



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A78 Southannan Rbt to Hunterston Rbt SB

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Project Details

Description

Works are required to maintain the safety and integrity of an approximately 1.94 km stretch of the southbound (SB) A78 carriageway, between Fairlie and Hunterston, from the Southannan Roundabout to Hunterston Roundabout, including the former, as the existing surface course has reached the end of its serviceable life.

Works will involve carriageway resurfacing utilising TS2010 surface course across the length of the scheme to varying depths dependent on condition, with areas of deeper treatment undertaken where required.

The proposed construction activities are likely to involve the following:

- Milling of existing bituminous material by road planer;
- Hand-held jackhammer and compressor for breaking up surfaces not accessible by planer;
- Loader/excavator used to collect and move excess material;
- Base/binder material laid and compressed (where required);
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Mechanical sweeper to collect loose material;
- HGV for removal and replacement of material; and
- Road markings replaced using an extrusion tool.

The total area of the works is approximately 14,256.9 m² (1.4 ha) across the southbound (SB) lane.

The works are currently programmed to operate in January 2023, however exact duration and timings are yet to be confirmed. Works are expected to be undertaken during night-time programming.

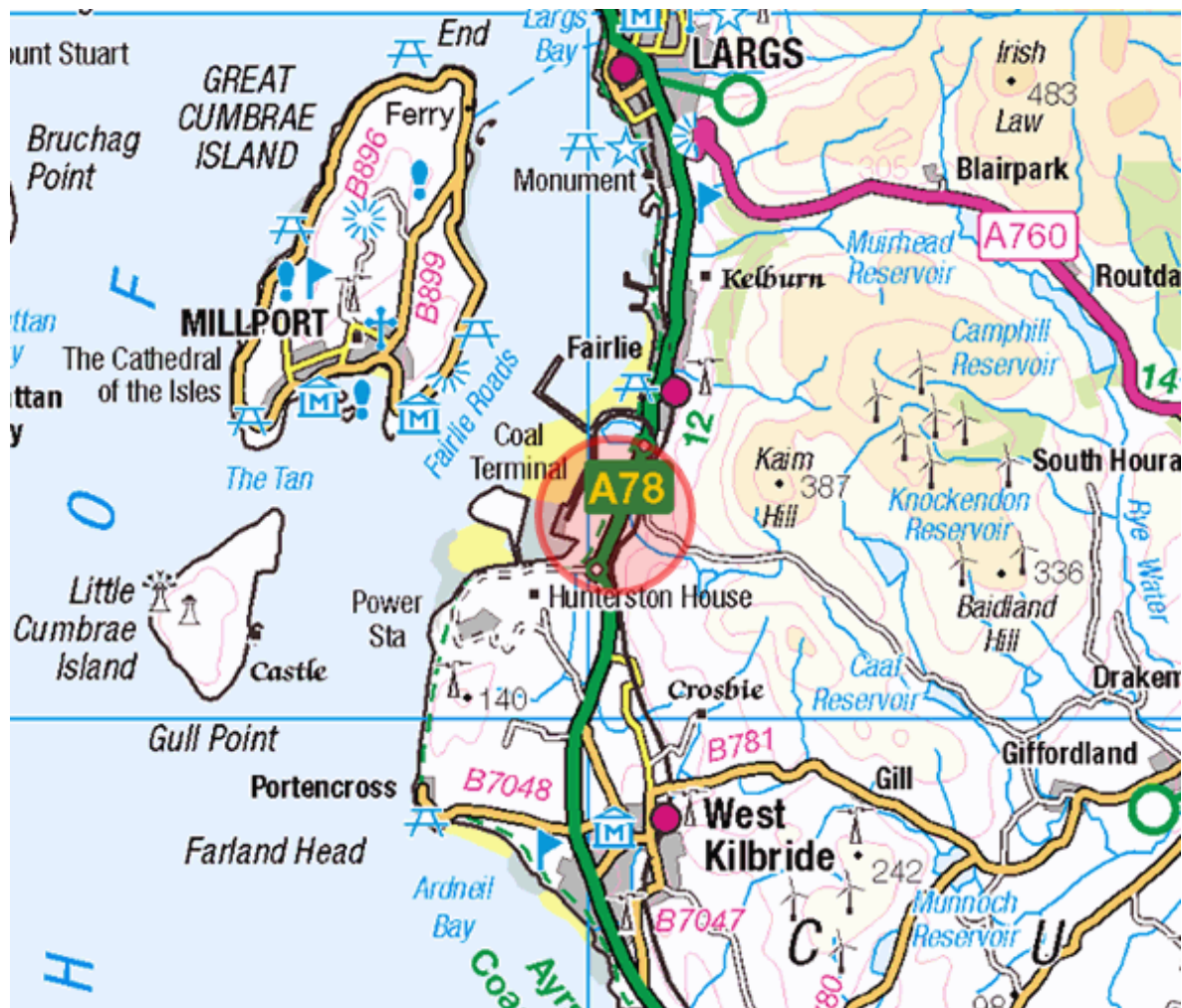
Traffic management (TM) for this scheme will involve overnight closures of the mainline, which will be facilitated by an appropriate diversion route which is yet to be determined.

Location

The scheme is located in a semi-rural area, on the boundary of an industrial urban section of the A78 carriageway between Fairlie and Hunterston, North Ayrshire. The National Grid References are:

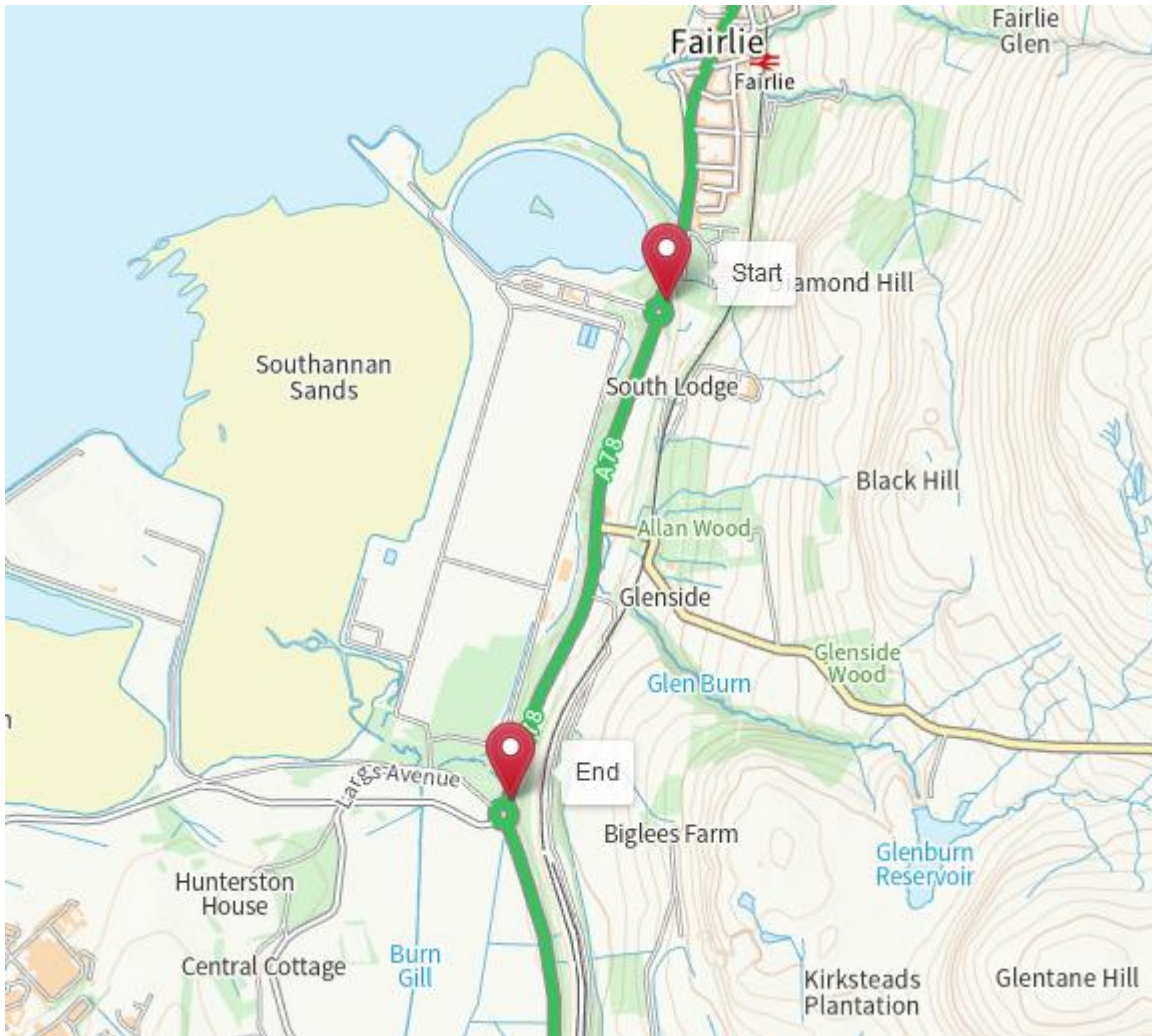
- Start: NS 20689 53790
- End: NS 20143 52053

Figure 1: Scheme Location



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Figure 2: Scheme extents



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Description of local environment

Air quality

The scheme is located on a coastal/industrial section of the A78. The A78 is a main route connecting local areas such as Fairlie, Hunterston, West Kilbride and Seamill. As such, air quality is affected due to the daily use of the carriageway by road vehicle users.

[Average Annual Daily Flow](#) (AADF) in 2020 for the A78 carriageway east of the scheme extents is 6,664, with 4% heavy goods vehicles (HGV).

North Ayrshire has not declared any [Air Quality Management Areas](#) (AQMA).

Negligible adverse impacts are predicted for local air quality during construction; however, no change is predicted upon completion of the works.

Cultural heritage

A desktop study using [PastMap](#) has identified the following features of cultural heritage within proximity of the scheme extents:

- Southannan Mansionhouse (SM333) a Scheduled Monument located approx. 200m north-east of the scheme start point.
- Castle Hill, earthwork SSE of Glenside (SM3305) a Scheduled Monument located approx. 300m west of the scheme midpoint extents.
- Hunterston Gate - North Pillars, (LB14314) a Category B listed building located approx. 300 m west of the scheme end.
 - The reference is described as “Square, rusticated, stone piers with dentilled entablatures; urn finials decorated with shell ornament; low curved screen walls and smaller terminal piers. Circa 1800.”
- Hunterston House (LB14286) and Well (LB14287) are listed buildings approx. 1.5 km west of the of scheme end
- Hunterston Castle (LB14313) and the Walled Garden (LB14288) are listed buildings approx. 1.5 km south-west of the of scheme end

All works will be located within the existing carriageway boundary and will not impact any areas of land that have not previously been subjected to engineering activity.

It has been determined that the proposed project does not carry the potential to cause direct or indirect impact to cultural heritage.

As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Landscape and visual effects

The works do not fall within any areas designated for their landscape quality.

Historic Environment Scotland's [HLAMap](#) has highlighted the scheme area and the surrounding landscape to consist of industrial/commercial properties and rectilinear fields and farms.

[HLAMap](#) has highlighted a few Managed Woodlands <1 km of the scheme extents, the closest being The Glen, 250 m east of the scheme.

There is also a HLA designated Designed Landscape which borders east of the road joining the Southannan Roundabout at the start of the scheme.

Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. Views of, and from, the road will be temporarily affected during construction due to the presence of works, traffic management and plant. As the works are operating on a like-for-like basis, no permanent changes to landscape features are predicted.

As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Biodiversity

The scheme extents lie within a coastal area bordering an industrial section of the A78. There is a Site of Special Scientific Interest (SSSI), the Southannan Sands (ID: 10261) approximately 700 m northwest at its closest point to the scheme extents.

The Southannan Sands SSSI comprises a coastal section, subdivided into three discrete areas: Hunterston Sands, Southannan Sands and Fairlie Sands, which together support one of the best examples of intertidal sandflats habitat within the coastal cell covering the entire Clyde coastline. The sandflats are mainly composed of fine to medium sheltered sands, with a small area of mud/silt at Fairlie Sands. Extensive areas of the nationally scarce dwarf eelgrass *Zostera noltei* are a biologically and structurally important component of the intertidal sediment flats at this site.

Amey’s Invasive Non-Native Species (INNS) database has highlighted eight records of *Rhododendron ponticum* and one incidence of Himalayan balsam *Impatiens glandulifera* within the scheme extents.

Geology and soils

A desktop study using the [British Geological Survey Map](#) identifies the local geology type as the following:

Superficial deposits:

- Marine Beach Deposits - Sand and gravel.
- Till, Devensian - Diamicton
- Raised Marine Deposits Of Holocene Age - Clay, silt, sand and gravel.

Bedrock geology:

- Kelly Burn Sandstone Formation – Sandstone

As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being ‘no change’ and has been scoped out of requiring further assessment.

Material assets and waste

Table 1 – Key Materials Required for Activities

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • TS2010 surface course • AC32 Base • AC20 Binder • Bitumen • Road paint • Road studs 	<p>A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course.</p> <p>TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA. As a result the use of TS2010 will reduce the usage of imported aggregates, and increase the use of a wider range of sustainable aggregate sources.</p>

Table 2 – Key Waste Arising from Activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Road planings • Studs • Road kerbs 	<p>Following on-site investigations, possible tar-containing material was found within two cores (C013 and C023), at a depth of 560mm and 415mm respectively.</p> <p>Exact treatment depths are yet to be confirmed. Where there is potential for deeper treatment at areas of potential tar-containing material, planed material will likely contain tar and as such will be classed as special waste.</p> <p>Any tar-contaminated planings will require removal off site for treatment/disposal at a licenced waste facility.</p> <ul style="list-style-type: none"> • A SEPA consignment note will be obtained. • SEPA will be informed at least three days prior to the movement of special waste. <p>Any uncontaminated road planings generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p>

Noise and vibration

The section of the A78 carriageway falls within a coastal/semi-rural setting between Fairlie and Hunterston.

There are residential properties 200 m north from the scheme start, on Southannan Estate. There are also a few intermittent cottages east of the carriageway along the scheme, the closest one located at approximately 20m distance.

Baseline noise is likely to be influenced by vehicle traffic from the A78 carriageway and nearby agricultural and urban activities.

The scheme does not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan, Road Maps.

Population and human health

The A78 is a main route connecting local areas such as Fairlie, Hunterston, West Kilbride and Seamill.

The road gives access to numerous sensitive properties such as the Hunterston Weather Tower, Siemens Control Office, Hunterston Power Station, Hunterston Terminal Pier and Hunterston Fire Station.

Access points which lead to several residential properties fall within the scheme extents.

There are no official cycle routes which form part of the [National Cycle Network](#) within this area.

A pedestrian footway exists parallel to the northbound (NB) carriageway for the full extent of the scheme, located directly adjacent to the carriageway at the northern scheme extent at its closest point.

Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA) [River Basin Management Plan Interactive Map](#) has identified the Largs Channel as a coastal water body (ID: 200026) which runs parallel at <1 km distance to the scheme extents. SEPA has classified this waterbody as having an overall status of 'Good'.

Glen Burn (unclassified by SEPA) flows adjacent to and below the A78 carriageway within the scheme extents, outflowing into the Largs Channel.

The SEPA Water Classification Map has also identified the Shellfish waters protected area (ID: SWPA16) which lies approx. 600 m north-west of the scheme start.

The [Indicative River & Coastal Flood Map](#) by SEPA has highlighted areas of medium and high surface water flood risk within the scheme extents. SEPA has also highlighted a high risk of river flooding associated with the Glenburn Reservoir and high risk of coastal flooding from the Largs Channel.

The drainage for the scheme consists of top entry gullies and filter drains.

Climate

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (GHG) by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the [Mission Zero for Transport](#). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – South West.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- Traffic management (TM) for this scheme will involve overnight closures of the A78 mainline, which will be facilitated by an appropriate diversion route which is yet to be determined. As the closure is overnight when the traffic flow is reduced, the impact will be minimal.
- On site construction activities carry a potential to produce airborne particulate matter that may have a slight impact on local air quality levels.

Mitigation

- All works shall operate in accordance with current best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2014) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme:
 - When not in use plant and vehicles will be switched off; there will be no idling vehicles.
 - All plant and fuel-requiring equipment utilised during construction shall be well maintained in order to minimise emissions, as per manufacturing and legal requirements.
 - Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
 - Planing operations will be wetted to reduce dust arising.
 - Drop heights to haulage vehicles and onto conveyors will be minimised.
 - Lorries will be sheeted when carrying dry materials.
 - Surfaces will be swept where loose material remains following planing.

Providing all works operate in accordance with current best practice, the residual impact for air is considered no change.

It has been determined that the proposed project will not have direct or indirect significant effects to local air quality.

Biodiversity

Impacts

- There is potential for protected species to be active within the local surrounding area.
- In the event of night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species.
- In the event of night-time programming, additional noise from construction activities could cause disturbance to any surrounding nocturnal species.
- No impact is predicted to The Southannan Sands SSSI, by virtue of the following factors;
 - Works will be restricted to the carriageway and will have no physical impact on the surrounding land for which the SSSI is designated.
 - Works will be undertaken out with the period that birds will be present.
 - Pollution prevention measures will be in place for the duration of the works.
- There is potential for INNS to spread if works are not effectively controlled and/or potential for INNS to be removed to accommodate an access route.

Mitigation

- Operatives will remain vigilant for the presence of protected species within or near the works. If an animal is spotted, all works shall temporarily halt until the animal has moved on, and any sightings shall be reported to the E&S Team.
- Oil, fuels and other potential pollutants or poisonous materials will be stored safely on site.
- On site light sources will be kept to a minimum, and only used as required:
 - When in use, any artificial site lighting will be kept directional to the works area as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland).
 - When not in use or required, light sources shall be switched off to reduce impact on nocturnal species.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers shall be checked at regular intervals to ensure efficiency.
- All site operatives shall be briefed on the location of the INNS growth.
 - Appropriate mitigation measures shall be implemented on site to prevent the spread of invasive non-native species. The following measures will be adhered when working within proximity of invasive plants:
 - Works will not disturb locations of INNS to prevent spread. Operatives shall keep a 7 metres distance from the INNS. Where appropriate visual barriers will be placed to indicate distance.

- No vehicles or plant shall be permitted to enter the area of INNS, unless absolutely necessary. If this is required, the following apply:
 - When a piece of plant or bucket from a vehicle has been operating within the area of INNS growth, it will be sufficiently cleared of soil prior to operating over any other area i.e. washed down while still overhanging the contaminated area.
 - Any tools or equipment that are used within this area shall be sufficiently cleared of any soils prior to being removed. All cleared material will be suitably collected and deposited back into the contaminated area.
 - Any soils or wash water that inadvertently exit the verge shall be collected and deposited back within the confines of the contaminated section of verge.
 - Movements of operatives within areas near INNS will be kept to a minimum. Before leaving one of these areas, operatives shall ensure that all Personal Protective Equipment (PPE), tools and plant are sufficiently cleaned and free of soil. This will ensure that no soils contaminated with an invasive non-native species are inadvertently taken off site, causing their spread.
 - Care will be taken to ensure that wash water and cleared materials from PPE/equipment is appropriately contained and placed back within the contaminated area.
 - Care will be taken not to tread or track soils onto the carriageway surface, as this will increase the risk of invasive non-native species spread.
- Operatives will be briefed with the Invasive Species Briefing.
- Site operatives shall be briefed using the Amey Invasive Plants; Common Mammals; Reptiles briefings prior to works, which is provided within site documentation as included in the Initial Environmental Review (IER).
- See additional noise mitigation measures in *Noise and Vibration and Road drainage and the water environment*.

On the condition that best practice is adhered to, residual impact to local biodiversity is considered no change as a result of the works.

It has been determined that the proposed project will not have direct or indirect significant effects to biodiversity.

Material assets and waste

Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.

- The works will result in contribution to resource depletion through use of virgin materials.
- Greenhouse gas (GHG) emissions will be generated by material production and transporting to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- Following on-site investigations, possible tar-containing material was found within two cores (C013 and C023), at a depth of 560mm and 415mm respectively. Potential for the works to result in tar-containing planed material.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Road planings generated (and not contaminated with coal tar) will be recovered by a licenced contractor for reuse and/or recycling in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.
- Where there is potential for deeper treatment at areas of potential tar-containing material, any tar-contaminated planings will require removal off site for treatment/disposal at a licenced waste facility.
 - A SEPA consignment note is required.
 - SEPA are to be informed at least three days prior to the movement of special waste.

Temporary impact during construction is considered negligible adverse, with residual impact considered no change.

It has been determined that the proposed project will not have direct or indirect significant effects to the consumption of material assets or creation of waste.

Noise and vibration

Impacts

- TS2010 road surfacing will be utilised, which should reduce mid to high frequencies of traffic noise levels. Nearby receptors may benefit from improved reduced noise as a result of the scheme.
- Works will be undertaken during night-time programming. As such, residential and sensitive properties in proximity may experience a level of disturbance due to increase in baseline noise levels, including potential disruption to sleep.

Mitigation

- North Ayrshire Council's Environmental Health Department will be notified in advance of the works by the E&S Team, due to night-time programming.
 - This will be undertaken during weekly notification issue to all Local Authorities for the upcoming Amey programme of works.
- Residential properties in proximity will be notified in advance of the works, providing details of timings, nature, and duration of the works.
- Effects from noise shall be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Plant and machinery will be switched off when not in use to reduce noise disruptions to the surrounding environment.
- Engine exhaust and vent silencers shall be used where possible.
- The noisiest works will be scheduled for before 11:00pm where feasible.
- The delivery of materials to the scheme extents shall be made during daytime and early evening hours where reasonably practicable, to reduce delivery trips required and noise associated by traffic.
- Operatives will avoid extraneous noise whilst onsite and will be briefed using the Amey Noise and Vibration environmental briefing.

Provided that best practice measures are followed, it is predicted that residual impact from noise will be negligible beneficial, with temporary minor adverse impact predicted during construction.

It has been determined that the proposed project will not have direct or indirect significant effects to local noise and vibration.

Population and human health

Impacts

- Traffic management (TM) for this scheme will involve overnight closures of the A78 mainline, which will be facilitated by an appropriate diversion route which is yet to be determined.
 - Access/egress for the sensitive/residential properties (e.g. Hunterston Fire Station) may be temporarily obstructed.
- Dependent on the set-up of TM/works, there is potential for the adjacent footway to be temporarily obstructed.
- TS2010 road surfacing will be utilised. TS2010 can improve the skid resistance of the road.

- The use of TS2010 is shown to have superior durability to standard road mixes as such this will extend the life span of the carriageway preventing the need for reoccurring routine maintenance and associated levels of disruption.

Mitigation

- Advance traffic signs will be placed prior to works in an effort to minimise disturbance to vehicular travellers, and will inform road users of expected duration, timings, and any temporary traffic management arrangements/restrictions.
- Hunterston Fire Station shall be advised of the proposed closure, and (where required and feasible) access through the works should be granted in event of an emergency.
- Accesses shall remain clear where reasonably practicable. Where any obstruction occurs, operatives will grant local access as required.
- In the event of footway obstruction/restriction, operatives shall have measures in place to facilitate safe passage of pedestrians of all abilities through/around the works.

Provided that best practice measures are followed, it is predicted that residual impact to population and human health will be no change, with temporary minor adverse impact predicted during construction.

It has been determined that the proposed project will not have direct or indirect significant effects to local population and human health.

Road drainage and the water environment

Impacts

- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may affect the water environment.
- If not appropriately controlled, debris, sediment and run off from the works has the potential to enter nearby drains and watercourses and could detrimentally impact water quality.
- In the event of a flooding incident, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- Best practice, as detailed by SEPA Guidance for Pollution Prevention (GPPs), will always be followed onsite. This will ensure that any potential sediments/spills are not allowed to enter road drainage unchecked.

- Appropriate measures shall be implemented onsite to prevent any potential pollution to the natural water environment (e.g. debris, dust and hazardous substances). This will include, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers/shielding boards.
 - Any pollution incidences will be reported to the Amey control room.
- Operatives will conduct regular checks of the surrounding ground/drains for any spillages/leakage regularly, especially in periods of heavy wind and rainfall.
- All debris which has the potential to be suspended in surface water and wash into the local water environment shall be cleaned from the site following the works.
- Weather reports shall be monitored prior to and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and when run-off/drainage can be adequately controlled to prevent pollution.

Providing all works operate in accordance with site control measures and SEPA Guidance for Pollution Prevention (GPP) the residual impact for water is considered no change.

It has been determined that the proposed project will not have direct or indirect significant effects to the water environment.

Climate

Impacts

- Greenhouse gas (GHG) emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant shall not be left on when not in use to minimise and prevent unnecessary emissions being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

It has been determined that the proposed project will not have direct or indirect significant effects to climate.

Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the carriageway structure, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

It has been determined that the proposed project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment cumulative effects

The [Scottish Road Workers Commission](#) Interactive Map does not highlight any other works in the area at the time of construction.

[North Ayrshire Council's Planning Alert Portal](#) does not highlight any proposed developments or planning applications on the A78 carriageway within proximity to the scheme.

Amey's current [programme of works](#) has not highlighted any works that are currently programmed to be undertaken during the construction period of this A78 Southannan roundabout to Hunterston roundabout scheme which may result in a combined impact for users of the A78 carriageway.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- A design Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in September 2022.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- Construction activities are restricted to the approximate 14,256.9 m² (1.4ha) area of existing carriageway.
- At end of life, components can be recycled, reducing waste to landfill.
- Road planings not contaminated with coal tar will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take and will not alter any local land uses.

- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

Characteristics of potential impacts of the scheme:

- 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.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The successful completion of the scheme will afford benefits to residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.

Annex A

“sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.



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