



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A77 Straid's Pass

Contents

Project Details 4

 Description..... 4

 Location 5

Description of local environment..... 6

 Air quality 6

 Cultural heritage 6

 Landscape and visual effects 6

 Biodiversity 7

 Geology and soils 8

 Material assets and waste 8

 Noise and vibration 9

 Population and human health 10

 Road drainage and the water environment..... 10

 Climate 10

Policies and Plans..... 11

Description of main environmental impacts and proposed mitigation 13

 Air quality 13

 Impacts..... 13

 Mitigation..... 13

 Biodiversity 14

 Impacts..... 14

 Mitigation..... 14

 Material assets and waste 15

 Impacts..... 15

 Mitigation..... 16

 Noise and vibration 17

 Impacts..... 17

 Mitigation..... 17

 Population and human health 17

 Impacts..... 17

 Mitigation..... 18

 Road drainage and the water environment..... 18

 Mitigation..... 18

 Climate 19

Impacts.....	19
Mitigation.....	19
Vulnerability of the project to risks	20
Assessment cumulative effects.....	20
Assessments of the environmental effects	21
Statement of case in support of a Determination that a statutory EIA is not required.....	21
References of supporting documentation	22
Annex A.....	23

Project Details

Description

During site investigations, surface defects (fretting/chip loss) and structural defects (rutting/longitudinal/transverse/crack) were identified along this section of the A77 carriageway at Lendalfoot, South Ayrshire.

The works will involve carriageway structural inlays at various depths up to 110mm, with some short stretches ranging from 240mm–340mm over a stretch of approximately 10,815m².

Construction activities will consist of the following:

- Implementation of Traffic Management (TM);
- Milling out the existing material to the proposed treatment depth;
- Inlays using TS2010 Surface Course 10mm aggregates and AC binder and base if required;
- The individual layers will then be stacked on top of each other; and
- Removal of TM.

Machinery and plant required will include a roller wagon and paver planer. Materials required will include:

- TS2010 Surface course;
- AC20 Bituminous binder; and,
- AC32 Bituminous base.

The proposed construction is programmed to be completed within the 2023/2024 financial year (April 2023 to March 2024) for approximately 5-6 nights with a full weekend closure.

The TM will involve road closure with the diversion route still to be confirmed but likely to be directed away from the A77 between Girvan and Stranraer, using the A714 and A75 via Newton Stewart.

Location

The works are located on the A77 at Lendalfoot, South Ayrshire. The scheme is located at the following National Grid References (NGRs):

- Start: NX 13576 90872
- End: NX 13895 91715



Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is in a rural area located in close proximity to the coast on the A77 Lendalfoot. There are no residential properties or other receptors to note within 200m of the scheme extent. Air quality at this location is likely primarily affected due to the daily use of the carriageway by road vehicle users.

In 2022, The Annual Average Daily Flow (AADF) for all vehicles on the A77 ([manual count point 10752](#)) was 3,706 with 610 of those being Heavy Goods Vehicles (HGV).

South Ayrshire Council has not declared any [Air Quality Management Areas](#) (AQMAs).

There is one site registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) for air pollution within 1km of the scheme extents, details are as follows:

Description: Waste and waste-water management.

Facility: Straid Farm Landfill Site

Distance: 600m south

Cultural heritage

A desk top study was undertaken using [Pastmap](#) which highlighted no designated cultural heritage assets within 300m of the scheme, however the following non-designated cultural heritage assets were identified within 200m:

- Pinbain Hill [Canmore](#) and [Historic Environment Record](#) (HER) (approx. 80m east);
- Merrick: Firth of Clyde HER (approx. 175m northeast); and
- Kilranny [Canmore](#) and [HER](#) (Approx 180m northeast)

However, as the works are like-for-like in nature, require no excavation and will remain within the carriageway boundary, there will be no impact on the above cultural heritage designations and therefore has been scoped out for further assessment.

Landscape and visual effects

The scheme is in a rural area by the coast on the A77 Lendalfoot. There are large areas of grassland, woodland and hills adjacent to the scheme at the east and the

coast is adjacent to the west. The views from the road consist of the coast/seafront to the west and large, hilled areas to the east, with some pockets of woodland.

A desktop study using [Pastmap](#) has highlighted there are no Garden & Designed Landscapes within 500m of the scheme.

The [Scottish Landscape Character Types \(LCT\) Map](#) notes that the scheme is within [LCT 59 – Raised Beach Coast and Cliffs](#) which occurs in seven areas across Ayrshire and consists primarily of raised beach and rocky coastlines.

[Scotland's Environment Map](#) notes there are no Ancient Woodland Inventory sites or National Scenic Areas within 500m of the scheme.

[The Historic Land Assessment Map](#) (HLAmap) notes the land within the scheme extent is classified as rough grazing.

Views of, and from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are predicted.

The works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. 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 is located within a rural area by the coast on the A77 Lendalfoot. Using the [HLA map resource](#), the surrounding landscape is classified as rough grazing, and rectilinear farms/fields. The scheme is located on the west coastline, with the Girvan Coastal Waters being located 60m to the west.

The [Lendalfoot Hills Complex](#) Special Area of Conservation (SAC) is directly east of the scheme (<10m) and is designated for its upland habitats. The [Pinbain Burn to Cairn Hill](#) Site of Special Scientific Interest (SSSI) is also adjacent to the scheme at the east and is designated for its freshwater and upland habitats.

The Transport Scotland's Asset Management Performance System (AMPS) has not identified any Invasive Non-Native Species (INNS) within the scheme extents.

A Habitats Regulations Appraisal (HRA) has been undertaken for this scheme due to the proximity to The Lendalfoot Hills Complex SAC.

Geology and soils

[Scotland's Soil's Map](#) notes that the soils within the scheme extents are made up of Brown Soils.

The [Geology of Britain Viewer](#) notes that the geological features within the scheme are made up of the following:

Bedrock geology:

- Ballantrae Ophiolite Complex – Serpentinite
- Balcreuchan Group – Basalt, lava pillowed.

Superficial deposits:

- Raised Marine Beach Deposits, Late Devensian – Sand, silt and clay.

[The Slockenray Coast Geological Conservation Review Site](#) is directly west (<10m) of the scheme along the coast. The [Girvan to Ballantrae Coast Section](#) SSSI is also adjacent to the scheme at the west and is designated for its geological features. NatureScot's list of [Operations Requiring Consent](#) in relation to the SSSI has been assessed and no consent is required. The Girvan to Ballantrae Coast Section SSSI is directly west of the scheme (<10m) and is designated for its geological features. NatureScot's list of Operations Requiring Consent in relation to the SSSI has been assessed and no consent is required.

Material assets and waste

A Site Waste Management Plan (SWMP) is not required for this scheme.

Table 1: Key Materials Required for Activities

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • Road surfacing (aggregate and binder); • Bitumen; • Road paint; • Lubricant; • Vehicle fuel; and, • Oil. 	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.

Table 2: Key Waste Arising from Activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Asphalt planings; and • Road Studs. • Coal tar (possibly). 	<p>Uncontaminated road planings generated as a result of the works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p> <p>Following on-site coring investigations and testing, coal tar was found.</p> <p>The depths at which the coal tar was identified are not expected to be reached during the works, however, if any road planings are found to be contaminated with coal tar the waste will be classed as special waste.</p> <p>The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.</p>

Noise and vibration

The scheme is in a rural area by the coast on the A77 Lendalfoot. There are no residential properties or other receptors to note within 300m of the scheme extent. Noise and vibration at this location is likely primarily due to the daily use of the carriageway by road vehicle users.

[Scotland's Noise Map](#) does not have any noise data for the A77 at Lendalfoot where works are to be undertaken. However, there is data available for the A77 at Girvan which notes that noise levels range between 65-<75dB during daytime hours and range between 55-<65dB during night-time hours. It can be assumed that noise levels on the A77 where works are to be undertaken are similar to that of the A77 at Girvan.

In 2022, The Annual Average Daily Flow (AADF) for all vehicles on the A77 ([manual count point 10752](#)) was 3,706 with 610 of those being HGVs.

The works do not fall within a [Candidate Noise Management Areas \(CNMA\)](#).

Population and human health

A study area of 300m has been used for this assessment as the works are minimal and like-for-like and are unlikely to impact any receptors beyond 300m.

The scheme is in a rural area by the coast on the A77 Lendalfoot. There are no residential properties or other receptors to note within 300m of the scheme extent.

The [Ayrshire Coastal Path](#) (SA2) runs adjacent to the scheme to the east, however, there are no other core paths within the scheme extent. There are no [National Cycling Network Routes](#) within the scheme extent. The [British Horse Society](#) (BHS) has not declared any horse riding routes and trails within the scheme extents.

There are no bus stops or street lighting within the scheme extents.

Road drainage and the water environment

The Pinbain Burn runs under the carriageway and into the west coast (The Girvan Coastal Waters) however has not been classified by the Scottish Environment Protection Agency (SEPA) on the [Water Classification Map](#) and is not noted as having any high-risk of flooding on the [SEPA Flood Risk Map](#).

The Girvan Coastal Waters (SEPA ID: 200015) is adjacent to the scheme to the west and is considered to be in moderate condition and has a 'high-risk' of coastal flooding. High-risk refers to a 10% chance of flooding every year.

Drainage on the A77 within the scheme extents is via gullies which run either side of the carriageway.

The scheme is not located within a [Nitrate Vulnerable Zone](#).

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 initially included

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.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance ([Guidance – Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)). Relevant guidance, policies and plans accompanied with the

Design Manual for Roads and Bridges (DMRB) LA 101 and LA 104 were included to form this assessment.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a temporary impact on local air quality levels.
- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.

Mitigation

The following 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 will be followed:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

The residual effects are considered not significant and do not warrant any further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

Biodiversity

Impacts

- There is potential for protected species to be active in proximity to the construction works.
- Increase in night-time noise may result in temporary disturbance/nuisance for nocturnal species if active in proximity.
- Any additional lighting used may affect the foraging or commuting habits of nocturnal species in proximity to the works.
- A Habitats Regulation Appraisal (HRA) has been undertaken and concluded that there will be no Likely Significant Effects (LSE) on The [Lendalfoot Hills Complex](#) SAC, [Pinbain Burn to Cairn Hill](#) SSSI and the [Girvan to Ballantrae Coast Section](#) SSSI due to the following:
 - The proposed works will be confined to the A77 carriageway, which is outside the boundaries for any primary or qualifying habitats in the SAC. Therefore, the proposed works will not cause any direct disruption to the SAC or its features.
 - The proposed works will not impact key elements of the site as standard pollution prevention controls will be place and are unlikely to cause significant impacts due to the localised, small-scale, like-for-like nature of the works. Pollution controls will be implemented as standard to minimise the risk of pollution on watercourses, regardless of their European designation.

Mitigation

- Due to the night time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any watercourses, to minimise disturbance to nocturnal species.
- In the event that protected species is noticed on site, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the E&S Team.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- In the unlikely event that an INNS is identified on site, all works must temporarily stop and the environment team contacted.
- Site operatives will be informed of the designated sites which surround the scheme and will be instructed to remain off the grass verges.

- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to deter any potential noise sensitive species present in the area.

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on local biodiversity is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Geology and Soils

Impacts

- There is a potential for the works to have an impact on the surrounding geology (GCRS- The Girvan to Ballantrae Coast Section), however with mitigation measures outlined below impacts are unlikely..

Mitigation

- Plant and machinery will be regularly maintained in order to reduce the risk of leaks of oil and fuel.
- Spill kits will be available on site and all operatives fully trained in spill response.
- Vehicles and materials will not be stored or parked on grass verges where possible.
- Site operatives will be informed of the designated sites which surround the scheme and will be instructed to remain off the grass verges.

With mitigation measures in place, no significant effects are predicted on geology and soils. The residual significance of effect on geology and soils is deemed to be neutral. Therefore, in accordance with DMRB Guidance document LA 109: Geology and Soils no further assessment is required.

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 emissions will be generated by material production and transportation to and from site.
- Tar bound materials were identified during the investigation coring which is classed as special waste and is also subject to obtaining a SEPA consignment note and providing advance notice of at least three days prior to any waste movement.

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.
- The contractor will adhere to waste management legislation and ensure they comply with Duty of Care requirements.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Green House Gas (GHG) emissions.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated GHG emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs are able to be carried out easily via inlay.

With best practice mitigation measures in place, the residual significance of effect on material assets and waste is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.
- Noise heavy works may be required during night-time hours, which could cause disturbance for the nearby amenity users.
- As no residential properties are within 300m of the scheme, it is unlikely there will be any impacts on residents in relation to noise and vibration.

Mitigation

- The noisiest works will be scheduled for before 23:00 if feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery to minimise disturbance.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Impacts

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Pedestrian access to the Ayrshire Coastal Path Trail is unlikely to be impacted by the works.
- Access to residential properties will not be impacted and will remain open.

- There will be no impact on land take from private land and/or community facilities as a result of the scheme as all works will be contained within the carriageway boundary.
- The works will improve the quality of the road and therefore will benefit road users.

Mitigation

- Signage of lane closures will be clear and visible to the public.
- Site lighting will be directed away from residential properties.
- TM arrangements and any expected travel delays will be publicised within the local and wider area.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.

With best practice mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required.

Road drainage and the water environment

Impacts

- There is potential for debris to enter drainage system if not effectively managed, which may affect the water environment and quality.
- There is potential for fuel/chemical spillages through use of various machinery and vehicles, which may enter the drainage system and affect the water environment if not effectively controlled.
- Adverse weather may result in unsuitable working conditions. In the event of flooding, works may be delayed.

Mitigation

- Weather reports will be monitored prior to and during the works with all construction activities temporarily halting in the event of adverse weather/flooding event. The works will only continue when it is deemed safe to do so and run-off/drainage can be adequately controlled to prevent pollution.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust and hazardous

substances). This will include spill kits being present onsite at all times, the use of funnels and drip trays when transferring fuel.

- Debris and dust generated as a result of the works will be prevented from entering the drainage system (this can be via the use of drain covers or similar). Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Any plant/ equipment wash-out will be in a contained area away from surface water drains and channels to prevent pollution. Where possible, washout water will be stored and reused.

Providing all works operate in accordance with current best practice, as demonstrated by the Scottish Environmental Protection Agency's (SEPA's) GPPs, the residual effect on Road Drainage and the Water Environment is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 111: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- 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 will 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 resurfacing of the carriageway, 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 Works Commissioner's Interactive Map](#) notes there are no ongoing works during the proposed timescale and location of the proposed works.

[Amey's current programme of works](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

[South Ayrshire Council's Planning Portal](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

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.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area.

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:

- An Initial Environmental Review (IER) of the scheme, undertaken by the Environment and Sustainability (E&S) Team at Amey in September 2023.
- A HRA has been undertaken by the Amey E&S Team in October 2023.

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 10,815m² area of existing carriageway.
- The works will be temporary and localised and completed potentially during both daytime and night-time hours.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.

- 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.
- 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.
- No impacts on the environment are expected during the operational phase as a result of works. 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 will decrease post construction.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- The HRA concluded that there would be no likely significant effects on the Lendalfoot Hills Complex SAC.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Any uncontaminated road planings 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.
- Tar bound materials were identified during the investigation coring which will be transported by a licenced contractor to a licenced waste facility.

References of supporting documentation

- An IER has been undertaken by Amey E&S Team.
- A Stage 1 HRA has been undertaken by Amey E&S Team.

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.



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

© Crown copyright 2023

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence> or e-mail: psi@nationalarchives.gsi.gov.uk

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, December 2023

Follow us:



transport.gov.scot



**Scottish Government
Riaghaltas na h-Alba
gov.scot**