

Appendix A: Assessment against Scotland's National Marine Plan

Appendix A. Assessment against Scotland's National Marine Plan

The Environmental Impact Assessment (EIA) Report for the A985 Kincardine Bridge Refurbishment: Piled Viaduct Replacement scheme (the proposed scheme), which is available at <https://www.transport.gov.scot/transport-network/roads/bridges-and-structures/a985-kincardine-bridge/#61983> includes an assessment against national and local planning policies such as those within Scotland's National Marine Plan (SNMP). However, for the purpose of this Marine Licence Application the following sets out the assessment of the proposal against the relevant policies of SNMP as required by Section 10 of the Marine Licence Application Form for Construction Projects.

| SNMP Policy | Assessment of Compliance |
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| <p>Policy GEN 1 General planning principle</p> <p><i>There is a presumption in favour of sustainable development and use of the marine environment when consistent with the policies and objectives of this Plan.</i></p> | <p>The proposed scheme which seeks to replace the existing piled viaduct of the Kincardine Bridge will contribute to the long-term use of existing Kincardine Bridge infrastructure. Overall it is considered that the proposed scheme is consistent with the policies and objectives of SNMP. As such the proposed scheme does not conflict with Policy GEN 1 of the SNMP.</p> |
| <p>Policy GEN 5 Climate change</p> <p><i>Marine planners and decision makers must act in the way best calculated to mitigate, and adapt to, climate change.</i></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 for climate change mitigation and adaptation identified at a national scale. As such, the proposed scheme does not conflict Policy GEN 5 of the SNMP.</p> |

| SNMP Policy | Assessment of Compliance |
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| <p>Policy GEN 6 Historic environment</p> <p><i>Development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance.</i></p> | <p>Chapter 10 (Cultural Heritage) of the EIA Report presents an assessment of the impacts of the proposed scheme on cultural assets comprising archaeological remains, historic buildings and the historic landscape. Under the worst-case scenario considered, an effect on Kincardine Bridge during operation was identified as being of 'Moderate Adverse' significance, due to the potential number of parapets that may not be suitable for reuse once removed and therefore requiring replacement. This will not be able to be fully determined until such time as the work commences. However, it is intended that any replacements, is so required, will match the existing both in terms of materials and appearance.</p> <p>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.</p> <p>The Kincardine Bridge is a Category A listed structure and the proposed scheme seeks to replace the existing piled viaduct in a sensitive manner appropriate to the national significance and importance of the structure within the marine environment.</p> <p>Thus, the proposals are not considered to conflict with the provisions of Policy GEN 6 of the SNMP.</p> |
| <p>Policy GEN 7 Seascape / Landscape</p> <p><i>Marine planners and decision makers should ensure that development and use of the marine environment take seascape, landscape and visual impacts into account.</i></p> | <p>As outlined in Chapter 5 (Consultation and Scoping) of the EIA Report, an assessment of the proposed scheme in relation to landscape and visual effects was scoped out at the scoping stage on the basis that there are unlikely to be any significant effects.</p> <p>Since the permanent works seeks to replace an existing section of the bridge it is anticipated that there would be no significant effects upon the seascape or landscape</p> |

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| <p>Policy GEN 8 Coastal process and flooding</p> <p><i>Developments and activities in the marine environment should be resilient to coastal change and flooding, and not have unacceptable adverse impact on coastal processes or contribute to coastal flooding.</i></p> | <p>environment from permanent development associated with the scheme. As such the proposed scheme does not conflict with Policy GEN 7 of the SNMP.</p> <p>Chapter 7 (Road Drainage and Water Environment) of the EIA Report presents an assessment of impacts of the proposed scheme on the water environment including; flood risk, surface water quality and estuarine geomorphology. No residual significant effects were reported for flood risk. 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.</p> <p>Measures proposed which are required to mitigate construction impacts include the development and implementation of a Flood and Tidal Response Plan, Pollution Prevention Plan (PPP) and Saltmarsh Management Plan (SMP). With the implementation of proposed mitigation, no significant residual effects are anticipated for either construction or operation of the proposed scheme. As such the proposed scheme does not conflict with Policy GEN 8 of the SNMP.</p> |
| <p>Policy GEN 9 Natural heritage</p> <p><i>Development and use of the marine environment must (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 (c) Protect and, where appropriate, enhance the health of the marine area.</i></p> | <p>Chapter 6 (Geology, Soils and Groundwater) of the EIA Report 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>A detailed consideration of the potential for any likely significant effects on the conservation objectives of the following European sites, in the context of The Conservation (Natural Habitats, & c.) Regulations 1994 (as amended) (referred to at the Habitat Regulations), has been undertaken in a Habitats Regulations Appraisal (HRA) for the proposed scheme:</p> |

| SNMP Policy | Assessment of Compliance |
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| | <ul style="list-style-type: none"> • Firth of Forth Special Protection (SPA); • Firth of Forth Ramsar; • River Teith Special Area of Conservation (SAC) <p><u>Marine Ecology</u></p> <p>Chapter 8 (Marine Ecology) of the EIA Report considers the potential impacts of the proposed scheme on marine species and habitats. Mitigation measures to reduce potential significant effects 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 the mitigation measures in place, no significant effects on marine ecology features are anticipated from the proposed scheme during construction.</p> <p>In respect to the operation of the scheme, no effects are anticipated on marine ecological features.</p> <p><u>Terrestrial Ecology</u></p> <p>Chapter 9 (Terrestrial Ecology) of the EIA Report identified three statutory designated sites that could potentially be impacted by the proposed scheme: The Firth of Forth SPA, Ramsar and SSSI. Mitigation measures to reduce potential significant effects 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 in place, no significant residual effects on the designated sites are predicted from the proposed scheme during construction.</p> <p>As the proposed scheme will become part of the existing operational Kincardine Bridge, potential effects on designated sites during the operational phase are not anticipated.</p> <p><u>Protected and other Important Species</u></p> |

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| | <p>Chapter 9 (Terrestrial Ecology) of the EIA Report 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>Where avoidance of impacts has not been possible, mitigation to reduce significant effects has been identified. Measures include the implementation of commitments and best working practices during the construction phase of the proposed scheme. [Redacted]</p> <p>The saltmarsh temporarily lost under the raised working platform will be subject to measures to aid recovery once the platform has been removed, and the existing National Vegetation Classification (NVC) community is predicted to re-establish in the long-term. It is anticipated that there will be no significant residual effects as a result of construction or the operation of the proposed scheme.</p> <p>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>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. [Redacted]</p> <p>As such the proposed scheme does not conflict with policy GEN 9 of the SNMP.</p> |

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| <p><i>Policy GEN 10 Invasive non-native species</i></p> <p><i>Opportunities to reduce the introduction of invasive non-native species to a minimum or proactively improve the practice of existing activity should be taken when decisions are being made.</i></p> | <p>It is anticipated that all access to the site during construction would be taken from the existing road network and that there would not be a requirement to carry out works using marine vessels and equipment; thereby eliminating this pathway for transfer of non-native marine species.</p> <p>Consequently, the proposed scheme would not conflict with the requirements of SNMP Policy GEN 10.</p> |
| <p><i>Policy GEN 11 Marine litter</i></p> <p><i>Developers, users and those accessing the marine environment must take measures to address marine litter where appropriate. Reduction of litter must be taken into account by decision makers.</i></p> | <p>As described in the EIA Report standard mitigation item SM1, the Contractor will be required to develop a CEMP to provide a framework for the implementation of construction activities, setting out how the Contractor intends to operate the construction site. The CEMP will contain measures to avoid litter from construction entering the marine environment.</p> <p>As such the proposed scheme does not conflict with Policy GEN 11 of the SNMP.</p> |
| <p><i>Policy GEN 12 Water quality and resource</i></p> <p><i>Developments and activities should not result in a deterioration of the quality of waters to which the Water Framework Directive, Marine Strategy Framework Directive or other related Directives apply.</i></p> | <p>Chapter 7 (Road Drainage and Water Environment) of the EIA Report presents an assessment of impacts of the proposed scheme on the water environment including; flood risk, surface water quality and estuarine geomorphology.</p> <p>As detailed in the EIA Report, during the construction stage, 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 during construction in Chapter 7 of the EIA Report.</p> |

| SNMP Policy | Assessment of Compliance |
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| | <p>As detailed in the EIA Report, 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 does not conflict with the requirements of Policy GEN 12 of the SNMP.</p> |
| <p>Policy GEN 13 Noise</p> <p><i>Development and use in the marine environment should avoid significant adverse effects of man-made noise and vibration, especially on species sensitive to such effects.</i></p> | <p>Chapter 12 (Noise and Vibration) of the EIA Report presents an assessment of the potential noise and vibration impacts on noise sensitive receptors (NSRs) as a result of the construction and operation of the proposed scheme.</p> <p>Mitigation measures such as the preparation of a 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 of the EIA Report to reduce any potential effects.</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>For the operational phase, it is anticipated that the proposed scheme will not change the traffic flow, speed or composition on the local road network and as such any change in operational noise and vibration at NSRs is unlikely.</p> <p>Chapter 8 (Marine Ecology) and Chapter 9 (Terrestrial Ecology) consider potential noise and vibration impacts on species. No residual effects are identified in either Chapter 8 or Chapter 9 of the EIA Report.</p> <p>As such the proposed scheme does not conflict with Policy GEN 13 of the SNMP.</p> |

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| <p><i>GEN 14 Air quality</i></p> <p><i>Development and use of the marine environment should not result in the deterioration of air quality and should not breach any statutory air quality limits.</i></p> | <p>Chapter 11 (Air Quality) of the EIA Report presents the assessment of the potential air quality impacts associated with the proposed scheme.</p> <p>In Chapter 11 no significant residual effects are predicted on air quality from changes in traffic flows as a result of traffic management measures during the construction phase.</p> <p>Chapter 11 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 is anticipated. It is assessed that with an appropriate 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>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>As such the proposed scheme does not conflict with Policy GEN 14 of the SNMP.</p> |

Appendix B: Photographs of the Location of the Project

Appendix B: Photographs of the Location of the Project



View of the north side of existing piled viaduct, looking east



View of the south side of existing piled viaduct, looking west



View of the saltmarsh to the south of the existing piled viaduct



View of the saltmarsh to the north of the existing piled viaduct

Appendix C: Correspondence Sent to Consultees with Scoping Report

Appendix C. Correspondence Sent to Consultees with Scoping Report

This appendix provides copies of the correspondence sent to consultees with the Scoping Report. The consultees included:

- British Trust for Ornithology;
- Crown Estate Scotland;
- Central Scotland Bat Group - The Bat Conservation Trust;
- Falkirk Council;
- Forth District Salmon Fishery Board;
- Fife Council;
- Fishery Office;
- Forth Estuary Forum;
- Forth Ports;
- Historic Environment Scotland;
- Maritime and Coastguard Agency;
- Northern Lighthouse Board;
- Royal Society for the Protection of Birds (RSPB);
- The Royal Yachting Association (RYA) – Scotland;
- Scotways (Scottish Rights of Way & Access Society);
- Scottish Environment Protection Agency (SEPA)
- Scottish Natural Heritage (SNH);
- Sustrans Scotland;
- The Wildlife Information Centre (TWIC); and
- Whale and Dolphin Conservation.

1. British Trust for Ornithology

JACOBS

95 Bothwell Street
Glasgow, UK
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Neil Calbrade
WeBS Research Ecologist
British Trust for Ornithology (BTO)
The Nunnery
Thetford
Norfolk
IP24 2PU

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to neil.calbrade@bto.org

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Mr Calbrade,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate BTO's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours sincerely,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

2. Crown Estate Scotland



95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

Crown Estate Scotland
6 Bells Brae
Edinburgh
EH4 3BJ

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to scotland-marine@bidwells.co.uk ; Peter.Galloway@bidwells.co.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate Crown Estate Scotland's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
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3. Central Scotland Bat Group – The Bat Conservation Trust



95 Bothwell Street
Glasgow, UK
G2 7HX
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Central Scotland Bat Group - The Bat Conservation Trust

Sent by email to secretary.csbats@gmail.com

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

**A985 Kincardine Bridge – Piled Viaduct Replacement
Environmental Impact Assessment**

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate the Central Scotland Bat Group's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

In addition to the above, we would appreciate if you could provide the following information to assist in our assessment:

- Details of any known roosts within 2km of the Kincardine Bridge and within the bridge itself.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to iain.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
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4. Falkirk Council



95 Bothwell Street
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Julie Seidel
Planning Officer
Falkirk Council

Our Ref: B2020209

Your Ref:

Sent by email to julie.seidel@falkirk.gov.uk

Date: 19th July 2018

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Ms Seidel,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate Falkirk Council's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

In addition to the above, we would appreciate if you could provide the following information to assist in our assessment:

- Relevant information on any former and current contaminated land use, Private Water Supplies, and licenced fuel storage.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours sincerely,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

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5. Forth District Salmon Fishery Board

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Forth District Salmon Fishery Board
The Clubhouse
106 Biggar Road
Edinburgh
EH10 7DU

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to clerk@fishforth.co.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

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The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate the Forth District Salmon Fishery Board's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

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A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited

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6. Fife Council



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Fife Council
Kingdom House
Kingdom Avenue
Glenrothes
KY7 5LY

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to development.central@fife.gov.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

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The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate Fife Council's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

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7. Fishery Office



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Fishery Office
28 Cunzie Street
Anstruther
KY10 3DF

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to FOAnstruther@gov.scot

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate the Fishery Office's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to iaian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

8. Forth Estuary Forum



95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

Forth Estuary Forum
Baltic House
Central Dock Road
Grangemouth Docks
Grangemouth
FK3 8TY

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to info@forthestuaryforum.co.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate the Forth Estuary Forum's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours sincerely,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

9. Forth Ports



95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

Forth Ports

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to pamela.smyth@forthports.co.uk ; sandra.robson@forthports.co.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Ms Smyth, Ms Robson,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate Forth Ports' comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours sincerely,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

10. Historic Environment Scotland



95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

Victoria Clements
Senior Casework Officer
Historic Environment Scotland (HES)
Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to victoria.clements@hes.scot

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Ms Clements,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate Historic Environment Scotland's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours sincerely,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

11. Maritime and Coastguard Agency



95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

Maritime and Coastguard Agency

Sent by email to navigationsafety@mcga.gov.uk

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Work (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Road (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and method of assessment to be applied as part of the EIA.

We would appreciate the Maritime and Coastguard Agency's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

12. Northern Lighthouse Board

JACOBS

95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

Northern Lighthouse Board
84 George Street
Edinburgh
EH2 3DA

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to navigation@nlb.org.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate the Northern Lighthouse Board's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to iain.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

13. Royal Society for the Protection of Birds (RSPB)

JACOBS

95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

RSPB
2 Lochside View
Edinburgh Park
Edinburgh
EH12 9DH

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to planning.scotland@rspb.org.uk ; Yvonne.Boles@rspb.org.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate RSPB's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

14. The Royal Yachting Association (RYA) – Scotland



95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

The Royal Yachting Association (RYA) - Scotland
Caledonia House
1 Redheughs Rigg
South Gyle
Edinburgh
EH12 9DQ

Our Ref: B2020209

Your Ref:

Date: 19 July 2018

Sent by email to pauline.mcgrow@ryascotland.org.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Ms McGrow,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate the Royal Yachting Association's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to lain.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours sincerely,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited

Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

15. Scotways (Scottish Rights of Way & Access Society)



95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

Scotways (Scottish Rights of Way & Access Society)
24 Annandale Street
Edinburgh
EH7 4AN

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to info@scotways.com

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate Scotways' comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to iain.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

16. Scottish Environment Protection Agency (SEPA)

JACOBS

95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

Alex Candlish
Senior Planning Officer – Linear Infrastructure Projects
Scottish Environment Protection Agency (SEPA)
Silvan House
231 Corstorphine Road
Edinburgh
EH12 7AT

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to alex.candlish@sepa.org.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Mr Candlish,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate SEPA's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

In addition to the above, we would appreciate if you could provide the following information to assist in our assessment:

- Relevant details of licenced groundwater abstractions (via the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended)) and former and current contaminated land use.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to iain.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours sincerely,

[Redacted]

Iain Pattenden
Technical Director

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

17. Scottish Natural Heritage (SNH)

JACOBS

95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

Malcolm Fraser
Operations Office – Forth
Scottish Natural Heritage (SNH)
Silvan House
3rd Floor East
231 Corstorphine Road
Edinburgh
EH12 7AT

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to malcolm.fraser@snh.gov.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Mr Fraser,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate SNH's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours sincerely,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

18. Sustrans Scotland



95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

Sustrans Scotland
Roseberry House
9 Haymarket Terrace
Edinburgh
EH12 5EZ

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to scotland@sustrans.org.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate Sustrans Scotland's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to ian.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

19. The Wildlife Information Centre (TWIC)



95 Bothwell Street
Glasgow, UK
G2 7HX
+44.(0)141.243.8000 Fax +44.(0)141.226.3109

The Wildlife Information Centre (TWIC)
Caretakers Cottage
Vogrie House
Vogrie Country Park
Nr Gorebridge
Midlothian
EH23 4NU

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

Sent by email to admin@wildlifeinformation.co.uk

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Sir / Madam,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate TWIC's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

In addition to the above, we would appreciate if you could provide the following information to assist in our assessment:

- Details of protected or notable species or habitats within 2km of the Kincardine Bridge.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to iain.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours faithfully,

[Redacted]

Iain Pattenden
Technical Director

Jacobs U.K. Limited
Registered Office: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU, UK
Registered in England and Wales No. 2594504

20. Whale and Dolphin Conservation



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Whale and Dolphin Conservation

Sent by email to sarah.dolman@wdcs.org ; fiona.read@whales.org

Our Ref: B2020209

Your Ref:

Date: 19th July 2018

A985 Kincardine Bridge – Piled Viaduct Replacement Environmental Impact Assessment

Dear Ms Dolman, Ms Read,

Jacobs UK Ltd has been commissioned by Transport Scotland to prepare an Environmental Impact Assessment (EIA) for the proposed replacement of the piled viaduct at the southern end of the Kincardine Bridge ('the proposed scheme').

Transport Scotland has determined that an EIA is required in accordance with the provisions of the Roads (Scotland) Act 1984 (as amended). Marine Scotland – Licensing Operations Team ('MS-LOT') has confirmed that it is the intention of MS-LOT, acting on behalf of the Scottish Ministers, to direct under Regulation 8(4) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) that these Regulations do not apply to the proposed scheme on the basis that assessment of any effects on the environment is to be carried out by Transport Scotland, acting on behalf of the Scottish Ministers, in accordance with the requirements of the Roads (Scotland) Act 1984 (as amended).

The enclosed Scoping Report contains a description of the proposed scheme and the proposed scope and methods of assessment to be applied as part of the EIA.

We would appreciate Whale and Dolphin Conservation's comments on the proposed structure, method and content of the forthcoming EIA Report. This should include any further information you consider relevant to the environmental assessment, and for the avoidance of doubt, your response should include any relevant marine issues.

We would be grateful if you could provide us with your response by 17th August 2018 either by e-mail to iain.pattenden@jacobs.com or by letter to me at Jacobs, 95 Bothwell Street, Glasgow, G2 7HX. Should you have any queries regarding the above request, please do not hesitate to contact me on 0141 243 8890.

Yours sincerely,

[Redacted]

Iain Pattenden
Technical Director

Encl.

A985 Kincardine Bridge Refurbishment – Piled Viaduct Replacement Scoping Report (dated 17 July 2018)

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Appendix D: List of Drawings

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Table 1: List of Drawings

| Drawing Number | Drawing Title |
|-------------------------|---|
| Figure 1 | Marine Licence Application Location Plan |
| Figure 2 | Marine Licence Application Environmental Designations |
| B2020209-HW-2600-SK-016 | Piled Viaduct Replacement Proposed Site Extents |
| B2020209/ST/1700/DR/001 | Piled Viaduct Replacement Existing Piled Viaduct |
| B2020209/ST/1700/DR/002 | Piled Viaduct Replacement Proposed Structure General Arrangement Sheet 1 of 3 |
| B2020209/ST/1700/DR/003 | Piled Viaduct Replacement Proposed Structure General Arrangement Sheet 2 of 3 |
| B2020209/ST/1700/DR/004 | Piled Viaduct Replacement Proposed Structure General Arrangement Sheet 3 of 3 |
| B2020209/ST/1700/DR/005 | Piled Viaduct Replacement Temporary Diversion Structure Indicative General Arrangement Sheet 1 of 4 |
| B2020209/ST/1700/DR/006 | Piled Viaduct Replacement Temporary Diversion Structure Indicative General Arrangement Sheet 2 of 4 |
| B2020209/ST/1700/DR/007 | Piled Viaduct Replacement Temporary Diversion Structure Indicative General Arrangement Sheet 3 of 4 |
| B2020209/ST/1700/DR/008 | Piled Viaduct Replacement Temporary Diversion Structure Indicative General Arrangement Sheet 4 of 4 |