

# **Pre-screening Notification**

<b>Responsible Authority:</b>	<u>Box 1.</u> Perth & Kinross Council
<b>Title of the plan:</b>	<u>Box 2.</u> 24/25 Principal Inspections (Specialist Access) Pack B4
<b>What prompted the plan:</b> (e.g. a legislative, regulatory or administrative provision)	<u>Box 3.</u> CS450 Inspection of Highway Structures. This says that Principal Inspections, within touching distance should be carried out on each bridge or culvert every 6 years. Many bridges or culverts can be thus inspected on foot safely. However, this is not possible for a significant proportion of bridges/ culverts.
<b>Plan subject:</b> (e.g. transport)	<u>Box 4.</u> Bridge and Culvert Inspections. These are associated with, but not the same as transport.
<b>Brief summary of the plan:</b> (including the area or location to which the plan related)	<u>Box 5.</u> To get a consultant to inspect 40 to 50 bridges/ culverts within touching distance. The bridges in this pack require special access e.g., roped access, underbridge access, or confined space entry. They are located across the North of Perth & Kinross.
<b>Brief summary of the likely environmental consequences:</b> (including whether it has been determined that the plan is likely to have no or minimum effects, either directly or indirectly)	<u>Box 6.</u> Driving to each bridge will create vehicle exhaust emissions, along the route of the journey. Where a bridge requires an underbridge unit, etc to access it, there will be further vehicle exhaust emissions during the day at the bridge. These emissions will be minimal compared to the total emissions on these roads in any year. Most consultants are based in Glasgow and Edinburgh. Many electric vehicles would be at the edge of their range for many of these journeys and some of the specialist vehicles are not generally available as electric.
<b>Brief summary of how environmental principles have been considered:</b> (including whether any of the guiding principles, as set out in section 13 of the Continuity Act, are relevant to the plan)	<u>Box 7.</u> The only likely effect on the environment is from vehicle emissions, which are not very large compared to the other emissions on these roads.
<b>Contact details:</b>	James Escott BridgesEnquiries@pkc.gov.uk
<b>Date of opinion:</b>	10/10/2024

When completed send to: [SEA.gateway@gov.scot](mailto:SEA.gateway@gov.scot) or to SEA Gateway, Scottish Government, Area 2F (South), Victoria Quay, Edinburgh, EH6 6QQ

**Completion guidance (Please delete this page before submission)**

**Link to SEA Guidance:** [Strategic Environmental Assessment: guidance - gov.scot \(www.gov.scot\)](http://www.gov.scot/Strategic-Environmental-Assessment-guidance)

Box 1	<p>Name of the organisation that is responsible for the plan.</p> <p><b>Note:</b> The Responsible Authority is any person, body or office holder exercising functions of a public character. Where more than one authority is responsible for a plan they should reach an agreement as to who is responsible for the SEA. Where an agreement cannot be reached, the Scottish Ministers can make the determination (Extract from SEA Guidance: Glossary (Page 50)).</p>
Box 2	<p>Name of the plan.</p> <p><b>Note:</b> The 2005 Act applies to plans which relate to matters of a public character. The term 'plan' within guidance also covers policy, programme and strategy (Extract from SEA Guidance: Glossary (Page 50)).</p>
Box 3	<p>In terms of pre-screening, knowing why a plan is being produced is one of the key components in understanding whether exemption is an option.</p>
Box 4	<p>The 2005 Act outlines the sectors as agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town &amp; country planning and land use.</p>
Box 5	<p>The name of the plan alone can seldom offer sufficient information to understand what it covers and why it has been considered suitable for pre-screening.</p> <p>The description of the plan being pre-screened has to contain sufficient information to allow those reading the notification to understand the objectives of the plan and how the Responsible Authority aims to deliver them. Brief descriptive information such as the area or location of the plan is required by the 2005 Act, but it can also prove helpful to include additional information in a summary, such as whether the plan is expected to improve or strengthen the current approach, the reason the plan is being prepared, who it would apply to and the timescale for delivery. This type of information can help paint a clear picture of whether pre-screening was suitable in the circumstances.</p>
Box 6	<p>As only those plans that have no or minimal effects on the environment can be pre-screened, it is important for a Responsible Authority to use the criteria detailed in <a href="#">Schedule 2 of the Environmental Assessment (Scotland) Act 2005</a> as a guide to providing a description of the likely environmental effects. This approach supports the transparency of the assessment process, whilst helping to ensure Responsible Authorities remain compliant with the requirements of this self-exemption route.</p> <p>Similarly to Box 5 above, it can prove helpful if a Responsible Authority provides additional information, such as a summary of the reasons why the plan will have no more than minimal effects on the environment, including any intrinsic mitigation, as well as any existing or future assessment needs within the plan hierarchy.</p> <p>In those cases where a Responsible Authority is uncertain of the scope of the likely environmental effects, pre-screening is not recommended. In this scenario, screening the plan is likely to be a better option.</p>
Box 7	<p><a href="#">Section 15 of the UK Withdrawal from the European Union (Continuity) (Scotland) Act 2020</a> places a duty on public authorities to have due regard to the guiding principles on the environment when preparing a plan, programme or strategy requiring a SEA under the 2005 Act. Whilst not yet in force, it is important that the guiding principles are considered in all policy development.</p>

Please note:

(A) The plan has to fall into Section 5(4) of the Environmental Assessment (Scotland) Act 2005

(B) You should apply the criteria specified within Schedule 2 of this Act to reach a conclusion on no or minimal environmental effects: [www.legislation.gov.uk/asp/2005/15/contents](http://www.legislation.gov.uk/asp/2005/15/contents)