

Appendix A4.1: Assessment of Policy Compliance

1 Introduction

- 1.1 This appendix provides a review of national and local planning policy documents, and an assessment of the extent to which the A985 Kincardine Bridge Refurbishment: Piled Viaduct Replacement scheme (hereafter referred to as the proposed scheme) complies with policy and guidance.
- 1.2 DMRB LA104, Environmental Assessment and Monitoring (Highways England, Scottish Government, Welsh Government and the Department for Regional Development Northern Ireland 2019a) states that environmental assessment, reporting and monitoring shall meet the requirements of the national planning policy for each relevant Overseeing Organisation. In addition, DMRB LA101, Introduction to Environmental Assessment (Highways England, Scottish Government, Welsh Government and the Department for Regional Development Northern Ireland 2019b) requires that project objectives and environmental objectives should deliver improved environmental performance by being linked and informed by wider legislative, regulatory or strategic requirements.
- 1.3 Paragraphs 1.8 to 1.33 below summarise the Plans, Policies and Strategies (PPS) which are relevant to the environmental assessments of the proposed scheme and provide an assessment of the extent to which the principle of the proposed scheme, is compliant with policy objectives.
- 1.4 The National Planning Policy Assessment (Tables 1-10) reports on the relevant national PPS objectives for each topic chapter in this EIA Report, and also identify applicable local policies and guidance. It should be noted that the National Planning Framework 3 (Scottish Government 2014a) and Scottish Planning Policy (Scottish Government 2014b) provide the policy framework for the preparation of Local Development Plan policies. In addition, details of planning guidance (including Planning Advice Notes (PANs), Planning Circulars, provisions of SPP, Historic Environment Policy for Scotland can be found in the *Summary of Policy Objectives* column of the relevant Environmental Assessment policy compliance table (Tables 1 – 11).
- 1.5 At a local level, planning policies of relevance from the Falkirk Local Development Plan 2 (FLDP2) (Falkirk Council 2020) adopted on 07 August 2020 are provided. Where applicable, policies from FIFEplan, Fife Council's Local Development Plan (2017) have been considered. Table 11 (Other), consists of Local Development Plan policies which are of relevance to the proposed scheme but cannot be directly assessed within Tables 1-10 as certain EIA assessments were scoped out, as detailed within Chapter 5 (Consultation and Scoping).
- 1.6 An assessment of the proposed scheme's compliance with these policies is described and marked with either a '✓' or a 'X' to demonstrate the outcome of whether there is compliance. The assessment considers the compliance of the proposed scheme with the overall objectives of national and local policies and takes an objective and balanced view when determining compliance.
- 1.7 A summary of the relevant PPS, and the assessment of policy compliance is provided in each of the topic chapters of this EIA Report.

The Proposed Scheme: Key Policy Principles

National Plans, Policies and Strategies

National Planning Framework 3 (Scottish Government 2014a)

- 1.8 The National Planning Framework (NPF3) is a statutory document and a material consideration in planning decisions. NPF3 guides Scotland's development over the next 20 to 30 years setting out strategic development priorities to support the Scottish Governments' central purpose to '*create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth*' (paragraph 1.1). It focuses on the following four outcomes for Scotland:
- a successful and sustainable place;
 - a low carbon place;
 - a natural, resilient place; and
 - a connected place.
- 1.9 NPF3 identifies 14 major transport, energy and environmental infrastructure projects that are of national significance to Scotland and which are considered by Scottish Ministers to be essential to the delivery of the spatial strategy set out in NPF3. Although NPF3 does not specifically mention the proposed scheme, refurbishments of infrastructure and enhancements to existing facilities are important to achieving the ambitions of a successful, sustainable place. The proposed scheme will support achieving NPF3's aspirations of a Scotland which is a '*connected place*' as it is required to maintain the long term use of the Kincardine Bridge and will contribute to the long term viability of a heritage asset. In relation to '*a low carbon place*' and '*a natural, resilient place*', whilst construction works will result in some impacts upon the natural environment, impacts will be largely temporary, can be appropriately mitigated and are not expected to have a material impact on the ability of the UK or Scotland to meet respective carbon reduction targets.
- 1.10 A consultation draft of NPF4 is expected to be published around September of 2020. NPF4 is a long term (to 2050) spatial plan for Scotland which will set out national policies, designate national developments and will reflect regional spatial priorities.

Scottish Planning Policy (SPP) (Scottish Government 2014b)

- 1.11 Scottish Planning Policy (2014b) (SPP) describes the relationship between PPS from national to local level and illustrates how these are related to the Scottish Government's vision of '*creating a more successful country, with opportunities for all to flourish, through increasing sustainable economic growth*' (p.8). The framework of PPS is illustrated in SPP (refer to Diagram 1), however it should be noted that some of the PPS have been updated since this diagram was published in 2014. This policy assessment reports on current PPS in an assessment of the proposed scheme's compliance with national policy objectives.
- 1.12 Diagram 1 also illustrates how these national plans, policies and strategies (PPS) are relevant to, and inform the development plan framework consisting of Strategic Development Plans and Local Development Plans. Local planning authorities are required to take into account the principal and subject based planning policies in SPP, and the provisions of the NPF3 (Scottish Government 2014a) during the preparation of their statutory plans. Although this will be subject to change for future development plans with the forthcoming implementation of The Planning (Scotland) Act 2019 and future publication of NPF4.
- 1.13 SPP sets out two principal policies, Sustainability and Placemaking and then outlines various subject policies which the environmental impacts reported in this EIA Report are assessed against.

- 1.14 The first of the two principal policies, 'Sustainability', seeks to ensure development is economically, environmentally and socially sustainable. This means that development should seek to balance the costs and benefits over a long period of time, contributing to economic growth whilst being mindful of the environmental and social costs incurred. The second principal policy, 'Placemaking', seeks to ensure that development should contribute towards high quality places and should demonstrate the six qualities of successful places:
- distinctive;
 - safe and pleasant;
 - welcoming;
 - adaptable;
 - resource efficient; and
 - easy to move around and beyond.
- 1.15 Overall, the proposed scheme would contribute to ensuring the long-term use of the Kincardine Bridge. The proposed scheme also contributes to the long-term viability of a Category A Listed structure to maintain its special interest, character and appearance. As such, these works are considered to be consistent with SPP, which seeks to promote connected, successful and sustainable places.
- Scotland's National Marine Plan (Scottish Government 2015a)*
- 1.16 The Marine (Scotland) Act 2010 requires the preparation and adoption of a national marine plan (Scottish Government 2015a) for the Scottish marine area. The Scottish National Marine Plan (SNMP) sets out sustainable development policies concerning development in Scottish seas and also identifies General Planning Principles (GEN). GEN of relevance to the proposed scheme are referred to in the relevant tables in the National Planning Policy Assessment.
- National Transport Strategy 2 (Transport Scotland 2020)*
- 1.17 In February 2020, a new NTS (NTS2) was published, setting out an updated vision for Scotland's transport system for the next 20 years (Transport Scotland 2020) for '*a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors*'. The Vision is underpinned by four priorities:
- Reducing inequalities through the provision of fair, easy and affordable access to transport services.
 - Taking climate action by ensuring Scotland's transport system helps deliver the Scottish Government's net-zero carbon emission target by 2045, adapts to the effects of climate change and promotes the use of sustainable travel options.
 - Delivering inclusive economic growth by ensuring Scotland's transport network and services will be effectively integrated with spatial and land use planning and economic development, adapt to the changing requirements of citizens, businesses and visitors, provide reliable journey times, and use new and innovative products, services and technologies.
 - Improving health and wellbeing by prioritising the prevention and reduction of incidents, promoting active travel and creating cleaner and greener places and networks within the transport system.
- 1.18 Overall the proposed scheme is consistent with the aims and vision of NTS2. Specifically, the proposed scheme would be considered at the 2nd tier of the strategies '*Sustainable Investment Hierarchy*' as it involves '*Maintaining and safely operating existing assets*' (p.44). In addition, the proposed works are essential in ensuring '*a resilient and reliable transport system*' (p.41) that the strategy seeks to achieve.

Climate Change Plan: third report on proposals and policies 2018-2032 (Scottish Government 2018)

1.19 The Climate Change Plan provides the Scottish Government's policies and proposals for addressing climate change and achieving the emissions reduction targets set out in the Climate Change (Scotland) Act 2009. This plan predates the updated emissions targets provided in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 for net zero greenhouse gas emissions by 2045, and an update to the Climate Change Plan is in preparation by the Scottish Government.

1.20 In relation to transport, the plan seeks to reduce emissions from transport by 37%. The vision of the plan is:

'By 2032, Scotland will have reduced its emissions by 66%, relative to the baseline, while growing the economy, increasing the wellbeing of the people of Scotland and protecting and enhancing our national environment.' (p.4)

1.21 In order to achieve this vision, it focuses on the following outcomes by 2032:

- a healthier society;
- an enhanced and protected natural environment; and
- a diversified, resilient and sustainable economy.

1.22 Although the objectives of the proposed scheme are not directly related to reducing emissions from transport, they are intended to maintain the long-term use of existing Kincardine Bridge infrastructure. In addition, the National Planning Policy Assessment (below), outlines mitigation measures which have been proposed in relevant EIA Report chapters in order to reduce impacts on the natural environment. Chapter 15 (Climate) of this EIA Report provides an assessment of the potential impact of the proposed scheme on climate change. While it is anticipated that there will be an increase in GHG emissions because of the proposed scheme, the magnitude of the additional GHG emissions is predicted to be negligible when compared to the UK carbon budgets and the Scottish Government interim targets.

The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020)

1.23 The Environment Strategy provides an overarching framework bringing Scotland's existing strategies and plans on environmental issues such as climate change, biodiversity, circular economy, air and water quality together. Its vision is as follows:

'One Earth. One home, One shared Future.

By 2045: By restoring nature and ending Scotland's contribution to climate change, our country is transformed for the better – helping to secure the wellbeing of our people and planet for generations to come.'

1.24 The outcomes outlined by the strategy and of relevance to the proposed scheme include:

- Scotland's nature is protected and restored with flourishing biodiversity and clean and healthy air, water, seas and soils;
- We play our full role in tackling the global climate emergency and limiting temperature rise to 1.5oC;
- We use and re-use resources wisely and have ended the throw-away culture;
- Our thriving, sustainable economy conserves and grows our natural assets;
- Our healthy environment supports a fairer, healthier, more inclusive society; and
- We are responsible global citizens with a sustainable international footprint.

- 1.25 Compliance of the proposed scheme with these outcomes is provided under the relevant discipline tables of the National Planning Policy Review, where overall it is considered that the principle of the refurbishment of the Kincardine Bridge largely reflects these outcomes.

2020 Challenge for Scotland's Biodiversity (Scottish Government 2013)

- 1.26 The 2020 Challenge shows how the Scottish Government, its public agencies, Scottish business and others can contribute to the Strategy's aims as well as supporting sustainable economic growth. It is a supplement to the Scottish Biodiversity Strategy (2004) and together the two documents comprise the Scottish Biodiversity Strategy. Its place within the Scottish planning system can be seen in Diagram 1. Scotland's 2020 Challenge aims to:

- protect and restore biodiversity on land and in our seas, and to support healthier ecosystems;
- connect people with the natural world, for their health and wellbeing and to involve them more in decisions about their environment; and
- maximise the benefits for Scotland of a diverse natural environment and the services it provides, contributing to sustainable economic growth.

- 1.27 A full policy assessment of the proposed scheme against these aims is provided in Table 4 of the National Planning Policy Assessment below, where it is concluded that the proposed scheme takes cognisance and adheres to the requirements of the strategy.

Strategic Development Plan

SESplan Strategic Development Plan (SESplan 2013)

- 1.28 Although the proposed scheme is located at the southern end of the Kincardine Bridge, within Falkirk Council area, and does not fall directly within the SESplan area, the northern extent of the Kincardine Bridge is located within the SESplan Sub Regional area of Fife Forth. This assessment considers potential impacts to receptors on the Fife side of the Kincardine Bridge related to Cultural Heritage, Air Quality and Noise & Vibration. SESplan sets out a vision statement and spatial strategy on the future development and land use within the six member authorities (City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian). The overall vision is that:

'By 2032, the Edinburgh City Region is a healthier, more prosperous and sustainable place which continues to be internationally recognised as an outstanding area in which to live, work and do business' (p.5)

- 1.29 Of relevance to the proposed scheme, an aim of the plan is to *'promote the provision of improved infrastructure to enhance connectivity within the area, between the area and other parts of the UK and elsewhere to support economic growth and meet the needs of communities'* (p.6). The proposed works meet this aim, with the construction of a temporary bridge in order to retain traffic flow during construction, and improving the longevity of operation of the bridge, which is a historic asset, through its refurbishment.

- 1.30 A proposed replacement SESplan 2 (SESplan 2016) was due to replace the 2012 SESplan but was rejected by Scottish Ministers in May 2019 and has not been considered in this assessment.

Local Development Plans

Falkirk Local Development Plan 2 (FLDP2) (Falkirk Council 2020)

- 1.31 The Falkirk Local Development Plan 2 (FLDP2) was adopted on the 7th August 2020 and outlines the future use and development of land within the Falkirk Council area over a 20-year period from 2020 to 2040. The vision for the area is to promote:

'a dynamic and distinctive area at the heart of Central Scotland characterised by a network of thriving communities set within high quality greenspaces, and a growing economy which is of strategic importance in the national context, providing an attractive, inclusive and sustainable place in which to live, work, visit and invest.' (Falkirk Council 2020).

- 1.32 In principle, the proposed scheme supports the objectives of local policy specifically, ensuring that *'further investment in infrastructure...support(s) (Falkirk Councils) growth aspirations'* (p.9). Although the proposed scheme is not specifically mentioned in FLDP2, infrastructure upgrades are encouraged within the plan which states that *'significant additional infrastructure is required over the period of the plan to address existing gaps in provision and to support new business and residential development.'* The proposed scheme is also supported by the Sustainable Place Objective (p.12.) which seeks *'...to protect, enhance and promote our historic environment.'*

FIFEplan – Fife Local Development Plan (Fife Council 2017)

- 1.33 The FIFEplan Local Development Plan forms part of Fife's Development Plan together with the approved SESplan and TAYplan SDPs and is relevant to the Fife Council area to the north of the Kincardine Bridge. Although the proposed scheme is located at the southern end of the Kincardine Bridge, consideration has been given to the principles and aims of the FIFEplan which seeks to contribute:

'to making Fife the best place to do business. Growing business activity and employment will build the economy, off more job opportunities, and allow more people to improve and maintain their living standards. The plan strategy combines growth ambitions with improving Fife as a place to live and work in – keeping safe our rich environmental assets and improving and protecting the quality of our towns and villages as they change' (p.12).

Scottish Government Purpose	To focus government and public services on creating a more successful country, with opportunities for all to flourish, through increasing sustainable economic growth.														
Scottish Government National Outcomes	The planning system and service contribute to all 16 National Outcomes														
Scottish Government National Plans, Policies & Strategies	Government Economic Strategy														
	Infrastructure Investment Plan														
	Scotland's Digital Future	Electricity & heat generation policy Statements	2020 Challenge for Scotland's Biodiversity	Scottish Historic Environment Strategy and Policy	Housing Strategy	National Planning Framework & Scottish Planning Policy	Land Use Strategy	Low carbon Scotland: report of Proposals and Policies	National Marine Plan	Regeneration Strategy	National Transport Strategy				
Planning Vision	We live in a Scotland with a growing, low carbon economy with progressively narrowing disparities in well-being and opportunity. It is growth that can be achieved whilst reducing emissions and which respects the quality of environment, place and life which makes our country so special. It is growth which increases solidarity – reducing inequalities between our regions. We live in sustainable, well-designed places and homes which meet our needs. We enjoy excellent transport and digital connections, internally and with the rest of the world.														
Planning Outcomes	Planning makes Scotland a successful, sustainable place – supporting sustainable economic growth and regeneration, and the creation of well-designed places.			Planning makes Scotland a low carbon place – reducing our carbon emissions and adapting to climate change.			Planning makes Scotland a natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use.			Planning makes Scotland a connected place – supporting better transport and digital connectivity.					
National Planning	Scottish Planning Policy (SPP)														
	Principal Policies														
	Sustainability					Placemaking									
	Subject Policies														
	Town Centres		Heat and Electricity	Natural Environment		Travel		Cities and Towns Rural Areas Coast and Islands National Developments							
	Rural Development			Green Infrastructure											
	Homes			Aquacultural											
Business & Employment		Zero waste	Minerals		Digital Connectivity										
Historic Environment			Flooding & Drainage												
Community Planning															
Strategic	Strategic Development Plans														
Local	Local Development Plans														
Site	Master Plans														

Diagram 1 - Relationship of Plans, Policies & Strategies in Scotland (Scottish Government 2014a)

National Planning Policy Assessment

Chapter 6: Geology, Soils and Groundwater

Table 1: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p><u>NPE3</u> A Natural, Resilient Place</p> <p><u>SPP</u> Valuing the Natural Environment A Natural, Resilient Place Managing Flood Risk and Drainage</p>	<p><u>FLDP2 (2020)</u></p> <p>Policy PE19 - Biodiversity and Geodiversity</p> <p>Policy PE25 - Soils and Agricultural Land</p>	<p><u>Land Quality</u> SPP's theme of <i>Valuing the Natural Environment</i> seeks to protect soils from damage such as erosion or compaction. Development proposals should demonstrate how they have avoided unnecessary disturbance, degradation or erosion of peat and soils.</p> <p>Where peat and other carbon rich soils are present, applicants should assess the likely effects of development on carbon dioxide (CO₂) emissions.</p>	<p>Chapter 6 (Geology, Soils and Groundwater) considers construction and operation related effects together as the majority of construction effects would extend through to the operational phase.</p> <p><u>Land Quality</u> Construction/Operation In relation to protection of soils, organic rich/peaty saltings are present within the working area and are likely to be impacted by excavations, piling and other earthworks during the construction of the proposed scheme. As such prior to mitigation, effects to soils are anticipated to be of moderate significance. However, after the implementation of a Soil Management Plan, residual effects are expected to reduce to Slight significance. With these measures in place, compliance with policy is expected.</p>	
<p>PAN 33 – Development of Contaminated Land (Scottish Government 2016)</p>	<p>Policy PE27 -Vacant, Derelict and Contaminated Land</p> <p><u>SG</u></p> <p>Development of Land Affected by Contamination, Falkirk Council (2011)</p> <p>SG08 – Local Nature Conservation and Geodiversity Sites, Falkirk Council (2016)</p>	<p>FLDP2 Policy PE25 (Soils and Agriculture Land) seeks to ensure development doesn't cause significant irreversible damage to areas of carbon rich soils or prime quality agricultural land. Developments should also ensure the sustainable use of soils during construction and operation and commit to minimise soil sealing, erosion and compaction.</p> <p><u>Contaminated Land</u> Policy PE27 (Vacant, Derelict and Contaminated Land) requires that developers consider whether their proposals would be located within areas of constraints. Specifically, Where a proposed development is affected by any constraints,</p>	<p><u>Contaminated Land</u> Construction/Operation Identified areas of potential contaminated land are predominantly associated with the existing road infrastructure (A985 and A876 carriageways and the Kincardine Bridge structure). A Slight to Large significance of effect is anticipated on receptors as a result of interaction with potential contaminated land. Following implementation of mitigation (which is outlined in Table 6.6 of Chapter 6 (Geology, Soils and Groundwater), the significance of effect is expected to be reduced to Slight for all receptors.</p>	<p>✓</p>

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
	<p>Draft SG08 - Local Nature Conservation and Geodiversity Sites, Falkirk Council (2020)</p>	<p>developers must demonstrate compatibility with the constraint or outline appropriate mitigation measures to be provided.</p> <p><u>Geodiversity</u> FLDP2 Policy PE19 (Biodiversity and Geodiversity) seeks to protect and enhance biodiversity and geodiversity sites. Developments which result in negative impacts will not be permitted unless it can be demonstrated that the overall integrity of the site will not be compromised, or any adverse effects are clearly outweighed by social or economic benefits of substantial local importance.</p>	<p><u>Geodiversity</u> Construction/Operation Chapter 6 (Geology, Soils and Groundwater) states that a large proportion of the site and study area falls within the Firth of Forth Site of Special Scientific Interest (SSSI). However, given the majority of geological designations are understood to be located on the Fife coast and to the north of the Forth estuary, no direct or indirect impacts on geological interest features associated with the Firth of the Forth SSSI are anticipated as a result of the construction or operation of the proposed scheme.</p> <p>Summary Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to minimise effects on Land Quality, Contaminated Land and Geodiversity, including requirements of SPP theme <i>Valuing the Natural Environment</i>, FLDP2 Policies PE19 (Biodiversity and Geodiversity), PE25 (Soils and Agricultural Land) and PE27 (Biodiversity and Geodiversity) and Falkirk Councils' Supplementary Guidance on Development of land Affected by Contamination (2011).</p>	

Chapter 7 – Road Drainage and the Water Environment (RDWE)

Table 2: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p><u>NPF3</u> A Natural and Resilient Place</p> <p><u>SPP</u> Sustainability Placemaking Valuing the Natural Environment Managing Flood Risk & Drainage</p> <p>National Transport Strategy 2 (NTS2) (Transport Scotland 2020)</p> <p>PAN 61 – Planning & SUDS (Scottish Executive 2001)</p> <p>PAN 79 – Water & Drainage (Scottish Executive 2006a)</p> <p>SNMP – GEN 8 Coastal Process and Flooding</p> <p>SNMP – GEN 12 Water Quality and Resources</p>	<p><u>FLDP2 (2020)</u></p> <p>Policy IR10 - Drainage Infrastructure</p> <p>Policy PE22 -The Water Environment</p> <p>Policy PE23 -Marine Planning and the Coastal Zone</p> <p>Policy PE24 – Flood Management</p>	<p><u>Managing Flood Risk and Drainage</u></p> <p>SPP aims to build the resilience of Scotland's cities and towns and places emphasis on planning in reducing the vulnerability of existing and future development to flooding. Specifically, SPP requires the planning system to promote:</p> <ul style="list-style-type: none"> • a precautionary approach to flood risk from all sources, including coastal, water course (fluvial), surface water (pluvial), groundwater, reservoirs and drainage systems (sewers and culverts); • flood avoidance; • flood reduction: assessing flood risk and, where appropriate, undertaking natural and structural flood management measures, including flood protection, restoring natural features and characteristics, enhancing flood storage capacity, avoiding the construction of new culverts and opening existing culverts where possible; and • avoidance of increased surface water flooding through requirements for Sustainable Drainage Systems (SuDS) and minimising the area of impermeable surface. 	<p><u>Flood Risk</u></p> <p>Construction</p> <p>It is assessed in Chapter 7 (RDWE) that prior to mitigation, potential effects related to flood risk are of Moderate adverse significance due to an inherent risk of flooding at proposed construction activities that are located below Mean High Water Springs (MHWS). After the implementation of mitigation, which includes the development and implementation of a Flood and Tidal Response Plan, the significance effect is expected to be reduced to Slight adverse. No residual significant effects are reported for flood risk in Chapter 7 (RDWE).</p> <p>Operation</p> <p>Chapter 7 (RDWE) states that the proposed piled viaduct will allow the continued free movement of tidal waters in the area. No additional permanent structures or earthworks are proposed which would result in a net loss of floodplain storage comparative to the existing conditions. As a result, it has been assessed that the new piled viaduct structure will not cause a change from current conditions with regards to tidal movement and flood risk and will therefore not result in any change to flood risk to sensitive receptors within the study area. No residual significant effects are reported for flood risk in Chapter 7 (RDWE).</p> <p>As such, it is deemed that the proposed scheme demonstrates adherence to FLDP2 Policy PE24 (Flood Management), SPP requirements on flood risk and SNMP Policy GEN 8 Coastal Process and Flooding during the construction and operation phases.</p>	<p>✓</p>

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>In addition, NTS2 seeks to enhance the resilience of the transport network in Scotland during planned, unplanned events or extreme weather incidents in order to reduce disruption.</p> <p>FLDP2 also makes provisions to manage flood risk. Specifically, FLDP2 Policy PE24 (Flood Management) states that development proposals will be assessed against the Flood Risk Framework set out in SPP. Policy PE24 also notes that there will be a presumption against development which would:</p> <ul style="list-style-type: none"> • Be likely to be at risk of flooding; • Increase the risk of flooding for existing development; • Result in a use more vulnerable to flooding or with a larger footprint than any previous development on site; or • Lead to an increase in the probability of flooding elsewhere. <p>FLDP2 Policy IR10 (Drainage Infrastructure) also reinforces the importance of appropriate drainage measures for new development. Specifically, the need for appropriate surface water management is stressed, and the use of SuDS is encouraged where appropriate.</p> <p><u>Coastal Flooding</u> SNMP Policy GEN 8 Coastal Process and Flooding, requires that developments in the marine environment should be resilient to coastal change and flooding, and not have</p>	<p><u>Surface Water Quality</u> Construction Chapter 7 (RDWE) reports that due to the location of the proposed works, and requirement for in-water working, there is a potential risk of pollutants entering the marine environment as a result of disturbance of estuarine sediments and accidental spillages. Although, potential effects are expected to be temporary, as the proposed scheme is located within the Firth of Forth SSSI, Ramsar and Special Protection Area (SPA), potential effects on surface water quality are considered to be of Large adverse significance prior to mitigation. After the implementation of mitigation, including a Pollution Prevention Plan, the significance of effect is expected to be Slight adverse. No residual significant effects are reported for surface water quality in Chapter 7 (RDWE).</p> <p>Operation During operation, the proposed scheme is anticipated to result in a Slight beneficial effect on surface water quality as any potential road runoff will undergo additional SuDS treatment compared to the current situation.</p> <p>As such, the proposed scheme is assessed to meet the requirement of FLDP2 Policy PE22 (The Water Environment), SPP and SNMP Policy GEN 12 Water Quality and Resource regarding surface water flooding.</p> <p><u>Estuarine Geomorphology</u> Construction Prior to mitigation, temporary works are considered to be of moderate adverse significance on the estuarine geomorphology of the Forth Estuary due to localised and temporary changes in estuary bed and shoreline morphology. However, after the application of mitigation, including the development of a Saltmarsh Management Plan, significant effects are expected to be reduced to a residual significance of effect of Slight adverse. No residual significant effects are reported for estuarine geomorphology in Chapter 7 (RDWE).</p>	

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>unacceptable adverse impact on coastal processes or contribute to coastal flooding. In addition, SNMP Policy GEN 12 Water Quality and Resource requires that developments should not result in the deterioration of the quality of waters to which the Water Framework Directive, Marine Strategy Framework Directive or other related Directives apply.</p> <p><u>The Water Environment</u> FLDP2 Policy PE22 (The Water Environment) recognises the importance of the water environment, in terms of its landscape, ecological, recreational, and land drainage functions. Accordingly, PE22 sets out a number of provisions relating to new development and the water environment. Bullet point 4 of PE22. States:</p> <ul style="list-style-type: none"> • There will be a general presumption against any unnecessary engineering works in the water environment including new culverts, bridges, watercourse diversions, bank modifications or dams. <p>FLDP2 Policy PE23 (Marine Planning and the Coastal Zone), seeks to ensure that development will not negatively affect the coastal zone. Specifically, Policy PE23 states that the council will:</p> <ul style="list-style-type: none"> • Support the policies of the National Marine Plan and the Regional Marine Plan, when prepared; 	<p>Operation Chapter 7 (RDWE) reports that the piled viaduct replacement structure is considered to have a Slight adverse significance of effect on the estuarine geomorphology of the Forth Estuary. No residual significant effects are reported for estuarine geomorphology in Chapter 7 (RDWE).</p> <p>As such compliance with FLDP2 Policies PE22 (The Water Environment), PE24 (Flood Management), PE23 (Marine Planning and the Coastal Zone) and SNMP Policy GEN 8 (Coastal Process and Flooding) is expected</p> <p>Summary Considering the above, it can be demonstrated that overall the proposed scheme complies with relevant PPS subject to the mitigation measures being implemented, where the potential for significant effects on the water environment would be avoided/prevented, reduced or offset. The design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to minimise road drainage and water environment effects.</p>	

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<ul style="list-style-type: none"> Protect designated nature conservation sites in accordance with Policy PE19; Protect and enhance the water environment and promote its recreational potential in accordance with PE22; and Take account of flood risk in accordance with Policy PE24. 		

Chapter 8 – Marine Ecology

Table 3: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p><u>NPF3</u> A Natural, Resilient Place</p> <p><u>SPP</u> Sustainability Placemaking A Low Carbon Place A Natural, Resilient Place Promoting Rural Development Valuing the Natural Environment</p> <p>SNMP – GEN 9 Natural Heritage</p>	<p><u>FLDP2 (2020)</u></p> <p>Policy PE19 - Biodiversity and Geodiversity</p> <p>Policy PE22 -The Water Environment</p> <p>Policy PE23 - Marine Planning and the Coastal Zone</p>	<p><u>Promoting Rural Development</u></p> <p>SPP's theme of <i>Promoting Rural Development</i> requires the planning system to encourage rural development that supports prosperous and sustainable communities and businesses whilst protecting and enhancing environmental quality and to support an integrated approach to coastal planning.</p>	<p>Construction</p> <p>Chapter 8 (Marine Ecology) considers the potential impacts of the proposed scheme on marine species and habitats. The chapter reports that prior to the application of mitigation, potential significant effects on ecological features were identified for the construction phase of the proposed scheme.</p> <p>Mitigation measures to reduce potential significant effects are identified in Chapter 8 (Marine Ecology) and include the production of a Construction Environmental Management Plan (CEMP), use of best practice construction methods, presence of an Ecological Clerk of Works (ECoW) and the implementation of a Saltmarsh Management Plan. With</p>	<p>✓</p>

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020)</p> <p>Marine (Scotland) Act 2010</p> <p>2020 Challenge for Scotland's Biodiversity (Scottish Government 2013)</p>	<p><u>SG</u></p> <p>SG08 – Local Nature Conservation and Geodiversity Sites, Falkirk Council (2016)</p>	<p><u>Valuing the Natural Environment</u></p> <p>In addition, SPP also encourages developments, as part of its theme <i>Valuing the Natural Environment</i>, to:</p> <ul style="list-style-type: none"> • conserve and enhance protected sites and species, taking account of the need to maintain healthy ecosystems and work with the natural processes which provide important services to communities; and • promote protection and improvement of the water environment, including rivers, lochs, estuaries, wetlands, coastal waters and groundwater, in a sustainable and coordinated way. 	<p>the mitigation measures in place, no significant effects on marine ecology features are anticipated from the proposed scheme during construction.</p> <p>Operation</p> <p>No operational effects are anticipated on marine ecological features.</p>	
<p>Scotland's Biodiversity: It's in Your Hands (Scottish Executive 2004)</p>	<p>Draft SG08 - Local Nature Conservation and Geodiversity Sites, Falkirk Council (2020)</p>	<p>FLDP2 Policy PE19 (Biodiversity and Geodiversity), Policy PE22 (The Water Environment) and Policy PE23 (Marine Planning and the Coastal Zone) emphasises these requirements, by recognising the importance of the water environment in terms of its ecological function. The policy states that there will be a general presumption against development which would have a detrimental effect on the integrity and water quality of aquatic and riparian ecosystems or would lead to deterioration of the ecological status of any element of the water environment.</p> <p>Policy 23 links the FLDP2 to the SNMP and again seeks to protect designated sites and the water environment while also advocating that cognisance of flood risk is taken.</p>	<p>Summary</p> <p>Overall, the design and assessment of the proposed scheme has had regard to and is compliant with policy objectives to minimise impacts on marine ecology. In line with the Marine (Scotland) Act 2010, a Marine Licence will be sought for the proposed scheme works which are below MHWS. Following implementation of the mitigation measures, it is not anticipated that there will be any significant residual effects on marine ecology features as a result of either construction or operation of the proposed scheme.</p>	

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p><u>Natural Heritage</u> SNMP Policy GEN 9 (Natural Heritage), requires that development and use of the marine environment must:</p> <ul style="list-style-type: none"> (a) Comply with legal requirements for protected areas and protected species; (b) Not result in significant impact on the national status of Priority Marine Features; and (c) Protect and, where appropriate, enhance the health of the marine area. <p>This is also reflected in the 2020 Challenge for Scotland's Biodiversity (The Scottish Government 2013) which seeks to ensure that <i>'Scotland's marine and coastal environments are clean, healthy, safe, productive and biologically diverse, meeting the long-term needs of people and nature.'</i> (p.63). In addition, an objective of Scotland's Biodiversity: It's in Your Hands (Scottish Executive 2004) is <i>'to restore and enhance biodiversity in all our urban, rural and marine environments through better planning, design and practice'</i> (p.40).</p>		

Chapter 9 – Terrestrial Ecology

Table 4: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies)/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p><u>NPF3</u> A Low Carbon Place A Natural, Resilient Place</p> <p><u>SPP</u> Sustainability Placemaking A Low Carbon Place A Natural Resilient Place Valuing the Natural Environment Maximising the Benefits of Green Infrastructure</p> <p>PAN 60- Planning for Natural Heritage (Scottish Executive 2000)</p> <p>Scotland's Biodiversity: It's in Your Hands (Scottish Executive 2004)</p> <p>2020 Challenge for Scotland's Biodiversity (The Scottish Government 2013)</p> <p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020)</p>	<p><u>FLDP2 (2020)</u> Policy PE13 - Green and Blue Network</p> <p>Policy PE16 - Protection of Open Space</p> <p>Policy PE19 - Biodiversity and Geodiversity</p> <p>Policy PE20 - Trees, Woodland and Hedgerows</p> <p><u>SG</u></p> <p>SG05 – Biodiversity and Development, Falkirk Council (2015)</p> <p>SG06 – Trees and Development, Falkirk Council (2015)</p> <p>SG08 – Local Nature Conservation and Geodiversity Sites, Falkirk Council (2016)</p>	<p><u>Designated Sites</u> SPP seeks to protect sites that should be conserved and enhanced, taking account of the need to maintain healthy ecosystems. Planning permission should be refused where the nature or scale of proposed development would have an unacceptable impact on the natural environment. Direct or indirect effects on statutorily protected sites will be an important consideration, but designation does not impose an automatic prohibition on development.</p> <p>In addition, FLDP2 Policy PE19 (Biodiversity and Geodiversity) seeks the protection of Natura 2000 sites, Sites of Special Scientific Interest, Local Nature Reserves and Sites of Importance for Nature Conservation and Geodiversity sites. In the case where it is assessed that a development will adversely affect the integrity of sites, the development will only be permitted where there are no alternative solutions and any adverse effects are clearly outweighed by social or economic benefits of national importance.</p> <p><u>Trees and Woodlands/Green Networks</u> SPP seeks to protect Woodlands of high nature conservation value. Ancient semi-natural woodland should be viewed an important and</p>	<p><u>Designated Sites</u> Construction Chapter 9 (Terrestrial Ecology) identified three statutory designated sites that could potentially be impacted by the proposed scheme: The Firth of Forth SPA, Ramsar and SSSI. The chapter reports that prior to the application of mitigation, potential significant effects on the designated sites were identified for the construction phase of the proposed scheme.</p> <p>Mitigation measures to reduce potential significant effects are identified in Chapter 9 (Terrestrial Ecology). These mitigation measures include the application of best practice construction methods, minimising the footprint of the working area, development of a construction lighting plan and method statement, and incorporation of noise and vibration limits into the CEMP. With the mitigation measures identified in Chapter 9 (Terrestrial Ecology) in place, no significant residual effects on the designated sites are predicted from the proposed scheme during construction.</p> <p>Operation As the proposed scheme will become part of the existing operational Kincardine Bridge, potential effects on designated sites during the operational phase are not envisaged.</p> <p><u>Trees and Woodlands/Green Networks</u> Part of a line of trees and hedgerow that runs from the Higgins Neuk Roundabout along the southern approach embankment to the existing Kincardine Bridge is located within the land made available to the Contractor. As detailed in Chapter 17 (Schedule of Environmental</p>	<p>✓</p>

National Policy / Guidance	LDP Policy (FLDP2 Policies)/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
	<p>Draft SG08 - Local Nature Conservation and Geodiversity Sites, Falkirk Council (2020)</p> <p>Draft SG10 - Trees and Development, Falkirk Council (2020)</p>	<p>irreplaceable resource, together with other native or long-established woodlands hedgerows and individual trees with high nature conservation or landscape value.</p> <p><u>Protected and other Important Species</u> Conserve and enhance protected species, taking account of the need to maintain healthy ecosystems. Where there is good reason to believe that a protected species may be present on site or may be affected by a proposed development, a survey must be carried out to establish any such presence and if necessary, a mitigation plan to avoid or minimise any effects on the species.</p> <p>SPP seeks benefit for biodiversity from new development, where possible, including the restoration of degraded habitats and the avoidance of further fragmentation or isolation of habitats. This requirement to enhance habitats and species of importance and promote biodiversity and geodiversity is also reflected in FLDP2 Policy PE19 (Biodiversity and Geodiversity).</p> <p><u>2020 Challenge for Scotland's Biodiversity</u> In line with the Scottish Government's purpose of increasing sustainable economic growth, the 2020 Challenge for Scotland's Biodiversity sets out aims relevant to this assessment:</p> <ul style="list-style-type: none"> Maximise the benefits of a diverse natural environment; 	<p>Commitments), Mitigation Item LV4 requires that a Site Restoration Plan will be developed for the site and detailed within the CEMP.</p> <p><u>Protected and other Important Species</u></p> <p>Construction Chapter 9 (Terrestrial Ecology) identified that terrestrial ecology species that could potentially be impacted are wetland birds (not including qualifying species of the Firth of Forth SPA and Ramsar), bats, breeding birds, otter and peregrine. The chapter reports that prior to the application of mitigation, potential significant effects on wetland birds and peregrine were identified for the construction phase of the proposed scheme.</p> <p>Mitigation measures to reduce potential significant effects are identified in Chapter 9 (Terrestrial Ecology). With the mitigation measures identified in Chapter 9 (Terrestrial Ecology) in place, no significant residual effects are predicted on peregrine or wetland birds during construction.</p> <p>Operation During operation as the proposed scheme will become part of the existing operational Kincardine Bridge, the potential effects on terrestrial ecological features are not envisaged to vary from the baseline conditions. The exception is the loss of a known otter holt which would be a significant effect in the absence of mitigation. However, following mitigation, including the submission of a licence application to Scottish Natural Heritage (SNH) to permit the destruction of the existing holt and construction of a replacement holt (as detailed in Chapter 9 (Terrestrial Ecology)), no significant residual effects are predicted.</p> <p>Summary Overall, the design and assessment of the proposed scheme has had regard to and is compliant with policy objectives to minimise impacts on terrestrial ecology.</p>	

National Policy / Guidance	LDP Policy (FLDP2 Policies)/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<ul style="list-style-type: none"> Engage people with the natural world; and Support biodiversity and ecosystems. 		

Chapter 10 – Cultural Heritage

Table 5: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p><u>NPF3</u> A Natural, Resilient Place</p> <p><u>SPP</u> Sustainability Placemaking Valuing the Historic Environment</p> <p>Historic Environment Policy for Scotland (HEPS) (Historic Environment Scotland 2019a)</p> <p>SNMP – GEN 6 (Historic Environment)</p> <p>Managing Change in the Historic Environment</p>	<p><u>FLDP2 (2020)</u></p> <p>Policy PE06 - Archaeological Sites</p> <p>Policy PE07 - Listed Buildings</p> <p>Policy PE08 - Conservation Areas</p> <p>Policy PE10 - Historic Gardens and Designed Landscapes</p>	<p><u>Valuing the Historic Environment</u></p> <p>SPP places an importance on planning in maintaining and enhancing irreplaceable historic places within Scotland. Specifically, it promotes the protection of designated and non-designated individual assets, related settings and the wider cultural landscape. In addition, it requires developments to make a positive change in the historic environment which is informed by a clear understanding of the importance of the heritage assets affected and to ensure their future use. In the case that change is required, it should be managed sensitively to avoid or minimise adverse impacts on the fabric and setting of the asset and ensure that its special characteristics are protected, conserved or enhanced.</p>	<p><u>Archaeological Remains</u></p> <p>Chapter 10 (Cultural Heritage) reports that no residual effects have been identified on known archaeological remains for the construction or the operation of the proposed scheme. An archaeological watching brief undertaken during construction is expected to mitigate impacts on unknown archaeological remains that may be present.</p> <p><u>Historic Buildings</u></p> <p>Construction</p> <p>As assessed in Chapter 10 (Cultural Heritage), construction of the proposed scheme has the potential to impact on the special architectural and historical interest of the Kincardine Bridge which is a Category A Listed Building. Upon application of the proposed mitigation, comprising historic building recording, the residual effect on the Kincardine Bridge is assessed to be of Moderate adverse significance.</p>	✓

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>(Historic Environment Scotland, 2019b):</p> <ul style="list-style-type: none"> Interim Guidance on the Designation of Conservation Areas and Conservation Area Consent (2019) Interim Guidance on the Principles of Listed Building Consent (2019) Demolition of Listed Buildings (2019) <p>PAN 2/2011 – Planning and Archaeology (Scottish Government 2011a)</p> <p>PAN 78 – Inclusive design (Scottish Executive 2006b)</p>	<p><u>FIFEplan LDP (2017)</u> Policy 14 - Built and Historic Environment</p> <p><u>SG</u></p> <p>SG16 – Listed Buildings and Unlisted Properties in Conservation Areas, Falkirk Council (2016)</p>	<p>In addition, Scotland’s National Marine Plan (Scottish Government 2015) Policy GEN 6 (Historic Environment) requires development and uses of the marine environment to protect and enhance heritage assets in a manner proportionate to their significance.</p> <p><u>HEPS</u></p> <p>HEPS provides Historic Environment Scotland’s policy for making decisions which affect the historic environment. It sits alongside the national policies of the Scottish Government as expressed in SPP. It provides six primary policies, underpinned by a series of core principles. The six policies require:</p> <ol style="list-style-type: none"> Decisions affecting the historic environment should be informed by an inclusive understanding of its breadth and cultural significance; Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations; Plans, programmes, policies and strategies and the allocation of resources should be approached in a way that protects and promotes the historic environment. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measure should be put in place. 	<p>Operation</p> <p>As described in Chapter 10 (Cultural Heritage) under the worst-case scenario an effect on Kincardine Bridge during operation has been assessed to be of Moderate adverse significance, due to the potential number of parapets that may not be suitable for reuse once removed.</p> <p>However, the proposed scheme would keep the Kincardine Bridge in its intended use in the long-term thus ensuring the future maintenance of the structure and preserving the way the bridge is understood, experienced and appreciated. The design of the new piled viaduct would be of similar appearance to the spans of the adjacent part of the bridge in terms of architectural design and massing as well as the use of materials ensuring the special interest of the bridge is complemented by the architectural form and quality of the new construction. Based on this, in Chapter 10 (Cultural Heritage), the residual effect on the Kincardine Bridge has been assessed as Moderate beneficial significance for the operational phase.</p> <p>As such, although in a worst case scenario a potential Moderate adverse significance of effect is assessed it is considered that overall the proposed scheme generally satisfies the objectives of national and local policy (FLDP2 Policy D09 (Listed Buildings)), as the proposed works are required to keep the listed building in beneficial use. In addition, there has been consultation with Historic Environment Scotland (HES) and Falkirk Council to discuss the cultural heritage aspects of the proposed scheme, including the need for listed building consent.</p> <p><u>Conservation Areas</u></p> <p>Construction</p> <p>Chapter 10 (Cultural Heritage) assesses the potential impact of the proposed scheme on Kincardine Conservation Area which lies within Fife Council’s area. Construction of the proposed scheme may be visible in glimpsed views from Kincardine Conservation Area, however these views</p>	

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>4. Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.</p> <p>5. Decisions affecting the historic environment should contribute to the sustainable development of communities and places.</p> <p>6. Decisions affecting the historic environment should be informed by an inclusive understanding of the potential consequences for people and communities. Decision-making processes should be collaborative, open, transparent and easy to understand.</p> <p><u>Listed Buildings</u> FLDP2 Policy PE07 (Listed Buildings), supports the sustainable re-use and management of the historic built environment and as such there is a presumption against demolition or any other works that would adversely affect the special interest or setting of a listed building. However, the Policy recognises that listed buildings will require alteration, extension and adaptation to remain in beneficial use.</p>	<p>would be distant. In Chapter 10 (Cultural Heritage), during construction the significance of effect has been assessed to be Neutral.</p> <p>Summary Considering the above, the proposed scheme is assessed to meet the requirements of SPP theme <i>Valuing the Historic Environment</i>, as associated assessments are informed by a clear understanding of the historic importance of the Kincardine Bridge and surrounding historic assets, in addition to ensuring the future viable use of the bridge. Additionally, due consideration has been given to the requirements outlined by HEPS and relevant Local Development Plan policies.</p> <p>Overall, in the interest of undertaking a robust assessment, the proposed scheme is assessed under a worst-case scenario. Although a potential Moderate adverse significance of effect is identified in relation to operation, the overall context of the proposed scheme generally satisfies the objectives of national and local policy.</p>	

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p><u>Conservation Areas</u></p> <p>The Kincardine Conservation Area is part of the FIFEplan area, as such Policy 14 (Built and Historic Environment) is of relevance to the proposed scheme. Specifically, the policy requires that there is no adverse impact on the special architectural or historic interest or character or appearance of the conservation area.</p>		

Chapter 11 – Air Quality

Table 6: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p><u>NPF3</u> A Low Carbon Place A Natural, Resilient Place</p> <p><u>SPP</u> Sustainability Placemaking A Low Carbon Place A Natural Resilient Place Valuing the Natural Environment</p>	<p><u>FLDP2 (2020)</u> Policy PE26 - Air Quality</p> <p><u>FIFEplan 2017</u> Policy 10 - Amenity</p>	<p><u>Air Quality</u></p> <p>SPP seeks to promote development that balances the cost and benefits of a proposal over the longer term, which includes both supporting the delivery of infrastructure and considering the implications of development for air quality.</p> <p>In addition, The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Department for Environment, Food and Rural</p>	<p>Construction</p> <p><u>Construction Phase Traffic</u></p> <p>In Chapter 11 (Air Quality) no significant residual effects are predicted on air quality from changes to traffic flows as a result of traffic management measures.</p> <p><u>Construction Dust</u></p> <p>Chapter 11 (Air Quality) predicts a Low to Negligible Risk for dust soiling effects and human health impacts and a Medium to Low risk of dust impacts for the Firth of Forth Ramsar, SPA and SSSI. It is assessed that with an appropriate Construction Environmental Management Plan</p>	<p>✓</p>

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>PAN 51 – Planning, Environmental protection and Regulation (Scottish Executive 2006c)</p> <p>SNMP – GEN 14 Air Quality</p> <p>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Defra 2011)</p> <p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020)</p>		<p>Affairs (Defra) 2011) sets out air quality objectives to further improve air quality in the UK in order to minimise impacts upon people’s health and on the environment.</p> <p>FLDP2 Policy PE26 (Air Quality) requires development proposals, which may adversely affect the air quality in an area or a significant increase in concentrations within an Air Quality Management Area (AQMA) to be accompanied by appropriate provisions, such as an Air Quality Assessment which demonstrates how such impacts will be mitigated.</p> <p>SNMP Policy GEN 14 (Air Quality) requires developments that use the marine environment to not result in the deterioration of air quality and should not breach air quality statutory air quality limits.</p> <p>In addition, FIFEplan Policy 10 (Amenity) states that development will only be supported if it does not have a significant detrimental impact on the amenity of existing or proposed land uses. This includes Air quality, with particular emphasis on the impact of development on designed Air Quality Management Areas.</p>	<p>(CEMP) and Dust Management Plan (DMP) implemented, there are not predicted to be any significant residual effects on air quality during the construction of the proposed scheme.</p> <p>In accordance with FLDP2, the proposed scheme is not located within or anticipated to impact any AQMA's and is deemed to comply with Policy RW07 (Air Quality).</p> <p>Operation During operation of the proposed scheme there are no potentially significant air quality effects as there is not anticipated to be a change in traffic flow, speed or composition of vehicles on the road network and therefore changes in pollutant concentrations from vehicle emissions are considered unlikely.</p> <p>Summary Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to minimise the effects on air quality.</p>	

Chapter 12 – Noise and Vibration

Table 7: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p><u>NPF3</u> Sustainability Placemaking</p>		<p><u>Placemaking</u> SPP places importance on sustainable and well-designed places which meet people’s needs and are appealing. SPP requires that planning should support development that is designed to a high-quality, which demonstrates the six qualities of successful place. Of relevance to noise and vibration is that development results in places that are Welcoming and Safe and Pleasant.</p>	<p>Construction Chapter 12 (Noise and Vibration) presents the assessment of the potential noise and vibration impacts during the construction phase, including construction noise, construction vibration, and road traffic noise during construction.</p>	
<p><u>SPP</u> Sustainability Placemaking Valuing the Natural Environment</p>			<p>Mitigation measures such as the preparation of a Construction Environmental Management Plan (CEMP), developing and implementing a Noise and Vibration Management Plan (NVMP), the appointment of a community liaison officer, environment training for employees and application of best practice have been proposed in Chapter 12 (Noise and Vibration) to reduce any potential effects.</p>	
<p>PAN 1/2011 – Planning and Noise (Scottish Government 2011b)</p>	<p><u>FLDP2 (2020)</u></p>	<p>In addition, FIFEplan Policy 10 (Amenity) states that development will only be supported if it does not have a significant detrimental impact on the amenity of existing or proposed land uses. This includes impacts related to noise pollution.</p>	<p>With the application of mitigation, it is considered that any adverse noise or vibration effects associated with construction of the proposed scheme are unlikely to be significant.</p>	
<p>SNMP – GEN 13 Noise</p>	<p>Policy PE01 - Placemaking <u>FIFEplan (2017)</u> Policy 10 - Amenity</p>	<p>FLDP2 Policy PE01 (Placemaking) states that infrastructure requirements and their associated impacts should be identified and addressed by sustainable mitigation techniques, with particular regard to traffic and noise.</p> <p><u>Noise and Vibration Impacts</u> SNMP Policy 13 (Noise) requires development in the marine environment to avoid significant adverse effects of man-made noise and</p>	<p>Operation It is anticipated that the proposed scheme will not change the traffic flow, speed or composition on the local road network during the operational phase and as such any change in operational noise and vibration at noise sensitive receptors (NSRs) is unlikely.</p> <p>Summary Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to minimise effects on noise and vibration. As such compliance with SPP themes <i>Sustainability</i>, <i>Placemaking</i> and <i>Valuing the Natural Environment</i> is expected.</p>	<p>✓</p>

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		vibration, especially on species sensitive to such effects. FLDP2 Policy PE01 (Placemaking) requires new development to promote the six qualities of successful places. Point 6 (resource efficient) states that infrastructure requirements and their associated impacts should be identified and addressed by sustainable mitigation techniques. Noise is identified as an impact which should be identified and appropriately mitigated.		

Chapter 13 – Material Assets and Waste

Table 8: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<u>NPF3</u> A Natural, Resilient Place <u>SPP</u> Sustainability Placemaking Valuing the Historic Environment Planning for Zero Waste	<u>FLDP2 (2020)</u> Policy IR18 - Waste Management in New Development	<u>Planning for Zero Waste</u> SPP places importance on waste as a resource and an opportunity. Specific to the proposed scheme, SPP requires the planning system to promote developments that minimise the unnecessary use of primary materials and to promote the use of secondary materials. In addition, it promotes the delivery of infrastructure at appropriate locations and	Construction The assessment undertaken in Chapter 13 (Material Assets and Waste) relates to potential construction impacts only, given the nature of the topic chapter. However, the objective of the proposed scheme in facilitating the refurbishment and ensuring the long-term operation of existing infrastructure, is fully consistent with the principles of resource efficiency outlined in relevant national policy and guidance.	✓

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
National Transport Strategy 2 (NTS2) (Transport Scotland 2020)		prioritises development which is in line with the waste hierarchy: waste prevention, reuse, recycling, energy recovery and waste disposal.	Chapter 13 (Material Assets and Waste) proposes a series of mitigation items to promote the reuse and reduction of waste. These include the application of the waste hierarchy to the construction process, development of a CEMP and a Site Waste Management Plan (SWMP).	
Planning and Waste Management Advice (Scottish Government 2015b)		Specific to transport infrastructure, the NTS2 states it will seek to ensure that <i>'assets are managed as effectively as possible to minimise waste by using new and improving technologies and innovative techniques'</i> for example ensuring that resources can be re-used in line with the approaches of the circular economy and better protecting resources by adapting to climate change (p.57, 2020).	The assessment concludes that the impacts on material assets and waste of constructing the proposed scheme are likely to remain at a slight adverse effect level after the application of the mitigation measures outlined in Chapter 13 (Material Assets and Waste) and this would result in non-significant effects for the purpose of EIA.	
Climate Change (Scotland) Act 2009			Appendix A13.1 (Assessment of Regulatory and Policy Compliance) also summarises key legislation and policy of relevance to the Material Assets and Waste assessment and how compliance will be secured through the adoption of the mitigation measures identified in Chapter 13 (Material Assets and Waste).	
Waste (Scotland) Regulations 2012				
The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020)		Scotland's Zero Waste Plan (Scottish Government 2010) reflects this objective by outlining the vision of a Scotland <i>'where resource use is minimised'</i> and specifically to the proposed scheme <i>'reduce Scotland's impact on the environment, both locally and globally, by minimising the unnecessary use of primary materials, reusing resources where possible, and recycling and recovering value from materials when they reach the end of their life'</i> (p.3).	Summary Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to minimise effects on material assets and waste. Subject to appropriate mitigation measures that promote resource efficiency during the construction of the proposed scheme, it is assessed that the proposed scheme adheres to the requirements of policies relevant to material assets and waste.	
Scotland's Zero Waste Plan (Scottish Government 2010)				
Climate Change Plan – The Third Report on Proposals and Policies 2018-2032 (Scottish Government 2018)		FLDP2 Policy IR18 (Waste Management in New Development) requires new developments to minimise waste during construction and operation, particularly through site waste management. In addition, the Environment Strategy for Scotland (Scottish Government 2020)		

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>prioritises re-using resources wisely and promoting a thriving sustainable economy which conserves and grows natural assets.</p> <p><u>Placemaking</u> SPP's placemaking policy requires developments to be designed to a high quality, which demonstrates the six qualities of successful places. Of relevance to the proposed scheme, is that developments are resource efficient which re-use or share existing resources and use durable materials.</p>		

Chapter 14 – Human Health

Table 9: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies) \ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p><u>NPF3</u> A Natural, Resilient Place A Connected Place A Successful, Sustainable Place</p> <p><u>SPP</u> Sustainability</p>	N/A	<p><u>Sustainability</u> SPP theme <i>Sustainability</i> places importance of the planning system to support economically, environmentally and socially sustainable places by enabling development that balances costs and benefits of a proposal over the longer term. As such, consideration should be given to supporting good design and the six qualities of</p>	<p>Construction Chapter 14 (Human Health) assesses the effects of the proposed scheme upon human health determinants considering effects stated in other EIA topic assessments: Chapter 6 (Geology, Soils and Groundwater), Chapter 7 (Road Drainage and the Water Environment), Chapter 11 (Air Quality), and Chapter 12 (Noise and Vibration).</p>	✓

National Policy / Guidance	LDP Policy (FLDP2 Policies) \ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>Valuing the Natural Environment Managing Flood Risk and Drainage</p> <p>National Transport Strategy 2 (Transport Scotland 2020)</p> <p>Climate Change Plan – The Third Report on Proposals and Policies 2018-2032 (Scottish Government 2018)</p>		<p>successful places, one being promoting <i>Safe and Pleasant</i> developments. In addition, developments are encouraged to improve health and well-being by offering opportunities for social interaction and physical activity. This is a priority of the NTS2 which seeks to improve the safety of transport infrastructure and promoting active travel.</p>	<p>Chapter 14 (Human Health) identified no significant residual effects during construction.</p> <p>Operation Chapter 14 (Human Health) identified no significant residual effects during operation.</p>	
<p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020)</p>		<p>This is further reflected in the Climate Change Plan (Scottish Government 2018) and the Environment Strategy for Scotland (Scottish Government 2020) which seek to achieve the outcomes of a healthier society and an environment which supports a fairer, healthier, more inclusive society, respectively.</p> <p><u>Managing Flood Risk and Drainage</u></p> <p>SPP theme <i>Managing Flood Risk and Drainage</i> identifies the impact that flooding can have on people and businesses which is expected to increase as climate change worsens. As such, importance is placed on the planning system to reduce the vulnerability of communities to existing and future flood risks.</p> <p><u>Valuing the Natural Environment</u></p> <p>SPP theme <i>Valuing the Natural Environment</i> identifies the environment as a valued national asset which offers a wide range of opportunities for enjoyment, recreation and sustainable economic activity. As such SPP places an</p>	<p>Summary Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to minimise effects on human health.</p>	

National Policy / Guidance	LDP Policy (FLDP2 Policies) \ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		importance on supporting opportunities which protect and improve the natural environment.		

Chapter 15 – Climate

Table 10: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p><u>NPF3</u> A Natural, Resilient Place A Successful, Sustainable Place A Connected Place</p> <p><u>SPP</u> Sustainability Placemaking Promoting Sustainable Transport and Active Travel</p> <p>National Transport Strategy 2 (Transport Scotland 2020)</p> <p>PAN 65 – Planning & Open Space (Scottish Government 2008)</p> <p>PAN 78 – Inclusive Design (Scottish Executive 2006)</p>	<p><u>FLDP2 (2020)</u></p> <p>Policy PE01 - Placemaking</p> <p>Policy PE26 - Air Quality</p>	<p>Diagram 1 demonstrates the Scottish Government’s intended outcome of Scotland as ‘a low carbon place’ which involves reducing carbon emissions and adapting to climate change. Specifically, SPP sets out how the planning system can support the delivery of the emissions reduction targets in The Climate Change (Scotland) Act 2009. (These targets have been amended by the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, which will be taken into account in the preparation of the forthcoming NPF4). SPP encourages opportunities to implement mitigation and adaptation measures and places importance on planning to bring about transformational change to meet national targets and influence climate change.</p>	<p>Construction</p> <p>Chapter 15 (Climate) states that the proposed scheme is expected to result in an increase in Greenhouse Gas (GHG) emissions during the construction phase due to the consumption of materials, fuel and energy and the treatment and transportation of waste. In relation to mitigation, Chapter 15 (Climate) seeks to follow key early intervention procedures outlined in the Infrastructure Carbon Review (HM Treasury 2013). Full details of the proposed mitigation items are provided Chapter 15 (Climate). These mitigation items include the production of a Traffic Management Plan (TMP), input to the CEMP regarding haulage distances for materials, and quarterly carbon emissions reporting. In terms of residual effects, Chapter 15 (Climate) reports that the GHG emissions both for the construction and operation stage (see below for operation stage) of the proposed scheme are likely to have an adverse impact. However, the magnitude of the additional carbon emissions is predicted to be negligible when compared to the UK government carbon budgets and the Scottish Government interim carbon reduction targets. Therefore, it is not expected that the proposed scheme will materially hinder the Scottish or UK Governments from meeting legislative carbon reduction</p>	<p>✓</p>

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>SNMP – GEN 5 Climate Change</p> <p>Climate Change (Scotland) Act 2009</p> <p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government, 2020)</p> <p>Climate Change Plan – The Third Report on Proposals and Policies 2018-2032 (Scottish Government 2018)</p> <p>Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2023 (Scottish Government 2019)</p>		<p>Priority 2 (Takes climate action) of the NTS2 seeks to help transportation deliver the net zero target, adapt to the effects of climate change and promote greener, cleaner choices. In addition, level 2 of The Sustainable Investment Hierarchy places importance on maintaining and safely operating existing assets in order to adapt the impacts of climate change.</p> <p><u>Sustainability</u></p> <p>One of SPP’s policy principles is to introduce a presumption in favour of development that contributes to sustainable development. This requires the planning system to support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term and right development in the right place.</p> <p>As such, in relation to the climate assessment of the proposed scheme, policies and decisions should be guided by the following principles:</p> <ul style="list-style-type: none"> • supporting good design and the six qualities of successful places; • making efficient use of existing capacities of land, buildings and infrastructure; • supporting delivery of infrastructure, for example transport; and • supporting climate change mitigation and adaptation. • avoiding over-development, protecting the amenity of new and existing development and considering the 	<p>targets. As such no significant residual effects are identified in the assessment reported in Chapter 15 (Climate).</p> <p>Operation</p> <p>GHG sources during operation are emissions associated with the maintenance of the proposed scheme and are anticipated to result in an increase in GHG emissions.</p> <p>However, as for the construction phase, the magnitude of the additional carbon emissions during operation is predicted to be negligible when compared with UK and Scottish government carbon budgets and interim targets and will not hinder the UK and Scottish Governments from meeting legislative carbon reduction targets. As such no significant residual effects are identified.</p> <p>It should be noted that in respect to vehicles using the bridge it is anticipated that the proposed scheme would not result in a substantial change in traffic flow, speed or composition local road network during operation of the proposed scheme and therefore, changes in operational road user GHG emissions are considered unlikely and have been scoped out as highlighted in Chapter 15 (Climate Change).</p> <p>Summary</p> <p>Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to minimise effects on climate change. While it is anticipated that the proposed scheme will result in an increase in GHG emissions during construction, when compared with relevant UK Carbon budgets and Scottish Carbon reduction targets no significant effect is assessed in relation to climate.</p> <p>In addition, the principle of the proposed scheme in refurbishing an existing asset to ensure its long-term use, is consistent with the objectives</p>	

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>implications of development for water, air and soil quality.</p> <p>These aspirations are further iterated in other national legislation such as The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020) and the Climate Change Plan – The Third Report on Proposals and Policies 2018-2032 (Scottish Government 2018)</p> <p>FLDP2 Policy PE01 (Placemaking) makes provisions to support climate change adaptation. Specifically, Policy PE01 requires new development to promote the six qualities of successful places, including the need to be resource efficient. This requires developments to promote the efficient use of natural resources and the minimisation of greenhouse gas emissions through: energy efficient design; choice and sourcing of materials; reduction of waste; recycling of materials and incorporating space to separate materials at source; incorporation of low and zero carbon generating technologies and integration.</p> <p>In addition, FLDP2 Policy PE01 (Placemaking) states that in support of climate change adaptation, infrastructure requirements and their associated impacts should be identified and addressed by sustainable mitigation techniques, with particular regard to drainage,</p>	<p>for climate change mitigation and adaptation identified at a national scale. As such, the proposed scheme does not conflict with national legislation such as SPP, SNMP and compliance with Scottish Government climate and environment strategies is anticipated.</p>	

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>surface water management, flooding, traffic, road safety and noise.</p> <p>Additionally, SNMP Policy GEN 5 (Climate Change) requires planners and decision makers to promote mitigation to adapt to climate change. Developers should seek to facilitate a transition to a low carbon economy and should consider ways to reduce emissions of carbon and other greenhouse gases which is seen of particular relevance to infrastructure projects.</p> <p>In addition, it requires compliance with the Scottish Climate Change Adaptation Programme (Scottish Government 2019) with Outcome 6 requiring that '<i>our coastal and marine environment is valued, enjoyed, protected and enhanced and has increased resilience to climate change</i>' (p.178).</p> <p><u>Promoting Sustainable Transport and Active Travel</u></p> <p>SPP identifies planning as an important mechanism in improving connectivity in Scotland but also in the transition of transport and travel to promote a low carbon economy. As such, the planning system should support development which optimise the use of existing infrastructure.</p>		

Other

Table 11: Assessment of Policy Compliance

National Policy / Guidance	LDP Policy (FLDP2 Policies) / Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
-	<p><u>FLDP2 (2020)</u></p> <p>Policy PE14 - Countryside</p> <p>Policy PE18 - Landscape</p> <p>Policy IR05 - Travel Hierarchy and Transport Assessment</p> <p><u>SG</u></p> <p>SG01 - Development in the Countryside, Falkirk Council (2015)</p> <p>SG09 – Landscape Character Assessment & Landscape Designations, Falkirk Council (2015)</p>	<p><u>Policy PE14 Countryside</u> FLDP2 Policy PE14 (Countryside) seeks to prevent the expansion of settlements outside the defined Urban and Village limits.</p> <p><u>Policy PE18 Landscape</u> FLDP2 Policy PE18 (Landscape) seeks to protect and enhance landscape character throughout the Falkirk Council area and where development proposals are likely to result in significant landscape impacts, they must be accompanied by a landscape and visual assessment proposing mitigation in order to achieve a satisfactory landscape fit.</p> <p><u>Policy IR05 Travel Hierarchy and Transport Assessment</u> FLDP2 Policy IR05 (Travel Hierarchy and Transport Assessments) requires development proposals to support a hierarchy of travel which maximises the extent to which its travel demands are met first through walking, then cycling, then public transport and finally through use of private cars.</p> <p>In addition, Policy IR05 (Travel Hierarchy and Transport Assessments) states that transport developments which will result in a significant increase in the number of trips, are required to develop transport assessments.</p>	<p><u>Policy PE14 Countryside</u> FLDP2 Policy PE14 is in relation to housing developments and is therefore not of relevance to the proposed scheme.</p> <p><u>Policy PE18 Landscape</u> As outline in Chapter 5 (Consultation and Scoping) an assessment of the proposed scheme in relation to landscape effects was scoped out and not undertaken for the EIA as it was concluded that the effects were not likely to result in significant environmental effects. As such, compliance with this FLDP2 Policy PE18 (Landscape) is expected.</p> <p><u>Policy IR05 Travel Hierarchy and Transport Assessment</u> The proposed scheme consists of replacement of the existing piled viaduct section of the Kincardine Bridge and as such would not result in an increase in the number of trips taken during the operational of the proposed scheme. In order to retain traffic flow during construction, a temporary bridge would be constructed adjacent to the north-west side of the existing piled viaduct. Two-way traffic would be maintained on the temporary bridge during construction with the exception of limited periods of single lane working or full closure of the bridge for specific short-term duration activities. As such, compliance with FLDP2 Policy IR05 (Travel Hierarchy and Transport Assessment) is expected.</p> <p>Summary Overall, the design and assessment of the proposed scheme has had regard to and is compliant with Policy PE18 (Landscape) and Policy IR05 (Travel Hierarchy and Transport Assessments). Additionally, Policy PE14 (Countryside) is in relation to housing developments and is therefore not applicable to the proposed scheme.</p>	<p>✓</p>

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