

NOTICE OF DECISION

A985 KINCARDINE BRIDGE SOUTHERN PILED VIADUCT REPLACEMENT ENVIRONMENTAL IMPACT ASSESSMENT PARAGRAPH 7 OF SCHEDULE 1 OF THE ROADS (SCOTLAND) ACT 1984

The Scottish Ministers give notice that they have decided to proceed with the project to replace the southern piled viaduct on the A985 Kincardine Bridge.

The Scottish Ministers have complied with paragraph 7(1A) of schedule 1 of the Roads (Scotland) Act 1984 by taking into consideration–

(a) the Environmental Impact Assessment Report (EIAR) available at <https://www.transport.gov.scot/publication/draft-orders-and-environmental-impact-assessment-report-a985-kincardine-bridge/>, and

(b) the opinions on that report and the project which were expressed in writing by: Falkirk Council; Historic Environment Scotland; NatureScot; RSPB Scotland; Crown Estate Scotland; Forth District Salmon Fishery Board; Forth Ports; Maritime and Coastguard Agency; Northern Lighthouse Board; Scottish Environment Protection Agency; Fife Council; Marine Scotland; Clackmannanshire Council; Fishery Office; Scotways and Sustrans Scotland.

The Scottish Ministers have taken into consideration (a) and (b) by –

- Reviewing the Environmental Impact Assessment (EIA) and residual effects as set out in the EIAR Chapter 18 (Summary of Significant Residual Effects) which concluded that there would be no significant adverse residual effects on any topic, with the exception of Cultural Heritage. The EIA concluded that with proposed mitigation, the overall residual effect on historic buildings (Kincardine Bridge) is of moderate adverse effect during construction and operation. However, it was also concluded that there would be a moderate beneficial effect on the Kincardine Bridge during operation.
- Reviewing the collated mitigation and monitoring requirements as set out in the EIAR Chapter 17 (Schedule of Environmental Commitments) and ensuring that the agreed requirements are incorporated into the Employer's Requirements, where appropriate.
- Reviewing the responses from the consultation bodies detailed in point (b), acknowledging comments and incorporating requirements into the Employer's Requirements, where applicable. In particular, further monitoring was included in the Saltmarsh Management Plan following comments from NatureScot. A summary of consultation responses received following publication of the EIAR, and how these have been considered is provided in Sections 1 and 2 of the decision.
- Reviewing other environmental information such as the Assessment carried out under The Conservation (Natural Habitats, etc.) Regulations 1994, as amended, which concluded that with mitigation measures, there will be no adverse effects on the integrity of the Firth of Forth Special Area of Conservation (SAC) and the Firth of Forth Ramsar (wetlands of international importance).

Reasons for Decision

The Scottish Ministers have decided to proceed with the project for the following reasons –

- The works are necessary to preserve the long-term use of the Kincardine Bridge.
- An EIA has been undertaken as set out in the EIAR and has concluded that, with mitigation and monitoring measures in place, there will be no significant adverse residual effects in the following areas as a result of the proposed works:
 - Geology, soils and groundwater;
 - Road drainage and the water environment;
 - Marine ecology;
 - Terrestrial ecology;
 - Air quality;
 - Noise and vibration;
 - Material assets and waste;
 - Human health;
 - Climate; and
 - Cumulative effects
- The EIA concluded that with proposed mitigation, the overall residual effect on historic buildings (Kincardine Bridge) is of moderate adverse effect during construction and operation. However, it was also concluded that there would be a moderate beneficial effect on the Kincardine Bridge during operation. The project will be carried out in accordance with the conditions set out in the Listed Building Consent granted by Falkirk Council.
- The Assessment completed under The Conservation (Natural Habitats, etc.) Regulations 1994, as amended concluded that, with mitigation, the project would not adversely affect the integrity of the Firth of Forth SAC and Ramsar.
- Consultation with Stakeholders was undertaken, following publication of the EIAR as set out in Sections 2 and 3 of the decision. There are no outstanding objections to the project.
- The mitigation and monitoring measures as set out in Sections 5, 6 and 7 of the decision will be fully implemented and incorporated into contracts, where appropriate.

A full copy of the Scottish Ministers' decision is available at <https://www.transport.gov.scot/publication/draft-orders-and-environmental-impact-assessment-report-a985-kincardine-bridge/>



A member of the staff of the Scottish Ministers

Transport Scotland
Roads
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF