

## **Part One**

### **1/1 Introduction**

#### **1/1.1 Background**

The Scottish Executive Development Department is developing proposals to improve the road network within and around the village of Kincardine. The proposed improvements for Kincardine will reduce the high volumes of traffic and relieve the traffic congestion that this settlement currently experiences. A new road, known as the Eastern Link Road, will be constructed as part of the proposals for Kincardine. This road will effectively by-pass Kincardine to the southeast of the village. The location of the proposed scheme is shown in [Figure 1/1.1](#).

Kincardine is situated within Fife and lies on the north bank of the Firth of Forth, located on the strategic road network of Scotland at the intersection of the A985 from Dunfermline to the east, the A977 from Alloa to the north, and the A876 via Kincardine Bridge from the south. The village was built in the 17<sup>th</sup> Century on marshland reclaimed from the Forth, and its historic core has been designated a Conservation Area and is a proposed Outstanding Conservation Area. Kincardine, which historically benefited from its position as an attractive crossing point across the Forth, is now subject to a large volume of traffic that comprises a high proportion of heavy goods vehicles passing through the centre of the village. This has led to traffic congestion on all routes leading into Kincardine and resulting concerns about the effect this has on the environment, particularly in terms of air and noise pollution from vehicles.

In the spring of 1993 The Scottish Office set out to address these traffic issues and commissioned a study of the options available for the reduction of traffic through Kincardine Village and the repair of the existing Kincardine Bridge.

Throughout this study, a wide range of consultees assisted The Scottish Office and, in August 1994, the results concluded that a new dual carriageway bridge downstream to replace the existing bridge would be the most appropriate solution. However, further assessment indicated that the existing bridge structure could be retained for traffic use. Given concerns about the potential impacts of the new route on the built environment and on Skinflats Site of Special Scientific Interest (SSSI), an ecological site of national importance downstream of the existing bridge, a new scheme strategy was developed. This involved a new bridge (taking northbound traffic), upstream of the existing bridge away from the SSSI, with the existing bridge as part of a twin bridge solution. This twin bridge strategy also included for the Eastern Link Road to divert all eastbound traffic crossing the Firth of Forth around Kincardine.

Public consultation was undertaken in February 1996 involving local exhibitions of the options at sites in Airth, Kincardine and Alloa, following which the then Secretary of State announced that a twin bridge strategy, incorporating a bypass of Kincardine and a new single carriageway upstream crossing was the preferred route.

The subsequent change of Government in June 1997 led to a further review of the options. This resulted in Ministers reaffirming the view (in November 1998) that the preferred option would be a new crossing upstream of Kincardine, in conjunction with the construction of the Eastern Link Road to remove the majority of eastbound traffic from the centre of Kincardine.

As part of the Strategic Roads Review reported in November 1999, the Minister for Transport and the Environment announced that work to complete the design of the proposed scheme at Kincardine had been commissioned. This work comprised two commissions, namely, the Engineering, Ecology and Environment Commission and the Transport and Economic Analysis Commission. As part of the first of these commissions, consultation with Scottish Power revealed that land at Kincardine Power Station, which was previously not available for inclusion in the route options study, was available for consideration. As such, the opportunity is now being taken to consider an alternative route for the new crossing through the former power station site and compare this new route against the previously identified preferred route.

The outcome of the route comparison does not, however, affect the requirement for the provision of the Eastern Link Road. Initial investigations into the construction of the Eastern Link Road in advance of any new crossing have been undertaken and found it to be feasible.

The proposed scheme for the Eastern Link Road comprises a wide single carriageway to link the existing A985 from Rosyth/Dunfermline, via a new roundabout on Longannet Road, to a new signal-controlled junction at the northern end of the existing bridge (Kincardine Bridge). The Scottish Executive Development Department proposes to promote the construction of this route as a stand alone scheme ahead of any new crossing on the basis that it meets several of the overall scheme objectives by providing traffic relief for Kincardine village, and giving environmental benefits to a large number of residents.

### **1/1.2 Scheme Procurement**

The proposed scheme will be procured by means of a Design and Build (D&B) contract under the terms of which the contractor undertakes both the detailed design and construction of the road scheme.

The assessment of impacts, the prediction of environmental effects and the proposed mitigation measures are based on preliminary design of the scheme as detailed in the Environmental Statement. The principles and objectives of mitigation have been established. The preliminary design and the environmental mitigation measures will be refined and developed during the detailed design stage before construction. This may result in some changes to the preliminary scheme design as published in the Environmental Statement. In the main, the detailed design will seek to develop the preliminary design in a manner such that it has no material change on environmental impacts of the scheme. Indeed, opportunities may be identified that may reduce the scheme's impact. Any design development that would result in a significant adverse change to an environmental impact as already assessed would be required to be published as an addendum to the Environmental Statement for public consultation and comment.

Stringent contract requirements and close supervision will ensure that the detailed design, including environmental mitigation measures, will be of the required quality and that through the construction process this design will be translated into the final product.

### **1/1.3 The Environmental Statement**

An environmental impact assessment of the proposed scheme has been undertaken as an integral part of scheme design and appraisal. The objectives of environmental

impacts assessment are to identify the likely consequences for the biological, physical and geomorphological environment and for human health and welfare arising from development, and to consider these issues within the scheme planning and design process.

The process of Environmental impact assessment has therefore been used as a means of informing the decision-making process throughout design to avoid potentially significant impacts where practicable and by incorporating mitigation measures to reduce, remedy or offset any predicted adverse environmental impacts.

This Environmental Statement has been prepared to document the environmental impact assessment process and to record the predicted environmental impacts. The purpose of the document is to ensure that the Scottish ministers, statutory and non-statutory bodies with interests in the environment and the public are fully informed of the proposals, and that they are provided with the opportunity to comment on the environmental effects of the scheme.

The Environmental Statement provides details of the proposed scheme, a description of the baseline conditions, details of mitigation measures to be implemented, identifies the impacts and provides an assessment of the predicted environmental effects associated with the proposed scheme.

### **Statutory Basis for the Environmental Impact Assessment**

This Environmental Statement is issued in accordance with Directive 85/337 EEC, as amended by Directive 97/11/EC, and applied by the Environmental Impact Assessment (Scotland) Regulations 1999. This is supplemented by guidance contained in Planning Advice Note 58 Environmental Impact Assessment and Circular 15/1999.

The Environmental Impact Assessment (Scotland) Regulations 1999 state that an Environmental Statement should include:

- (a) a description of the proposed scheme, including information about the proposed scheme and its land use requirements during construction and operation, the nature and type and quantities of materials used, and an estimate by type and quantity of any emissions arising from the development;
- (b) an outline of the main alternatives and the main reasons for the choice of the preferred scheme, taking into account environmental effects;
- (c) a description of the aspects of the environment likely to be significantly affected by the proposed scheme;
- (d) a description of the likely significant effects of the proposed scheme on the environment, including direct and any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects of the development arising from the existence of the proposed scheme, its use of materials or its emissions, and a description of the forecasting methods used to assess the effects on the environment;
- (e) a description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment;

- (f) a non-technical summary of the above information; and
- (g) an indication of any difficulties encountered in compiling the required information.

### **Draft Orders**

Draft Orders (plans and an accompanying schedule of explanatory text) associated with the proposed scheme comprise the following:

- The A985 Trunk Road (Kincardine Eastern Link Road) Order 200; and
- The A985 Trunk Road (Kincardine Eastern Link Road) (Side Roads) Order 200.

## **1/1.4 Report Structure**

The Environmental Statement is presented in three volumes as follows:

- **Volume One**, a concise document reporting on the detailed results of the environmental impact assessment;
- **Volume Two**, which provides supporting appendices; and
- **Non-technical Summary**, a summary of the results of the environmental impact assessment, presented in clear, non-technical language.

This volume, **Volume One**, is presented in four parts. Each part is divided into sections and subsections as follows:

- **Part One** comprises five sections. Section 1/1 provides this introduction, with background information on the scheme, its objectives and information on the review and commenting procedure. Section 1/2 presents an overview of existing environmental conditions in the locality. Section 1/3 provides a summary of the alternative options considered during the appraisal process, and Section 1/4 presents details of the proposed scheme. Finally, Section 1/5 provides information on the approach and methods of the assessment process;
- **Part Two** is divided into 16 sections. Section 2/1 reports the results of the scoping process. Sections 2/2 to 2/14 each address a specific environmental issue, with subsections on baseline conditions, assessment methods, mitigation measures and predicted impacts. Section 2/15 presents a summary of predicted impacts in the form of an Environmental Impacts Table and references are presented in Section 2/16.
- **Part Three** presents the detailed landscape proposals; and
- **Part Four** presents the Schedule of Environmental Commitments.

A glossary of terms and a list of abbreviations are provided immediately preceding Part One. Tables are interspersed throughout the text. Drawings, figures and plates (including photomontages) are included at the end of each section.

**Volume Two** comprises a series of appendices providing supporting information or reporting the results of detailed specialist studies undertaken during the assessment process.

**The Non-Technical Summary** is a short document that is bound into the front of Volume One of the Environmental Statement and is also available as a separate document.

# Scottish Executive Development Department Eastern Link Road – Kincardine

Environmental Statement

Part One

## 1/1.5 Review and Comments

Copies of this Environmental Statement, together with copies of the draft Line Orders are made available for inspection during normal office hours at:

- Scottish Executive  
Development Department  
Trunk Road Design and  
Construction Division  
Victoria Quay  
EDINBURGH  
EH6 6QQ
- Fife Council  
3, New Row  
DUNFERMLINE  
KY12 7NN
- Clackmannanshire Council  
Greenfield House  
ALLOA  
SK10 2AD
- Falkirk Council  
Abbotsford House  
David's Loan  
FALKIRK  
FK2 7YZ
- Kincardine Post Office  
Keith Street  
KINCARDINE  
FK10 4ND
- Alloa Post Office  
1-3 Maple Court  
Drysdale Street  
ALLOA  
FK10 1JN
- Airth Post Office  
2 Dower Place  
AIRTH  
FK2 8LD
- Kincardine Library  
2 Keith Street  
KINCARDINE  
FK10 4ND
- Alloa Library  
26-28 Drysdale Street  
ALLOA  
FK10 1JL

Copies of the Environmental Statement may also be purchased (at a charge of £100.00 for a hard copy) and are available in CD format (at a charge of £20.00) on application in writing to:

- The Chief Road Engineer  
Scottish Executive Development Department  
Trunk Road Design and Construction Division  
Victoria Quay  
EDINBURGH  
EH1 6QQ  
FAO Mr. Roy Brannen

The Non-Technical Summary is available free of charge from the same address.

Comments on the draft Line Orders and / or the Environmental Statement should be made in writing before the date for objections given in the Public Notice to The Chief Road Engineer at the Scottish Executive Development Department.