

Proposal/Site Address:

The Corrie Cross Wynd Falkland Cupar Fife KY15 7BE

Name and Address of Applicant:

Mr George Mackie

Description of Proposal:

Listed building consent for installation of wood burning stove and flue to rear of dwellinghouse (3672737)

Roads & highways

ROAD RESTRICTIONS

TRANSPORT SCOTLAND

NOTICE OF DETERMINATION

A82 RESURFACING FROM MILTON TO DUMBUCKHILL

NORTHBOUND

ENVIRONMENTAL IMPACT ASSESSMENT

DETERMINATION UNDER SECTION 55A OF THE ROADS

(SCOTLAND) ACT 1984

The Scottish Ministers give notice that they have determined that the project for re-surfacing the A82 northbound from the petrol station at Milton to Dumbuckhill is a relevant project within the meaning of section 55A of the Roads (Scotland) Act 1984 (“the 1984 Act”) and falls within Annex II of Directive 2011/92/EU on the assessment of certain public and private projects on the environment, but that having regard to –

(a) the selection criteria contained in Annex III of that Directive, namely

- (i) the use of natural resources, in particular land, soil, water and biodiversity;
- (ii) the production of waste;
- (iii) pollution and nuisances;
- (iv) the risks to human health (for example due to water contamination or air pollution)

(b) the results of the Environmental Screening Assessment under section 55A(2) of the 1984 Act and site survey undertaken on 29 July 2020 determined that there would be no likely significant effects on the nearby Inner Clyde Ramsar, Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI),

(c) the information set out in the Record of Determination dated 20 April 2020, available at <https://www.transport.gov.scot/transport-network/roads/road-orders-and-records-of-determination/#63527>, the project does not require an Environmental Impact Assessment.

The main reasons for the conclusion that no Environmental Impact Assessment is required are:

- (a) Construction activities are restricted to the existing carriageway;
- (b) The works will be limited to the like-for-like replacement of the carriageway pavement;
- (c) The scheme will not have any significant effects on the combined Inner Clyde Ramsar, SPA and SSSI;
- (d) No significant residual impacts are predicted. Disruption due to construction activities are not expected to be significant and will be mitigated as far as is reasonably practicable.
- (e) Traffic management and working times will be communicated to local residents in advance of the works.

The features of the project which are envisaged to avoid or prevent significant adverse effects on the environment are:

- (a) Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications;
- (b) Pollution prevention measures and best practice will be adhered to at all times;
- (c) The waste hierarchy will be applied to all waste arising.

S R LEES

A member of the staff of the Scottish Ministers

Transport Scotland, Roads, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF (3672871)

TRANSPORT SCOTLAND

NOTICE OF DETERMINATION

A83 REST AND BE THANKFUL LANDSLIDE PREVENTION WORKS

ENVIRONMENTAL IMPACT ASSESSMENT

DETERMINATION UNDER SECTION 55A OF THE ROADS

(SCOTLAND) ACT 1984

The Scottish Ministers give notice that they have determined that the project to form a catchpit to address landslide risk at the A83 Rest and Be Thankful is a relevant project within the meaning of section 55A of the Roads (Scotland) Act 1984 (“the 1984 Act”) and falls within Annex II of Directive 2011/92/EU on the assessment of certain public and private projects on the environment, but that having regard to –

(a) the selection criteria contained in Annex III of that Directive, namely –

- (i) the size and design of the whole project;
- (ii) the use of natural resources, in particular land, soil, water and biodiversity;
- (iii) the production of waste;
- (iv) pollution and nuisances;
- (v) the risks to human health (for example due to water contamination or air pollution);
- (vi) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC,

(b) the results of the Environmental Screening Assessment under section 55A(2) of the 1984 Act and site ecological surveys undertaken in August 2019 and July 2020 which determined that with mitigation measures in place, there will be no significant effects on the environment, and in particular, the Glen Etive and Glen Fyne Special Protection Area and Beinn an Lochain Site of Special Scientific Interest and Loch Lomond and the Trossachs National Park,

(c) the information set out in the Record of Determination dated 15 October 2020, available at <https://www.transport.gov.scot/transport-network/roads/road-orders-and-records-of-determination/#63527>, the project does not require an Environmental Impact Assessment.

The main reasons for the conclusion that no Environmental Impact Assessment is required are:

- (a) There will be a minor loss of some habitats which are ubiquitous in the wider area. Additionally, the areas that will be lost have been disturbed by grazing and are species-poor compared to typical examples of these habitats;
- (b) The scheme does not lie within a densely populated area, sites of historical, archaeological or cultural significance or sites designated for their geology or soils;
- (c) The scheme lies wholly within the Loch Lomond and the Trossachs National Park (LLTNP), renowned for its famous landscape. Extensive liaison has been carried out with the LLTNP to ensure that the final design is one that does not compromise visitor experiences to the Rest and Be Thankful viewpoint;
- (d) Culvert works will be undertaken as prescribed in the licence obtained under The Water Environment (Controlled Activities) (Scotland) Regulations 2011.

The features of the project which are envisaged to avoid or prevent significant adverse effects on the environment are:

- (a) Potential construction effects on local air quality, ecology, water quality, land use and landscape, and noise and vibration will be minimised through best practice working procedures and implementation of appropriate mitigation;
- (b) Excavation material will be re-used on site where possible and will be used at nearby works on the A83;
- (c) Delays to vehicle and non-vehicle road users will be mitigated through appropriate traffic management;
- (d) Works will be commencing prior to the bird breeding season (March to August inclusive).

The features of the project which are envisaged to avoid or prevent significant adverse effects on the environment are:

- (a) Potential construction effects on local air quality, ecology, water quality, land use and landscape, and noise and vibration will be minimised through best practice working procedures and implementation of appropriate mitigation;
- (b) Excavation material will be re-used on site where possible and will be used at nearby works on the A83;
- (c) Delays to vehicle and non-vehicle road users will be mitigated through appropriate traffic management;
- (d) Works will be commencing prior to the bird breeding season (March to August inclusive).

S R LEES

A member of the staff of the Scottish Ministers

Transport Scotland, Roads, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF (3672869)