

Scottish Executive Development Department
Eastern Link Road – Kincardine

Environmental Statement

Appendices

Summary of Consultees Responses

Consultee	Reply Date	Comments and Enclosures	Actions
Forth District Salmon Fishery Board (FDSFB)	Letter 30/02/01	No comment to make, as there are no streams or burns of any significance over the length of the project.	None required.
British Geological Survey, Edinburgh.	Letter 27/09/00	Enclosed a list of available information: <ul style="list-style-type: none"> • Geological maps; • Memoir of Stirling District; • Boreholes; • Report – containing 4 thematic maps showing drift lithology & thickness, bedrock geology, mining info, geology factors relevant to landuse planning; • Geological report – summary on conditions likely to be found at any site. 	Relevant information used in EIA.
British Horse Society (BHS)	Letters 05/10/00 & 20/11/00	<ul style="list-style-type: none"> • Ensure proposed junction on the North Approach Road will not affect access to the coastal path that runs from east to west alongside the railway line past the sewage works. A road coming off Forth Street and running under the existing Kincardine bridge accesses coastal walkway; • Approx. 23 horses known to access Proposed Fife Coastal Pathway (PFCP) via Silver St and Walker St; • Potential problems for riders at Inch farm and possibly Chapelhill, depending on junction design; • Is it possible to have horse crossing if junction design includes traffic lights? 	<p>Access to the coastal path maintained by the provision of a new dedicated way along the southern carriageway of the proposed scheme and pedestrian crossings across the proposed road.</p> <p>Consideration given to the need to accommodate equestrians.</p>
British Telecom	Letter 21/06/01	BT was in the process of examining the proposals, and requested confirmation of the legislation under which the development is would proceed.	BT informed that works will be carried out under the Road Scotland Act (1984).
Clackmannanshire Council, Development Services	Telecom 12/10/00; Letter 22/02/01	<ul style="list-style-type: none"> • No response was to be made, as the project does not fall within Council jurisdiction – no further consultation required. • Letter of 22/02/01 included information on the proposed Alloa to Kincardine freight railway. 	Information provided was taken into consideration within EIA.
Clackmannanshire Council, Environmental Health (South)	Telecom 12/10/00	No response was to be made, as the project does not fall within Council jurisdiction – no further consultation required.	None required.
Clackmannanshire Council, Environmental & Contract Service, Roads & Transportation.	Letter 17/10/00	<ul style="list-style-type: none"> • Proposed junctions likely to create traffic delays; • Concern that existing plans for A907 upgrading (April-Dec 2001) will conflict with possible concurrent East Link Road construction programme. 	Comments taken into consideration within EIA.

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Cycle Touring Club (CTC) (Scotland)	Letter 31/10/00	<ul style="list-style-type: none"> • Suggested provision of 1.5m wide strip for cyclists using proposed link road; • Would like southbound cyclists to be segregated from vehicle traffic; • Recommended to consult local cyclist contacts/consultees. 	Dedicated way (to be used by cyclists) included in scheme design.
Local CTC Representative (Falkirk)	Letter 17/11/00	No objections.	None required.
East of Scotland Water, Customer Services	Letter 29/09/00	<ul style="list-style-type: none"> • Enclosed plans showing location of existing sewers in area; • Proposed road will cross the main sewer into the Sewage Treatment Works, therefore care required. 	Information and comments taken into consideration within EIA.
Falkirk Council, Development Design & Infrastructure Services	Letter 03/10/00	<ul style="list-style-type: none"> • Proposed junction at north-east end of Kincardine Bridge expected to be suitably sized roundabout; • The vertical horizontal alignment coming off Kincardine Bridge on the approach to Kincardine village is far from ideal at the location of the proposed junction and will require careful engineering and possible reappraisal of the location of existing speed limits; • Access to Kincardine Bridge Depot and the sewage works will require to be maintained which may affect the proposed junction layout; • Junction types at B9037/A985 – simple junctions may not be appropriate in terms of road safety; • No information on air quality or noise. 	
Falkirk Council, Planning & Transportation Services.	Letter 26/09/00	No comments	None required.
Fife Council, Environmental Health Service	Letter 09/10/00	Enclosed information on: <ul style="list-style-type: none"> • Air quality monitoring locations plans in Kincardine; • Monitoring data for NO2, CO and benzene; • 1994 traffic pollution report; • Complaint records regarding noise and vibration; • List of potentially contaminated sites within a 5km radius; • Appropriate noise controls for East Link Road development. 	Noted and addressed in detailed design.

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Fife Council, Transportation.	Letter 16/11/00	<ul style="list-style-type: none"> • Size & location of junctions require determination before effective comments could be made regarding impacts; • Staggered junction arrangements at eastern end of link road would require considerable modification to conform to DMRB standards; • The C5 (Walker Street)) requires careful consideration, in terms of either closing road or providing underpass; • Plan does not show indications of embankments levels and heights – important for issues concerning visual impact and flood plain; • Asked whether a bund would be provided between the proposed road and residential properties. – related to noise and visual impact issues; • Asked whether the study would address environmental treatment of village when through traffic is removed from Conservation Area; • Assessment required of effect on southeast end of Silver St; and • Consequences to pier access, sewage treatment works and coastal infrastructure would need to be assessed. 	Issues were addressed through further consultation, assessment and design.
Fife Council, Regional Archaeologist	Letter 02/11/00	<ul style="list-style-type: none"> • Satisfied with Historic Scotland mitigation measures for archaeological sites potentially affected (enclosed details of sites); • Confirmed no part of proposal falls within designated areas for conservation, gardens or landscapes. 	None required.
Fife Council Planning Building Control Service	Letter 25/09/00	Refer to information supplied in letter dated 27/06/00, which included Local Plan extracts and maps, indicating certain features affected by proposed routes: <ul style="list-style-type: none"> – Listed Building; – Kincardine Conservation Area; – Claimed Right of Way; – Coastal Railway; – Pipeline consultation zone; – Proposed extension of Fife Coastal Path; Boundaries of potential SPA/Ramsar site.	Addressed in detailed design.
	Letter 11/01/01	Enclosed a map confirming the route of the claimed right of way (info based on map which predates existing Scottish Right of Way Society's catalogue).	Did not receive reply from Fife Council regarding RoW status, as requested from telecom 05/12/00. Further letter sent on 24/01/01, again requesting RoW clarification, no reply received.
	Letter 14/02/01	Sent copy of plan showing the planning applications within the study corridor.	Comments taken into consideration within EIA.

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Health & Safety Executive	Letter 30/11/00	Only major hazard pipeline that may impinge on ELR development is the pipeline serving Longannet Power Station.	Addressed in scheme design.
Historic Scotland	Letters 04/10/00 & 05/10/00	<ul style="list-style-type: none"> • Enclosed Stage 3 Archaeological Report that specifies requirement for further archaeological work, which will form the basis of the archaeological mitigation strategy; • No further action required for the purposes of the environmental assessment; • Welcome further details on route design near to Inch House, and junction strategy with the bridge slip roads 	<ul style="list-style-type: none"> • Work to be carried out prior to construction phase by contractors supervised by Historic Scotland; • No action taken; • Detailed design supplied.
Kincardine Community Council	Telecom 22/11/00 & Letter 18/12/00	<ul style="list-style-type: none"> • Concerned that links from Forth St or Silver St to Proposed Fife Coastal Pathway could be affected; • If severance does occur, would like to know if mitigation measures shall be employed, and if so would existing access routes to PFCP be maintained? • Silver St is a popular route and at times the only means of moving around the village. 	Addressed in scheme design.
Marine Laboratory (ML)	Letter 29/01/01 & Telecom 14/02/01	No comments.	None required.
Railtrack (RT), Glasgow	Letter 08/01/00	<ul style="list-style-type: none"> • Aim of RT is to have the whole of the Stirling to Longannet line re-opened to rail traffic; • Railway line adjacent to proposed ELR is currently operational between Longannet and former Kincardine Power Stations; • Based on drawing received, no impact on rail operation foreseen, provided existing stability of railway embankments and river side support is not harmed; • Within Bridge area, RT wish to secure access to railway line for maintenance purposes; • RT wish to view detailed design in area of Kincardine Bridge, in order to fully address any potential impact issues; • RT believes that Right of Way FD1 has been extinguished. 	Addressed in scheme design.
Royal Fine Arts Commission for Scotland (RFACS)	Letter 25/10/00	Capacity of link road to accommodate potential increased traffic should be reviewed.	Addressed in scheme design.
Royal Society for the Protection of Birds (RSPB)	Letter 25/10/00	No issues of concern raised	None required.

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SEPA East Region	Letter 26/09/00	<ul style="list-style-type: none"> • Forth Estuary is class B quality and proposed SPA/Ramsar site; • Proposals to upgrade Kincardine sewage treatment works by 2006; • Kincardine sewage treatment works has discharge consent; • No contaminated land known within area; • Expect road drainage to be subject to a Sustainable Urban Drainage System (see, CIRIA C521); • Road water attenuation prior to discharge unlikely required; • Treatment to improve runoff quality will be required; • Area underlain by mine workings of Longannet complex, therefore contact Scottish Coal. 	Comments taken into consideration within EIA.
SEPA Maine Chemist	Telecom 11/12/00	<ul style="list-style-type: none"> • Forth Estuary has low dissolved O₂ due to level of Organic Carbon in sediments (from historical contamination); • Confirmed water quality of estuary as Class B (i.e. good quality). 	Comments taken into consideration within EIA.
Scottish Executive, Rural Affairs Dept Agriculture Group	Letter 03/10/00	<ul style="list-style-type: none"> • Impact on agricultural land within NLFA (Non Less Favoured Area), resulting in reduced working area for Inch farm. Majority of land MLURI classification 3.2 with a small area of 3.1; • There are no designated sites that will be affected. 	<ul style="list-style-type: none"> • Addressed in detailed design; • None required.
Scottish Executive, Development Dept, Planning Division.	Letter 21/09/00	Circulated information included with consultation letter to relevant divisions of the Scottish Executive. Any replies to be forwarded by 17 October.	None required.
Scottish Executive, Air, Climate & Engineering Unit, Environment Group	Letter 02/10/00	<ul style="list-style-type: none"> • No information relevant in terms of Scottish Ministers' responsibilities for water supply, water protection, sewerage, flood prevention, coastal protection, waste disposal, air quality and countryside and natural heritage; • Responses regarding Scottish Ministers responsibilities, as listed in paragraph 33 of Annex to SDD Circular 13/1988 may be expected. 	None required.
SNH West & Central Fife and Argyll & Stirling Area	Letters 28/09/00 & 26/02/01	<ul style="list-style-type: none"> • No statutory designated sites for nature conservation in area of location plan; • Enclosed copy of SNH Phase 1 Habitat survey for area; • No records for protected species, although recommended to contact Fife Nature for local biological and check for protected species included in the local Biodiversity Action Plan; • Site within 'Coastal Flats' landscape – identified in Fife Landscape Character Assessment. • The discharge outlet associated with the proposed route would require assessment for its potential impact on the Natura Interest. 	<ul style="list-style-type: none"> • Information forwarded to NES/ASH & taken into consideration within EIA. • Information forwarded to NES/ASH & taken into consideration within EIA. • NES undertook detailed survey & taken into consideration within EIA. • Taken into consideration within EIA. • Taken into consideration within EIA..

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Scottish Rights of Way & Access Society	Letters 20/10/00, 24/11/00 & 20/02/01; Telecom 21/11/00	ELR will cut off south side (Silver Street) access to public Right-of-Way path. Path is scheduled in Local Plan as forming part of the PFCP. Provision should be made to enable continued access to the PFCP at this location.	Addressed in detailed design.
Scottish Wildlife Trust (SWT)	Letter 02/10/00	Sent a list of administrative charges for various site information searches: ranging from £25.00 site search to £150.00 for detailed survey.	None required – Detailed ecological survey undertaken. Therefore, no further contact with SWT was required.
Sustrans	Letter 25/09/00	<ul style="list-style-type: none"> • Currently no specific cycle routes in Kincardine area; • Proposed round the Forth cycle route will cross Forth at Kincardine and link through Culross towards Forth Road Bridge, requiring crossing of ELR at C5; • Strongly recommend that a grade-separated crossing be provided for sustainable access (cycling and walking) from Kincardine. 	<ul style="list-style-type: none"> • Information noted; • Addressed in detailed design. • Addressed in detailed design; BG letter dated 18/04/01 informing design revisions.
	Letter & Telecom 24/04/01	<ul style="list-style-type: none"> • Do not find solution of an at-grade crossing at the junction to be a particularly satisfactory or safe revision particularly as there appears to be a need to use stairs to get up and down from the road; • Sustrans still request an Armco subway-type crossing 	Consideration given to the provision of an Amco subway-type, or an overbridge across the proposed scheme at the C5. The proposed dedicated was considered the most suitable solution for all users.
The Crown Estate Office	Letter 22/09/00	Crown Estate only affected if any works extend beyond mean low water springs onto Crown Estate owned seabed.	None required.
Wildfowl & Wetlands Trust	Telecom 12/10/00	No comments.	None required.