



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A78 Meadowhead Rbt to Barassie Burn**

**Contents**

<b>Project Details .....</b>	<b>3</b>
Description.....	3
Location .....	3
<b>Description of local environment.....</b>	<b>4</b>
Air quality .....	4
Cultural heritage .....	5
Landscape and visual effects .....	5
Biodiversity .....	6
Geology and soils .....	7
Material assets and waste .....	8
Noise and vibration .....	8
Population and human health .....	9
Road drainage and the water environment.....	9
Climate .....	10
Policies and Plans .....	11
<b>Description of main environmental impacts and proposed mitigation .....</b>	<b>12</b>
Air quality .....	12
Biodiversity .....	13
Material assets and waste .....	13
Noise and vibration .....	14
Population and human health .....	15
Road drainage and the water environment.....	16
Climate .....	17
Vulnerability of the project to risks .....	17
Assessment cumulative effects.....	18
<b>Assessments of the environmental effects .....</b>	<b>19</b>
<b>Statement of case in support of a Determination that a statutory EIA is not required.....</b>	<b>19</b>
<b>Annex A.....</b>	<b>21</b>

## Project Details

### Description

Structural defects have been identified along the A78 carriageway, which require addressing to maintain the safety and integrity of the stretch of the carriageway for road users, extended pavement life and improve ride quality.

Various inlays (depths ranging from 30mm - 300mm) will be undertaken over a stretch of 14,894m<sup>2</sup>. 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 aggregate and AC binder and base if required;
- Reinstatement of road markings, linings, and studs; and
- Removal of TM.

Machinery and plant required will include a roller wagon and paver planer (but not limited to).

Materials required will include:

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

The proposed construction is programmed to be completed within the 2024/2025 financial year (April 2024 to March 2025) for a duration of approximately four nights.

TM for the scheme will involve full road closure during night-time hours.

### Location

The scheme is located on the A78 at Meadowhead Roundabout (Rbt), Troon and lies in the boundaries of both North Ayrshire and South Ayrshire. The scheme is located at the following National Grid References (NGRs):

- Start: NS 33605 34533
- End: NS 34171 33039

Please see Figure 1: Scheme Location below:



Figure 1: Scheme Location

## Description of local environment

### Air quality

The scheme is located on the A78 in Troon and lies in the boundaries of both North Ayrshire and South Ayrshire. There are over 100 residential properties within 200m of the scheme extents, the closest being Laigh Hillhouse Farm, approximately 40m west from the A78 where works are to be undertaken. No non-residential air quality receptors are present within 300m of the scheme.

Baseline air quality in the area is mainly influenced by vehicles on the A78. However, Caledonian Paper Mill is approximately 80m north of Meadowhead Rbt and Hillhouse Quarry is approximately 300m east of the scheme extents at the closest point; both of which are listed on the [Scottish Pollutant Release Inventory \(SPRI\)](#). Caledonian Paper Mill is registered as Paper and Wood Production and Processing, Hillhouse Quarry is registered as Mineral Industry; these are the only SPRI sites within 1km.

In 2022, the Annual Average Daily Flow (AADF) for all vehicles on the A78 where works are to be undertaken ([manual count point 74437](#)) was 18,360 with 825 of those being Heavy Goods Vehicles (HGVs).

North Ayrshire Council and South Ayrshire Council have not declared any [Air Quality Management Areas \(AQMAs\)](#).

## Cultural heritage

A desktop study has been undertaken using [Pastmap](#) resource and confirmed there are no designated cultural heritage sites identified within 300m of the scheme extents. The following non-designated cultural heritage assets have been identified within 200m of the scheme:

- Kilmarnock and Troon Railway Historic Environment Record (HER) (Ref: 94795) (runs under scheme extents);
- Troon Gateside Canmore (Ref: 41992) and HER (Ref: 6563) (within scheme extents);
- Dundonald Camp Canmore (Ref: 167738) and HER (Ref: 40291) (approx. 145m west of Meadowhead Rbt);
- Barassie, Troon HER (Ref: 1207 and 3817) (approx. 170m west); and
- Hillhouse Canmore (Ref: 42008) and HER (Ref: 6579) (approx. 200m east).

As works are like-for-like structural inlays and will remain within the carriageway, no impacts are likely to occur to any historical assets and therefore has been scoped out for further assessment.

## Landscape and visual effects

The scheme is located on the A78 in Troon and lies in the boundaries of both North Ayrshire and South Ayrshire. There are over 100 residential properties within 200m of the scheme extents, the closest being Laigh Hillhouse Farm, approximately 40m west from the A78 where works are to be undertaken. There are some small areas of trees and shrubs which act as screening in between the carriageway and the residential properties. To the east of the scheme, there are large areas of farmland with some small areas of woodland and shrubs scattered across the landscape.

There are no [Tree Preservation Orders \(TPOs\)](#) within 500m of the scheme extents.

[Scotland's Environment Map](#) notes there are no National Scenic Areas or Garden and Designed Landscapes within 500m of the scheme extents. However, notes that

there is one area of woodland registered on the Ancient Woodland Inventory within 500m which is the Hillhouse Woods (approx. 90m east).

The [Historic Land Use Assessment \(HLA\) Map](#) notes the scheme is within an area of Motorway and Major Roads and is surrounded by areas of Rectilinear Fields and Farms, Urban Areas and Plantation.

The [Landscape Character Type \(LCT\)](#) is within [LCT Type 60](#) which is Low-Lying Coast.

The views from the A78 where works are to be undertaken is primarily the large areas of farmland, with some residential properties visible.

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

As noted above, to the east of the scheme, there are large areas of farmland with some small areas of woodland and shrubs scattered across the landscape. Gales Burn runs under the scheme extents and Barassie Burn is approximately 130m south. There is one area of woodland registered on the Ancient Woodland Inventory within 500m which is the Hillhouse Woods (approx. 90m east).

There are no [Tree Preservation Orders \(TPOs\)](#) within 500m of the scheme extents.

[SiteLink](#) notes there are no National or European designated sites within 2km of the scheme extents, therefore no Habitats Regulations Appraisal (HRA) is required.

[National Biodiversity Network \(NBN\) Atlas](#) notes the following Invasive Non-Native Species (INNS) within 1km of the scheme extents:

- Japanese knotweed (*Fallopia japonica*); and
- Japanese rose (*Rosa rugosua*)

Transport Scotland's Asset Management Performance System (AMPS) notes there are cases of the following invasive species within the scheme extents:

- Rosebay Willow Herb (*Chamaenerion angustifolium*);
- Spear Thistle (*Cirsium vulgare*); and
- Common Ragwort (*Jacobaea vulgaris*).

## Geology and soils

[SiteLink](#) notes there are no Sites of Special Scientific Interest (SSSIs) designated for geological features of Conservation Review Sites (GCRs) within 2km of the scheme extents.

The [National Soil Map of Scotland](#) notes that the soils within the scheme extents are made up of Brown Soils and Mineral Gleys.

The [British Geological Survey Map](#) notes that the geological features within the scheme extents are made up of:

- Bedrock Geology
  - Troon Volcanic Member - Basalt, olivine-macrophyric. Igneous bedrock formed between 329 and 319 million years ago during the Carboniferous period.
  - Scottish Lower Coal Measures Formation - Sedimentary rock cycles, coal measure type. Sedimentary bedrock formed between 319 and 318 million years ago during the Carboniferous period.
- Superficial Deposits
  - Raised Marine Deposits of Holocene Age - Clay, silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.
  - Blown Sand - Sand. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
  - Peat - Peat. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
  - Raised Marine Deposits, Devensian - Clay, silt, sand and gravel. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
  - Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
  - Glaciofluvial Ice Contact Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

The [Scottish Environment Protection Agency \(SEPA\) Water Classification Hub](#) notes that groundwater conditions in the Kilmarnock (ID: 150662) area within scheme extents is considered to be in poor condition.

There are no [landfill sites](#) within 1km of the scheme extents.

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the project does not carry the potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated, and geology and soils 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"> <li>• Road surfacing (aggregate and binder);</li> <li>• Bitumen;</li> <li>• Road paint and studs;</li> <li>• Lubricant;</li> <li>• Vehicle fuel; and,</li> <li>• Oil.</li> </ul>	<p>TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (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 <a href="#">aggregate sources</a>.</p> <p>A proportion of Recycled Asphalt Product (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.</p>

Table 2: Key Waste Arising from Activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> <li>• Road Planings</li> <li>• Removed iron/metal components</li> </ul>	<p>Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document '<a href="#">Guidance on the Production of Fully Recoverable Asphalt Road Planings</a>'.</p>

Due to the value of the scheme being greater than £350,000 a Site Waste Management Plan (SWMP) will be required.

## Noise and vibration

The scheme is located on the A78 in Troon and lies in the boundaries of both North Ayrshire and South Ayrshire. There are over 100 residential properties within 300m of the scheme extents, the closest being Laigh Hillhouse Farm, approximately 40m west from the A78 where works are to be undertaken. There are no other important receptors to notes within 300m.

Baseline noise and vibration in the area is mainly influenced by vehicles on the A78. However, Caledonian Paper Mill is approximately 80m north of Meadowhead Rbt and Hillhouse Quarry is approximately 300m east of the scheme extents at the closest point. There is also a railway line which runs under the scheme extents.

The scheme is not located within a [Candidate Noise Management Area \(CNMA\)](#).

In 2022, the AADF for all vehicles on the A78 where works are to be undertaken ([manual count point 74437](#)) was 18,360 with 825 of those being HGVs.

## 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.

There is streetlighting along the full stretch of the A78 where works are to be undertaken.

Access to residential properties is via the A78 where the works are to be undertaken and the A759, therefore, access to residential properties will not be impacted.

The [North Ayrshire Core Path Plan](#) notes that Core Path IK42 runs on the footpath directly adjacent to the west of the scheme extents at Meadowhead Rbt and runs under the scheme extents at the railway line. [South Ayrshire Council Core Path Plan](#) notes that Core Path SA1 is approximately 65m west of the scheme extents.

The [National Cycle Network Route 7](#) runs under the scheme extents at the railway line.

There are no [British Horse Society \(BHS\)](#) bridleways within 300m of the scheme extents.

## Road drainage and the water environment

There are two watercourses within 500m of the scheme extents. Gales Burn runs under the scheme extents and is not registered on the [SEPA Water Classification Hub](#), however, the [SEPA Flood Risk Map](#) notes it has a high-risk of surface water flooding (high-risk flooding refers to a 10% chance of flooding every year).

Barassie Burn is approximately 130m south and is also not registered on the SEPA Water Classification Hub but also has a high-risk of surface water flooding.

The area under the scheme extends at the railway line also has a high-risk of surface water flooding and there are some small areas of high-risk surface water flooding within the scheme extents.

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

The [Scottish Environment Protection Agency \(SEPA\) Water Classification Hub](#) notes that groundwater conditions in the Kilmarnock (ID: 150662) area within scheme extents is considered to be in poor condition.

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

## Climate

### Carbon Goals

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act included a target of reducing CO2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot](#) (www.gov.scot)). By 2040, the Scottish Government is committed to reducing 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 and this commitment is being enacted through the Mission Zero for Transport ([Mission Zero for transport | Transport Scotland](#)). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

## 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 ([Design Manual for Roads and Bridges \(DMRB\)](#)) LA 101 and LA 104 were used 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.
- Post construction there will be no change to the traffic volume, speed or road alignment.

#### Mitigation

The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2024) 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 significance of effects is considered not significant and does not warrant any further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

## Biodiversity

### Impacts

- An increase in noise levels has the potential to disturb any protected species nearby.
- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species or protected species.

### Mitigation

- Due to 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 unlikely event that protected species is noticed on site, works will be temporarily suspended until the animal has moved on. Any sightings will be reported to the Sustainability Solutions 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.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- Toolbox talks for INNS will be given to operatives.

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.

## 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.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

## 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 waste management Duty of Care.
- 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 Greenhouse 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 on climate change.
- 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 can be able to be carried out easily via inlay.

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

## Noise and vibration

### Impacts

- 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 such as the use of heavy machinery and milling out works are required during night-time hours, which could cause disturbance for the nearby amenity users. It is also anticipated that noise heavy works could cause day-time disturbance.
- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.

## Mitigation

- The noisiest works will be completed before 23:00 where 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 in order to avoid disturbance.
- The Amey Noise & Vibration briefing will be delivered to all site operatives before works start.
- Due to night-time programming, North Ayrshire Council and South Ayrshire Council Environmental Health have been notified prior to works. Residential properties within 300m will be notified by letter drop.

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

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- TM for the works will involve full road closure during night-time hours. This will likely result in temporary delays and longer journey times for road users and local residents.
- There will be no impact on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- No access roads or paths will be impacted by the scheme.
- The works will improve the quality of the road and therefore will benefit road users.

### Mitigation

- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- Due to night-time programming, both North Ayrshire Council and South Ayrshire Council have been notified of the works.
- Residential properties within 300m will be notified via a letterbox drop.

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**

- If not adequately controlled, debris and run off from the works along the A78 carriageway could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- 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 negatively affect the distant water environment.
- Should flooding occur within the carriageway, this may delay the scheduled works.

### **Mitigation**

- 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.
- 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.
- 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, and the use of funnels and drip trays when transferring fuel etc.
- The Amey control room will be contacted if any pollution incidences occur.
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior 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 run-off/drainage can be adequately controlled to prevent pollution.

- Prior to works commencing, all operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (particularly GPP 1, GPP 5, GPP6, GPP 8 and GPP 22)

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 113: 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](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

[Amey's current programme of works](#) has highlighted no works will be ongoing during the proposed timescale and location of proposed works.

[North Ayrshire Council's Planning Portal](#) 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) was undertaken by the Sustainability Solutions Team at Amey in March 2024.

## 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 14,894m<sup>2</sup> area of existing carriageway.
- 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 should decrease post construction.
- The works will be temporary and localised and completed during 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.

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 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:

- 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.

## 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 2024

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](mailto: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](mailto:info@transport.gov.scot)

This document is also available on the Transport Scotland website: [www.transport.gov.scot](http://www.transport.gov.scot)

Published by Transport Scotland, April 2024

Follow us:



**transport.gov.scot**



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