) Consultation with Scottish Natural Heritage, the Ness District Fisheries Board and The Highland Council was undertaken with regards to potential impacts on bats, fish and flooding respectively. Mitigation measures were proposed and agreed and it is considered that following the implementation of the mitigation measures that significant environmental effects are not anticipated.

The features of the project which are envisaged to avoid or prevent significant adverse effects on the environment are:

- (a) Potential construction effects on local air quality, ecology, water quality, land use and landscape, and noise and vibration will be minimised through best practice working procedures and implementation of appropriate mitigation;
- (b) Delays to vehicle and non-vehicle road users will be mitigated through appropriate traffic management.

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## Planning

### TOWN PLANNING

#### LOCH LOMOND AND THE TROSSACHS NATIONAL PARK AUTHORITY TOWN & COUNTRY PLANNING DEVELOPMENT MANAGEMENT PROCEDURE (SCOTLAND) REGULATIONS 2013

These application(s) may be examined online at <https://eplanning.lochlomond-trossachs.org/OnlinePlanning/>  
Written representations may be submitted through our online comments facility at the above website address or by email to [planning@lochlomond-trossachs.org](mailto:planning@lochlomond-trossachs.org), within 21 days of 1 September 2020.