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Record of Determination A84 Bridge of Teith

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake a package of refurbishment works at A84 Bridge of Teith, including scour repairs to the breakwater and reconstruction of the northwest training wall.

Repairs are required on the bridge to rectify scour damage to the cutwater on the central pier of the bridge. The package of scour works will include:

- Repairs to a section of masonry on the upstream breakwater (approximately 2m³);
- Repointing of masonry on the upstream breakwater (approximately 16m³);
- Installation of steel section cutwater protector on upstream breakwater (250mm x 250mm x 20 mm);
- Installation of Kyowa Filter Unit scour protection to fill scour hole at the base of the upstream breakwater and to provide scour protection in front of and around the upstream breakwater.

In-stream works will be required to complete scour repairs, which are currently scheduled to be completed during August-September 2021 for a duration of 4-6 weeks. The proposed working method does not require a dry working area in the River Teith; rather, masonry works on the breakwater will be undertaken from a floating pontoon platform (approximately 20m x 6m) which will extend from the northern bank of the river to the central pier of the bridge on the upstream side. All personnel and equipment for masonry repairs will access the upstream breakwater from the northern riverbank and pontoon. Installation of Kyowa Filter Units will be carried out using a crane placed on either the A84 or the B8032. Kyowa Filter Units are bags with approximately 1.8m diameter comprised of 25mm mesh and filled with stones of a minimum diameter of 50mm. The Kyowa Filter Unit scour protection will extend no more than 2.5m upstream from the point of the breakwater and no further than 2m to either side of the central pier. Kyowa Filter Units will remain submerged.

In addition to scour repairs, refurbishment of the northwest training wall of the bridge is required. The northwest training wall has developed extensive cracking due to inadequate drainage. The package of training wall repairs will include:

- Marking and removal of existing copes and stones in damaged section
- Excavation of material from in front of wall to expose buried section of wall
- Marking and removal of exposed stones
- Installation of perforated pipe
- Reconstruction of lower section of wall with provision for weep holes
- Provision of suitable granular fill to bed and around the new drainage pipe

- Backfilling of the excavated area and reconstruction of the wall to existing level

Training wall repairs are currently scheduled to commence between August-October 2021 for a duration of 4-6 weeks. Most of the repairs will be undertaken from the A84 roadside; however, scaffolding may be required on the riverbank side to allow access for repointing works due to very steep terrain. The training wall forms part of the bridge parapet and is approximately 5m above the River Teith water level. Traffic management consisting of a single lane closure with a temporary safety barrier will be required during training wall works. Traffic management may also be required during installation of scour protection.

The works are necessary to rectify scour damage on the bridge's breakwater and to prevent the northwest training wall from becoming more unstable due to cracking. This will ensure that the bridge remains structurally sound and that road users remain safe. Alternatively, if repair works are not undertaken, road users would continue to remain at risk when crossing the bridge due to the damaged training wall and scour damage would continue to worsen, likely requiring far more intensive repairs in future. No alternative options to repair have been identified.

The scheme does not fall within Annex I of the Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU. However, works will be undertaken within the River Teith Special Area of Conservation (SAC), which is a 'sensitive area' as defined by the Roads (Scotland) Act 1984 as amended by the Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017. Therefore, the scheme is considered to be a 'relevant project' falling within Annex II of the above EIA Directive and has been screened against the criteria in Annex III of the EIA Directive. The conclusions have been recorded in this Record of Determination (RoD).

Location

The A84 Bridge of Teith spans the River Teith and is located on the A84 trunk on the outskirts of Doune in Stirlingshire (centre point NN 72168 01242).

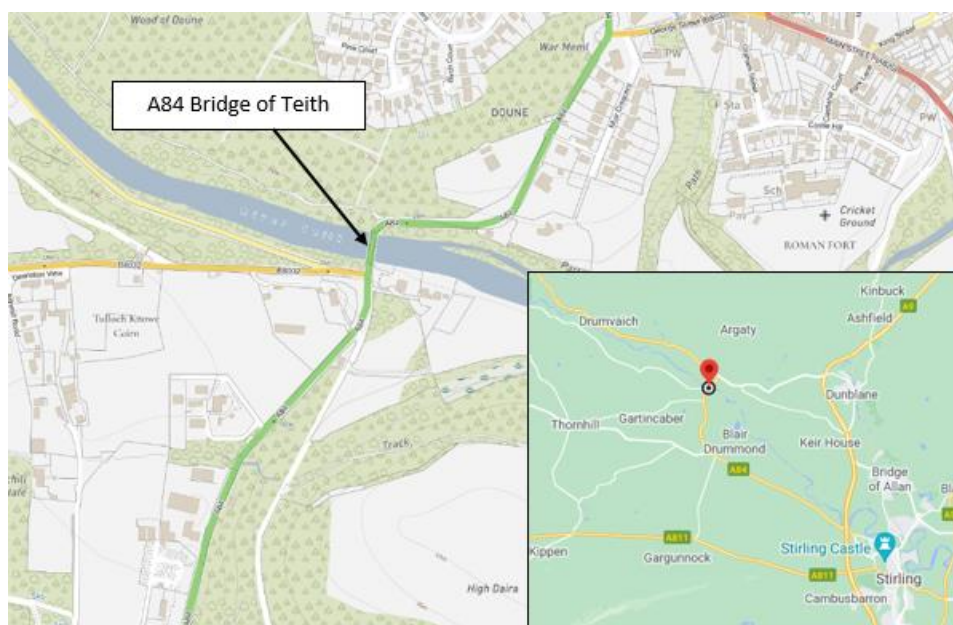


Figure 1. Location of A84 Bridge of Teith

Description of Local Environment

Population and Human Health

The scheme lies on the outskirts of the village of Doune on the A84 trunk road. There are numerous residential properties located within 300m of the scheme, primarily to the north. The three nearest properties to the bridge are The Old Manse (42m southeast), Bridgend of Teith (62m southwest), and Bridge of Teith (80m southwest). All other properties are located at least 120m from the scheme.

There are no [National Cycle Network](#) (NCN) cycle routes within the scheme extent. Public footpaths are located on the north bank of the River Teith within 25m of the bridge, including part of a loop around Doune Castle listed on [WalkHighlands](#). Narrow paved footpaths are present on the northbound and southbound carriageways of the A84 across the bridge. The footpaths continue along the verges of the A84 to the south of the bridge on both sides and to the north of the bridge on the southbound side.

The scheme is located near a residential area in the village of Doune where noise and vibration levels will be primarily influenced by trunk road traffic and anthropomorphic activities in the surrounding area. There are no designated [Candidate Noise Management Areas](#) (CNMAs) or Candidate Quiet Areas (CQAs) within proximity to the works location.

Traffic management consisting of a single lane closure with temporary safety barrier will be required during training wall works. In addition, traffic management may be required during certain activities for the scour repairs, such as installation of Kyowa filter units from the A84.

The A84 is a single carriageway trunk road that provides a key transport route through the Central Belt of Scotland. The speed limit is 30mph throughout the scheme extent.

Biodiversity

Designated Sites

The bridge spans the [River Teith SAC](#).

In-stream works are required to complete scour repairs and there is connectivity between the training wall working area and the River Teith. Therefore, Jacobs has been commissioned to complete a Statement to Inform Appropriate Assessment (SIAA) for each element of the scheme (scour repairs and training wall repairs) as part of the Habitats Regulations Appraisal (HRA) process to assess potential impacts of the works on the qualifying features of the River Teith SAC.

Desk Study

There are two areas of woodland recorded as Ancient (long-established of plantation origin) on the [Ancient Woodland Inventory](#) (AWI), located approximately 40m north and 100m south of the scheme, respectively.

Ecology Surveys

Jacobs was commissioned by BEAR Scotland to undertake an ecological site survey in July 2018 to assess the potential for ecological constraints. Results, conclusions, and any subsequent surveys carried out are detailed under the relevant headings below.

Aquatic Habitat

An aquatic habitat assessment was carried out on 8th and 9th May 2019, and an additional survey was completed on 25th June 2019 using a waterproof camera to focus on deeper areas beneath the bridge. No spawning habitat was identified in the area of works beneath the bridge or within the survey area.

An additional survey was carried out by Jacobs on 21st June 2021 to update results of the previous survey prior to works.

Bats

During the initial walkover survey in July 2018, Jacobs carried out a PRA of the bridge and trees within 50m for bat roost potential. Overall, the bridge was assessed as having high summer and hibernation bat roost potential. Two trees located 10m southwest of the bridge were assessed as having low summer roost potential and negligible hibernation roost potential. Recommendations for further surveys included three bat activity surveys and a more detailed PRA of the training wall, once additional works on the training wall were confirmed. Winter hibernation inspections (WHIs) were deemed to be infeasible on the main bridge due to access issues and health and safety concerns.

As per these recommendations, additional surveys were carried out by Jacobs in 2019. Bat activity surveys were undertaken on the bridge on 8th May, 26th June, and 9th August 2019. No bats were observed emerging from or re-entering the bridge. Common pipistrelles, soprano pipistrelles, and *Myotis* species were recorded foraging and commuting in the vicinity of the bridge. Upon closer inspection of the trees with bat potential, it was confirmed that no further surveys were required on the trees. The training wall was assessed to have moderate bat roost potential for both summer and hibernation, although not all features of the training wall could be fully inspected during the PRA due to the steepness of the bank. Two activity surveys and two WHIs were recommended to be carried out on the training wall, as the activity surveys focusing on the main bridge did not provide an adequate view of the training wall.

The two WHIs on the training wall were carried out by Jacobs on 23rd January and 6th February 2020. Scaffolding was provided to allow access at height. No evidence of bats was identified during the WHIs, although several potential roost features were recorded in the training wall. Two bat activity surveys were recommended on the training wall, as the previous activity surveys undertaken on the bridge did not include a clear view of the training wall.

The two recommended activity surveys on the training wall were carried out by Jacobs on 17th July and 11th August 2020. No bats were observed roosting in the training wall during the surveys. Low levels of commuting and foraging activity by common and soprano pipistrelles were recorded in the vicinity of the bridge.

Due to programme delays caused by the Covid-19 pandemic, works on the bridge were not carried out in 2020 and the bat activity surveys carried out on the main bridge in 2019 expired in February 2021. To ensure data validity, two bat activity surveys were carried out on 29th April and 20th May 2021 to update information on bat use of the bridge. No bats were observed roosting in the bridge but there were high levels of foraging and commuting behaviour near the bridge, primarily from common and soprano pipistrelles. *Myotis* species bats were also recorded foraging in the area during the surveys.

Other Constraints

There is suitable habitat for nesting birds on site. Nesting bird checks will be carried out prior to works during the breeding bird season, which is generally considered to run from March to August (inclusive).

The site visits in 2018 and 2019 identified INNS including Japanese knotweed (*Fallopia japonica*) and Rhododendron (*Rhododendron ponticum*) on site. The Japanese knotweed is concentrated in a stand adjacent to the northeast corner of the bridge. Rhododendron plants were recorded in a private garden southeast of the bridge. Pre-construction surveys in 2021 did not identify any new areas of INNS. However, INNS will be monitored in case changes to access route plans and biosecurity measures are required.

Land

The scheme does not lie within any area of land designated as a National Park or National Scenic Area.

Land cover in the surrounding area is dominated by coniferous woodland along the River Teith. Patches of amenity grassland, broadleaved deciduous woodland, and arable land are also present. Residential and built-up areas within the village of Doune are present to the north of the scheme within 300m.

Soil

The scheme is not located within a Geological Conservation Review Site (GCRS).

Bedrock geology within the scheme extents is recorded as Teith Sandstone Formation – Sandstone, which is a bedrock of sedimentary origin.

Superficial geology within the scheme extent is recorded as Alluvium - Clay, Silt, Sand and Gravel, which are sedimentary deposits of a fluvial origin, suggesting that the local area was previously dominated by rivers.

Soils within the immediate vicinity of the scheme are recorded as brown earths.

Water

The bridge spans the River Teith, which was classified by the Scottish Environment Protection Agency (SEPA) in 2018 as having an overall status of 'Moderate'.

The scheme falls within the boundary of the Teith and Forth Valleys and Callander groundwater bodies, both of which were classified by SEPA in 2018 as having 'Good' condition. The Callander groundwater body is also a Drinking Water Protected Area (Ground).

Air

The works are not wholly or partially located within an [Air Quality Management Area \(AQMA\)](#).

No air quality monitoring stations are located in proximity to the scheme, with the closest located approximately 11km southeast in Stirling. Air pollution levels at the scheme location are likely to be slightly less than levels at this monitoring station due to the more rural nature of the works site. Air quality within the scheme extent is likely to be primarily influenced by trunk road traffic in the area, the nearby Deanston Distillery, and anthropomorphic activities within the village of Doune.

Climate Change

The Climate Change (Scotland) Act 2009 creates mandatory climate change targets to reduce Scotland's greenhouse gas emissions. BEAR Scotland have a Carbon Management Policy in place with the core aim of reducing the carbon footprint that the company measures and reports annually.

Material Assets

Transport Scotland has a statutory obligation to maintain Scotland's trunk road network in a safe condition for road users. The proposed works on A84 Bridge of Teith are required to repair damage to the cutwater and training wall and to ensure that the bridge remains structurally sound. The following materials will be used to complete scour repair works:

- 250mm x 250mm x 20mm L-shaped weather steel cutwater protector (4m in length)
- Bolts for fixing cutwater protector
- Epoxy for fixing cutwater protector
- Lime mortar for fixing cutwater protector and repointing
- Kyowa 2-tonne filter units (x50)
- Kyowa filter unit filling stone of 50mm-200mm diameter (100 tonnes)
- Imported stonework to replace damaged stone on cutwater (2m³)

The following materials will be used to complete training wall repair works:

- Weep hole pipes of 50mm diameter (x6)
- Filter drain of 100mm internal diameter (7m)
- Stonework in wall will be removed and reused where possible (7m³)
- Imported stonework to replace damaged stones in wall where required
- Lime mortar for repointing wall
- Existing lighting column will be removed and reinstalled after training wall repairs

- Temporary safety barrier (68m)

Waste

Waste materials will comprise excavated material and vegetation, old lime mortar and concrete, and damaged stonework removed from the training wall and bridge cutwater. Some materials will be reused on site where possible, including undamaged stonework. Expected waste is categorised below along with estimated amounts to be reused or removed from site to licensed facilities.

Site clearance and earthworks

- Undergrowth/vegetation – 200m² area cleared, including shrubs and scrub on access route to river (northwest riverbank) and areas and joints on bridge to be cleaned of moss or other vegetation; waste removed from site
- Excavated Class 5A material – 10m³ reused on site, 5m³ removed from site
- Concrete base of existing lighting column (x1) to be removed from site

Stonework

- Damaged stonework in training wall to be reused for repairs where possible – 7m³
- Damaged stonework in cutwater to be removed from site – 2m³
- Old mortar removed from site – 16m²

Road lighting

- Existing lighting column to be reinstalled on site

Cultural Heritage

According to [Pastmap](#), the A84 Bridge of Teith is a Category A Listed Building (LB24668). Consultation with Stirling Council has confirmed that Listed Building Consent (LBC) is required to undertake both scour repair works and training wall repair works. Consequently, Jacobs was commissioned to submit applications for LBC to Stirling Council. To allow flexibility in logistics and timing of works, two separate applications were submitted for the scour works and training wall repairs.

Aside from Bridge of Teith itself, there are three other Listed Buildings within 300m of the works. Bridgend of Teith (LB13676) is located approximately 60m southwest of the bridge, Blair Drummond North Lodge ('Chain Lodge') (LB8249) is located 140m south, and Auchendoun (LB24654) is located 230m northeast of the bridge. There are also several features listed on Historic Environment Record (HER) and the Canmore database within 300m of the bridge. These include the Listed Buildings mentioned above.

The scheme is located within the Doune Conservation Area. The Deanston Conservation Area is adjacent to the bridge on the west side and the Blair

Drummond Garden and Designed Landscape (GDL00060) is adjacent to the southeast corner of the bridge.

Vulnerability of the Project to Risks

The following environmental factors were identified as potential risks to the project:

- Unidentified ecological constraints.
- Disturbance of protected species.
- High water levels.
- Pollution incidents.
- Complaints from local residents.

Description of Main Environmental Impacts and Proposed Mitigation

Population and Human Health

During scour repair works, activities undertaken on site may have temporary adverse impacts on local residents and road users as a result of vehicle noise and delays due to traffic management measures. However, considering the nature and small scale of the works and with the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low.

- Where applicable, local residents will be consulted.
- A traffic management plan will be developed in accordance with Chapter 8 of the Traffic Signs Manual to reduce disruption to vehicle travellers. Traffic management is expected to consist of lane closures with a temporary safety barrier and temporary traffic lights.
- Traffic management will include appropriate provisions for non-motorised users of the road such as pedestrians and cyclists who may take longer than motorised vehicles to travel the length of the traffic management.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974 and BS5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites, will be employed at all times during works.
- Works will be carried out during daylight hours wherever possible.
- High noise generating activities must be restricted, wherever possible, to daytime only with a preference for weekdays.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.

- Where fitted and where permitted under Health and Safety requirements, white noise reversing alarms should be utilised on plant during construction.
- Where possible, inherently quiet plant should be selected for construction works.
- All plant and vehicles will be switched off when not in use.
- All plant will be operated in such a way that reduces noise emissions and will be maintained regularly to the appropriate standards.
- The subcontractor must site plant and generators away from sensitive receptors as far as reasonably practicable. Where deemed necessary, acoustic screens should be used.
- The site compound will be located adjacent to the northwest corner of the bridge, away from the nearest residential receptors.

With the above mitigation measures in place, the risk of significant effects on population and human health during the construction phase is considered to be low and this receptor is not considered further.

Biodiversity

Designated Sites

The proposed scour repairs will be carried out within the River Teith SAC and the training wall repairs are adjacent to the River Teith SAC. Consequently, two separate SIAAs were produced by Jacobs to assess potential impacts of scour works and training wall repairs on the River Teith SAC as part of the Habitats Regulations Appraisals (HRA) process in relation to regulation 48 of the Conservation (Natural Habitats, &c.) Regulation 1994 as amended. Both SIAAs were approved by NatureScot in June 2021 and by Transport Scotland as the Competent Authority in July 2021. The SIAAs include standard working practices for working in or near water to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended), which are described further in the 'Water' section below. These and other mitigation measures (listed below) will be in place during works to reduce the risk of impacts to the qualifying features of the River Teith SAC:

- In-stream works must be completed between 1st June and 30th September to avoid the sensitive periods for freshwater fish in the River Teith.
- No discharges into any watercourses or drainage systems are permitted.
- Appropriate containment measures must be in place to prevent any loss of construction materials into the water environment (e.g. dust, debris, wet concrete). Any dust, concrete debris, or other materials produced during works must be contained and removed from site to be disposed of appropriately. Materials produced during works will not be allowed to enter the River Teith, which is a designated site.

- The standard working practices for working in or near water as described in both SIAAs for the River Teith SAC will be adhered to during works.

Aquatic Habitats

Due to the requirement for in-stream works to complete scour repairs, there is potential for works to impact aquatic habitats and fish populations in the River Teith. Consequently, consultation was carried out between Jacobs and NatureScot. In addition, advice was sought from the Forth District Salmon Fishery Board (DSFB) and discussions with the Forth DSFB are ongoing. Works will be carried out during August-September 2021, which is out with the sensitive period for salmonids. In addition to the above mitigation measures, the following measures will be in place during works to reduce the risk of impacts on aquatic habitats and fish populations:

- An Ecological Clerk of Works (ECoW) will attend site during the most sensitive elements of the works to supervise activities. Site staff will follow all instructions given by the ECoW.
- Free passage for migratory fish in the River Teith must be maintained for the duration of works.
- To ensure that the area of scour works is clear of fish prior to installation of Kyowa filter units, it has been proposed that the ECoW will undertake fish deterrent measures (e.g. light or acoustic deterrents) prior to installation of filter unit scour protection. Discussion of proposed methods is ongoing with the Forth DSFB and mitigation will be finalised in line with advice from the DSFB.

Bats

Proposed scour works and training wall repairs include areas to be repointed and/or rebuilt, which could disturb or destroy bat roosts if present. The works are planned to be carried out during the bat active season (April to October inclusive). Activity surveys carried out on the main bridge and training wall in 2019, 2020, and 2021 did not record evidence of roosting bats, although low levels of foraging and commuting activity were recorded. In addition, the WHIs on the training wall did not record any evidence of hibernating bats in the potential roost features, which will be destroyed by repair works. Therefore, the training wall is not considered to support bat roosts during the active season or hibernation season and the main bridge is not considered to support bat roosts during the active season. As such, it is expected that there will be no significant short-term or long-term negative impacts on the local bat population as a result of works.

Terrestrial Mammals

There is potential for works to impact terrestrial mammals which may be present in the vicinity of works. The following mitigation measures will be in place during works to reduce the risk of impacts on terrestrial mammals:

- All conditions of the BEAR Organisational Otter Licence (155466) will be adhered to if active otter couches are identified within 30m of the bridge and a copy of the

licence and supporting information will be present on site and available for inspection as required.

- Toolbox talks will be provided to all site staff prior to works commencing.
- Drivers and operators of machinery in the vicinity of the site must stay vigilant for protected species that may cross the road or access tracks on site, particularly at night or around dusk and dawn.
- Suitable passage for otter under the bridge must be maintained for the duration of works.
- Where protected mammals are encountered or move within 50m of the active works, works will cease until the animal(s) move at least 50m away from the construction site or until the BEAR Scotland NW Environment Team can provide advice.
- All material, machinery, and equipment will be subject to checks for resting mammals daily prior to any works commencing to prevent entrapment or injury of any mammals.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of works to avoid mammals falling in and becoming trapped.
- If fencing is utilised at any point during works, a gap of 200mm from ground level must be provided, allowing free passage for otter and preventing entrapment.
- Where possible, works should be carried out during daylight hours. If night working or night deliveries are required, artificial lighting will be directed away from the River Teith, woodland, or other suitable habitat as much as is safe and reasonably practicable.

Other Constraints

Due to the timing of works during the breeding bird season and the presence of INNS on site, there is potential for impacts as a result of works. Although Japanese knotweed and Rhododendron were identified in the vicinity of the bridge, no INNS were recorded on the northwest riverbank (i.e. location of training wall works and access route to floating pontoon) during surveys in 2021. Access routes have been designed to avoid the INNS and biosecurity measures will be in place on site to ensure that material containing INNS does not leave site. Works are scheduled to

commence in August 2021, which is at the end of the breeding bird season. If deemed necessary, nesting bird checks will be carried out two weeks prior to works and within 24 hours of works commencing. In addition, the following mitigation measures will be in place:

- Toolbox talks on INNS and breeding birds will be provided to all site staff prior to works commencing.
- Site access routes should avoid all identified areas of INNS.
- Material, machinery, and vehicles should not be stored on or near any INNS.
- Any equipment, machinery, vehicles, or footwear that has had contact with INNS must be washed down and inspected prior to leaving site to ensure no INNS material leaves site.
- If necessary, checks for nesting birds will be carried out two weeks prior to works and within 24 hours prior to works.
- If a nesting bird is observed on site during works, all works within 30m must stop until the BEAR Scotland NW Environment Team can provide advice.

Land

Land use will not change as a result of the works. A public car park at the northwest corner of the bridge will be used temporarily as a site compound location and to take access to the river for scour repair works. There is potential for minor, temporary adverse impacts during works as a result of damage to roadside verges, littering, or obstructed views due to vehicles and machinery. Considering the nature and small scale of works and with the following mitigation measures in place, the risk of significant impacts to land are considered to be low.

- Throughout all stages of the works, the site must be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Where applicable, upon completion of the works, any damage to the local landscape (i.e. damage to grass verges or hardstanding of the A84) should be reinstated as much as is practicable.
- The working area and site compound location will be appropriately reinstated following works.
- Works are to avoid encroaching on land and areas where work is not required or does not have permission to do so. This includes general works, storage of equipment/containers and parking.
- The site will be left clean and tidy following construction.

With the above mitigation measures in place, the risk of significant effects on land during the construction phase is considered to be low and this receptor is not considered further.

Soil

There will be no excavations during scour repair works; however, minor excavation work is required to carry out repairs on the training wall. There is potential for temporary, minor impacts on soils as a result of the works. However, provided that the following mitigation measures are adhered to during the works, the risk of significant impacts on soil and geology as a result of the works are considered to be low.

- Geotextile silt fencing will be placed at the toe of the slope below the training wall to reduce the risk of erosion and movement of silt during repairs.
- The duration that stripped ground and soil stockpiles are exposed during training wall repairs will be minimised as far as is reasonably practicable.
- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) should be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

With the above mitigation measures in place, the risk of significant effects on soils during the construction phase is considered to be low and this receptor is not considered further.

Water

There is potential for temporary adverse impacts on the water environment due to the requirement for in-stream works and the risk of pollution incidents during both scour works and training wall repairs. Potential contaminants include fuel and oils from mechanical plant and dirty water run-off from the construction site. Consultation carried out with SEPA confirmed that a CAR Simple Licence (plus variation) was required to allow scour works to proceed. The standard variation for the CAR Simple Licence CAR/S/1175391 is expected to be issued by SEPA in July or August 2021 and no in-stream works will commence until the variation is issued. Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. These measures include the following:

- All conditions of the CAR Simple Licence (CAR/S/1175391) with standard variation issued by SEPA must be complied with. A copy of the CAR licence and variation will be retained on site and made available for inspection as required.

- All conditions of SEPA's General Binding Rules (GBRs) 6,9, and 10b will be adhered to during works.
- Pollution control measures, including relevant SEPA Pollution Prevention Guidelines (PPGs) and Guidance for Pollution Prevention (GPPs), as well as other good practice measures for working in or near water, will be detailed in the SEMP and adhered to on site to prevent sediment or other materials entering the water environment.
- A toolbox talk on silt and sediment containment will be delivered to all site staff as part of the site induction.
- No discharges into any watercourses or drainage systems are permitted and appropriate containment measures must be in place to prevent any loss of construction materials into the water environment (e.g. dust, debris, wet concrete). Any dust, concrete debris, or other materials produced during works must be contained and removed from site to be disposed of appropriately.
- A floating pontoon will be used to allow access to the working area on the bridge for scour repairs. Access to the pontoon will be taken from the northwest bank.
- Where possible, repairs (e.g. masonry or concrete works) will be carried out by hand to reduce the risk of dust or debris entering the watercourse.
- During concrete repairs and mortar works, wet cement and lime mortar must not be allowed to discharge into drains, watercourses or waterbodies. Concrete batching should be carried out on an impermeable surface and at least 10m away from drains and watercourses.
- Concrete, lime mortar, and other materials must not be stored on the floating pontoon, the slope below the training wall, and/or any required scaffolding during works. Site staff should take only the minimum amount necessary to carry out works onto the pontoon, slope, or scaffold during each work period.
- The subcontractor is required to produce an incident response plan for dealing with spills or environmental incidents. The incident response (contingency) plan will be put in place to minimise the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) and floating booms (designed to retain oil), will be available on site, quickly accessible if needed, and staff trained in their use.

Due to the requirement for in-stream works to carry out scour repairs, CAR authorisation from SEPA was determined to be necessary to allow works to proceed. This receptor is considered further in the 'Assessments of the Environmental Effects' section below.

Air

During scour works and training wall repairs, there is potential for short-term negative impacts on air quality. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, considering the nature and small scale of the works as well as the following mitigation measures, the risk of significant impacts to air quality are considered to be low.

- Appropriate containment measures must be in place to prevent debris from entering the environment.
- All plant, machinery and vehicles associated with the scheme must be maintained to the appropriate standards and must switch their engines off when not in use.
- The movement of dusty material will be minimised by appropriately planning material movements.
- A designated laydown area will be established at the site compound location.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as much as reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground (e.g. within the A84 carriageway boundary) and, where feasible, 10m away from potential pollution pathways such as drains and watercourses.
- Cement bags will remain closed when not in use to prevent cast-off to the surrounding environment.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists. Where a risk of dust emissions exists from stockpiles, these are to be dampened down. This is likely to require the use of mobile water bowsers.
- Materials should be removed from site as soon as is practical.
- Good housekeeping will be employed throughout the work.
- All construction activities will operate in line with good practice measures for construction as outlined in the SEMP.

With the above mitigation measures in place, the risk of significant effects on air quality during the construction phase is considered to be low and this receptor is not considered further.

Climate Change

During scour works and training wall repairs, there is potential for impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site.

However, considering the nature and small scale of the works as well as the following mitigation measures, the risk of significant impacts to climate are considered to be low.

- BEAR Scotland will adhere to the company's Carbon Management Policy.
- BEAR Scotland will undergo annual CEEQUAL Assessment.
- Where possible and in line with Covid-19 restrictions, construction operatives will be encouraged to car-share, used organised company transport or public transport, reducing greenhouse gas emissions.
- All plant, machinery and vehicles associated with the scheme must be maintained to the appropriate standards and must switch their engines off when not in use to reduce and control emissions.
- Where possible, materials are to be sourced locally to reduce greenhouse gas emissions associated with materials movement.

With the above mitigation measures in place, the risk of significant effects on climate change during the construction phase is considered to be low and this receptor is not considered further.

Material Assets

There is potential for impacts as a result of resource depletion through use of new materials. However, to comply with LBC, stonework in the training wall will be numbered, stored, and reused wherever possible. Likewise, excavated material and the existing lighting column will be reused on site where possible. Other materials will be sourced locally where possible. With the following mitigation measures in place, significant impacts on material assets are not anticipated as a result of works:

- Stonework and excavated material will be appropriately stored for reuse on site.
- Other materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging should be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

Waste

Although stonework and excavated material will be reused on site where possible, there is potential for impacts as a result of the improper storage or disposal of waste during scour works and training wall repairs. However, provided the following mitigation measures are in place, the risk of significant impacts as a result of the works is considered to be low.

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or materials from entering the surrounding environment.
- All wastes and unused materials must be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier must have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation must be present on site and be available for inspection. A copy of the Duty of Care paperwork should be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g. waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff to be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- Any COSHH waste and special waste should be removed from site by a specialised waste carrier. COSHH waste should NOT be mixed with general waste and/or other recyclables. Any contaminated ground as a result of the works should be removed and transferred off site as special waste.

Cultural Heritage

Scour works and training wall repairs will be carried out on A84 Bridge of Teith, which is a Category A Listed Building. Consultation with Stirling Council confirmed that LBC was required to carry out the proposed works. Separate LBC applications for scour works and training wall repairs were submitted to Stirling Council by Jacobs. Lime mortar analysis and petrographic stone analysis were undertaken to inform the scheme design and LBC applications. The LBC for scour works was issued by Stirling Council in July 2021. The LBC for the training wall repairs required further consultation with Historic Environment Scotland (HES) and is expected to be issued by August 2021. No works on the training wall will commence until LBC is received and all conditions of the LBC for the training wall repairs will be adhered to once issued. Measures to reduce impacts on the structure resulting from required

repair works have been built into the scheme design for both scour works and training wall repairs and are listed below. With these measures in place and provided that all conditions of both LBCs are adhered to, significant impacts on the Bridge of Teith Listed Building are not expected as a result of works. Proposed works are not expected to result in impacts on other nearby features of cultural heritage, as works will be restricted to A84 Bridge of Teith.

- All conditions of LBC for both scour works and training wall repairs will be adhered to. Copies of the LBC will be retained on site and made available for inspection as required.
- Historic building recording will be undertaken prior to works on the bridge and will include a photographic record and Written Scheme of Investigation (WSI) to be submitted to the Stirling Historic Environment Record and the National Record of the Historic Environment.
- Stones in the section of training wall to be repaired will be numbered with their positions recorded (including cope stones) prior to dismantling. Wherever possible, these stones will be replaced in the same positions and the rebuilt section of wall will integrate into the original masonry.
- Damaged masonry on the bridge will be repaired using replacement stone that matches the original stone, as informed by petrographic stone analysis.
- Mortar used during masonry repairs will match the original mortar on the bridge, as informed by lime mortar analysis. All joints will be sufficiently thick to prevent stone-to-stone contact and shall be completely filled with mortar.
- Cope stones will be reinstated to match the original character of the training wall, with any deficit made up of stone matching the type, profile, colour, dimension, and positioning of the original cope stones.
- New pipes installed within the rebuilt section of training wall will be flush with the wall to act as weep holes.
- The steel cutwater protector to be installed on the bridge will be made of mild or weathering steel, which naturally oxidises to a brown colour to blend in with the stone masonry of the bridge. Fixings for the steel cutwater protector will be minimised as far as possible.
- Scour protection around the upstream breakwater will consist of Kyowa filter units installed below the top water level rather than rip-rap rock armour to reduce the visual impact on the bridge.
- Masonry repairs and repointing works will be carried out by hand and lime mortar used will adhere to the recommendations of the Scottish Lime Centre Trust.

- There shall be no parking of construction vehicles, placement of plant, or storage of materials adjacent to walls, buildings, or fences.
- People, plant, and materials should, as much as is reasonably practicable, only be present on areas of made/engineered ground. Where access outwith these areas is required for the safe and effective completion of the scheme, it should be reduced as much as possible and ideally be limited to access on foot.
- All site personnel are to be briefed on the importance of archaeological finds and are instructed, as part of the site induction, to inform the site supervisor where potential finds are made.
- Should any unexpected archaeological evidence be discovered during works, construction activities in the vicinity should be halted, the area of interest should be cordoned off, and the BEAR Scotland NW Environmental Team should be contacted to arrange a competent archaeologist to survey the site.

Due to the requirement for LBC to carry out scour works and training wall repairs, this receptor is considered further in the 'Assessments of the Environmental Effects' section below.

Vulnerability of the Project to Risks

There is potential for minor impacts on the project as a result of environmental risks such as the discovery of a protected species on site, high water levels, pollution incidents, or complaints from local residents. However, a range of ecological surveys has been carried out prior to works to identify potential risks to protected species and licences and mitigation measures will be adhered to during works. The floating pontoon that will be used to undertake scour works has the capacity to handle high water levels and, as a floating platform, is less prone to pollution incidents due to high water than a dry working area on the riverbed would be. The majority of works will be undertaken from out with the A84 carriageway boundary, and any traffic management will be designed in line with existing guidance. Consultation with local residents will also be carried out to reduce the risk of significant complaints from the local community. These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site. Therefore, the vulnerability of the project to risk is considered to be low.

- A SEMP has been produced by BEAR Scotland which sets out a framework to reduce the risk of adverse impacts from construction activities on sensitive environmental receptors. The subcontractor will comply with all conditions of the SEMP, LBC, SIAAs, and protected species licences during works and may be subject to audit throughout the contract.

Cumulative Effects

A search of the [Stirling Council Planning Portal](#) showed several applications for alterations to private properties in the village of Doune. All of these are located over 400m from the River Teith and are minor in scale. No other planning applications were identified on the River Teith in the vicinity of the scheme. Therefore, the risk of in-combination or cumulative impacts on environmental receptors is low. Aside from the proposed home alterations in Doune, there are no known projects currently planned or recently completed that have the potential to contribute to in-combination or cumulative effects on environmental receptors in the vicinity of A84 Bridge of Teith.

The proposed scour works and training wall repairs will improve the condition of A84 Bridge of Teith and protect against future deterioration of the structure. Consequently, carrying out these maintenance works now will reduce the risk that additional major refurbishment works will be required in the future. This in turn will reduce the amount of work required at this location on the River Teith. Therefore, it is not expected that the works will contribute to long-term significant cumulative effects on the environment in the vicinity of A84 Bridge of Teith.

Assessments of the Environmental Effects

This assessment has identified potential effects on three environmental receptors (Biodiversity, Water, and Cultural Heritage) as a result of the proposed works. These are assessed in further detail below.

Biodiversity

The Biodiversity receptor is considered further in this section due to the following factors:

- Production of two SIAAs assessing potential impacts of works on the River Teith SAC.
- Potential for impacts on freshwater fish, terrestrial mammals, nesting birds, and INNS.
- Use of BEAR Scotland's Organisational Otter Licence.
- Requirement for consultation with NatureScot.
- Requirement for consultation with the Forth DSFB.

Designated Sites and consultation with NatureScot

As part of the HRA process, Jacobs carried out consultation with NatureScot and produced two SIAAs to assess potential impacts of both the scour works and training wall repairs on the River Teith SAC.

Although in-stream works are required to complete scour repairs on the breakwater, there will be no dry working area. Repairs will be carried out from a floating pontoon accessed via the left bank or from the A84 trunk road above, which will leave the riverbed undisturbed and maintain passage for freshwater fish for the duration of

works. The SIAA for scour works concluded that the works would not have likely significant effects (LSE) on the qualifying features of the River Teith SAC. Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be in place during works. These include containment measures to prevent debris or pollutants from entering the water environment. These working practices are required for any works in or near water and therefore do not constitute mitigation measures specifically in place to protect the SAC; therefore, with these working practices in place, there is no pathway to LSE on the qualifying aquatic features of the SAC.

Similarly, the SIAA for training wall works concluded that there would be no LSE on the qualifying features of the River Teith SAC as a result of works. The training wall repairs will take place adjacent to the River Teith SAC and will not include any in-stream works. Therefore, no direct impacts on the qualifying features of the SAC are expected as a result of works. As the works will be undertaken close to the River Teith, standard working practices, including appropriate containment measures, to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be in place. These working practices are required for any works in or near water and therefore do not constitute mitigation measures specifically in place to protect the SAC; therefore, with these working practices in place, there is no pathway to LSE on the qualifying aquatic features of the SAC.

Both SIAAs have been approved by NatureScot and Transport Scotland as the Competent Authority.

Freshwater fish related consultation

Although scour repairs require in-stream works, the works will be carried out from a floating pontoon and filter units will be carefully lowered into the river from the A84 carriageway above. Therefore, a dry working area is not required.

There is potential for salmonids to be indirectly affected by works due to disturbance or pollution caused by loss of containment. However, containment measures will be in place during works and an ECoW will attend site during sensitive activities (e.g. installation of floating pontoon and placement of scour protection). The scheme will be undertaken during August and September 2021, which is out with the sensitive period for salmonids. With these measures in place, the risk of indirect impacts as a result of scour works is considered to be low.

Consultation with the Forth DSFB was carried out by Jacobs to determine potential risks to fish and aquatic habitat as a result of works. The DSFB initially recommended that electrofishing be carried out prior to placement of scour protection in the River Teith. However, due to the size, depth, and current strength of the River Teith, it was deemed unsafe and unfeasible to undertake electrofishing in this location. The aquatic ecology team at Jacobs suggested that alternative fish deterrent measures (e.g. light or acoustic deterrents) could be used by the ECoW to ensure that the working area would be clear of fish prior to installation of scour protection. Discussion of proposed methods is ongoing with the Forth DSFB and mitigation will be finalised in line with advice from the DSFB.

Scour works will not require a dry working area; therefore, passage for fish will be maintained throughout the works. In addition, the loss of a small area ($\leq 30\text{m}^2$) of

suitable juvenile habitat in the footprint of scour works is unlikely to significantly impact fish populations in the River Teith, where there is abundant alternative juvenile habitat available. Fish deterrent measures (e.g. light, noise) will be employed prior to installation of the scour protection to ensure that the area is clear of fish prior to works. Therefore, direct impacts on fish and fish habitat are considered to be minor and not significant.

In summary, in-stream works will not require a dry working area, which will allow fish passage to be maintained throughout works. An ECoW will attend site during sensitive activities. Finally, appropriate containment measures and standard working practices detailed in the SEMP will be strictly adhered to during works. Therefore, the risk of significant impacts on fish populations as a result of works is considered to be low.

Terrestrial mammals, nesting birds, and INNS

There is potential for the works to result in impacts on protected species and INNS.

No resting places will be destroyed by works and all conditions of the licence and its supporting information will be adhered to. Suitable passage for otter will be maintained along the River Teith and works will be carried out during daylight hours, when otter are less likely to be active. All site staff will receive a toolbox talk on otter prior to works and the SEMP will include measures for reducing the risk of disturbance to otter during works. Therefore, the risk of significant impacts on otter as a result of works is considered to be low.

There is suitable habitat for nesting birds present on site. However, works are scheduled to commence in late August or September 2021, which is at the end of the main bird breeding season. If deemed necessary, nesting bird checks will be undertaken prior to works or any vegetation removal. All site staff will receive a toolbox talk on nesting birds prior to works commencing and will be informed to stop works. Due to the timing of the works and with these measures in place, the risk of significant impacts on nesting birds as a result of works is considered to be low.

Although a large stand of Japanese knotweed is present at the northeast corner of the bridge, it is not expected that site staff will be required to work in this area. The site compound will be located in a small public carpark near the northwest corner of the bridge. Access to the floating pontoon used for scour repairs will be taken from this corner down to the upstream left-hand riverbank. In addition, the training wall to be repaired is located at the northwest corner of the bridge. All site staff will receive a toolbox talk on INNS prior to works. The ECoW will take note of any new stands of INNS in the area of works and will inform BEAR Scotland and site staff so that biosecurity protocols (e.g. exclusion zones, washing of equipment and footwear) can be implemented. With these measures in place, the risk of significant environmental impacts due to the spread of INNS as a result of works is considered to be low.

Summary

Based on the above assessment and provided that the licences, mitigation measures, and standard working practices detailed above and in the SEMP are adhered to during works, any impacts on the 'Biodiversity' receptor resulting from the proposed works at A84 Bridge of Teith are expected to be minor, temporary, and not significant.

Water

As scour works will include activities in the River Teith, consultation with SEPA was carried out by BEAR Scotland to determine the level of CAR authorisation required to allow the in-stream works. SEPA confirmed that a CAR Simple Licence was required and granted licence CAR/S/1175391 to BEAR Scotland in 2019. A condition of this licence stated that the bed reinforcement surface area should be limited to 20m², which corresponded to the original scheme design. However, works were delayed and not completed in 2019, and were delayed again in 2020 due to the Covid-19 pandemic. During this time, it was deemed necessary to expand the bed reinforcement area slightly to cover 27-30m². Therefore, an application was submitted to SEPA in May 2021 to vary the CAR licence CAR/S/1175391 to allow bed reinforcement of up to 30m² and to reference an updated design drawing. The variation is expected to be issued by SEPA in July or August 2021. No in-stream works will commence until the variation is issued.

There is potential for scour works and training wall repairs to result in impacts to the water environment. However, scour works will be carried out from a floating pontoon in the River Teith or from the A84 trunk road above; therefore, a dry working area is not required and the riverbed will remain undisturbed. Similarly, standard working practices, including appropriate containment measures, to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to during works, along with all conditions of the CAR licence and standard variation. With these measures in place, the risk of significant impacts on the water environment as a result of works is considered to be low.

Cultural Heritage

The A84 Bridge of Teith is a Category A Listed Building and there is potential for scour works and training wall repairs to result in impacts to the Listed Building. However, consultation with Stirling Council was undertaken by Jacobs to inform the LBC applications. In addition, petrographic stone analysis and lime mortar analysis were carried out to inform the scheme design and LBC applications. Several measures have been built into the scheme design to mitigate impacts on the Listed Building, including the reuse of stonework where possible and the sourcing of new stonework and lime mortar to match the original materials used in construction of the bridge. These measures have been detailed in the LBC and will ensure that the repaired sections of training wall and cutwater will integrate into the existing structure, thereby maintaining the character and fabric of the Listed Building structure.

Historic building recording, including a photographic record and WSI, will be undertaken prior to works on the bridge and will be submitted to the Stirling Historic

Environment Record and the National Record of the Historical Environment. All other conditions of the LBC for both the scour works and the training wall repairs will be adhered to during works. Therefore, the risk of significant impacts on the A84 Bridge of Teith Listed Building as a result of works is considered to be low.

The scheme is located within the Doune Conservation Area and is adjacent to the Deanston Conservation Area and the Blair Drummond Garden and Designed Landscape. There are also several other features of cultural heritage interest present within 300m of the scheme. However, works will be restricted to the A84 Bridge of Teith and will not impact other nearby Listed Buildings. Conditions of the LBC will ensure that the character of the bridge is maintained; therefore, no impacts to the Conservation Areas or other features of cultural heritage are anticipated.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction)—

do not exceed 1 hectare in area,

are situated in whole or in part in the River Teith SAC, which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) ACT 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- The works will be temporary, localised, and short-term (less than 2 months in duration) and will be completed during daylight hours.
- The works will not damage or alter the footprint of the A84 Bridge of Teith.
- Containment of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.

Location of the scheme:

- The total working area is less than 1ha.
- Although the works lie within the River Teith SAC, the HRA assessment and SIAAs approved by NatureScot and Transport Scotland concluded that works would not result in LSE on the qualifying features of the SAC.
- Land use will not change as a result of the works.
- The site compound will be located on made ground.
- The works will not result in altered views from the A84, and minor impacts to view during the construction phase will be temporary and short-term.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, and limited to the construction phase.
- The HRA assessment and SIAAs approved by NatureScot and Transport Scotland concluded that the works would not result in LSE on the River Teith SAC.
- CAR authorisation has been granted by SEPA to carry out in-stream works to complete scour repairs.
- Although works will be carried out on the Category A Listed Building A84 Bridge of Teith, all conditions of LBCs granted by Stirling Council will be complied with to ensure that the character and fabric of the Listed Building is maintained.
- Licences, mitigation measures, and consents will be in place to ensure no short-term or long-term significant negative impacts on biodiversity, water, and cultural heritage.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works.
- Mitigation measures detailed above and in the SEMP will ensure no significant negative impacts on sensitive receptors.

Annex A

“sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000



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