



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A96 Tavelty to Kintore Southbound

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Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A96 carriageway (southbound lane) between Tavelty and Kintore, Aberdeenshire. The carriageway is presenting signs of continual deterioration with signs of crazing, cracking, potholes and fretting throughout the scheme extents. Addressing these defects will provide an extended pavement life and will improve road safety and ride quality.

Construction activities will entail the resurfacing of the A96 carriageway at Kintore (southbound) with the activities as follows:

- Installation of Traffic Management (TM);
- Milling of carriageway to agreed depths;
- Crack and seat method on hydraulically bound materials (HBMs);
- Resurfacing of the carriageway to the existing road levels using TS2010 10mm aggregate (site class 1 & 3), AC20 binder, AC32 base and AC20 EME2 base/binder. Warm Mix binder will be used where possible;
- Reinstatement of road markings, linings and studs; and
- Removal of TM.

The following (but not limited to) plant/machinery/vehicles may be used throughout the scheme:

- Planer;
- Paver;
- Roller(s);
- 3CX JCBs;
- Badger guillotine;
- Bond coat truck; and
- Wagons.

The proposed construction is programmed to be completed within the 2023/2024 financial year (April 2023 to March 2024). The works are proposed to last for a duration of seven days during night-time hours.

TM for the scheme will involve a 24-hour contraflow system and the total area of works is estimated to be approximately 10,600m².

Location

The scheme is located within an urban area of the A96 carriageway (southbound), west of the town of Kintore, Aberdeenshire. The National Grid References (NGR) of the scheme are detailed below, while the scheme location is illustrated in Figure 1:

- Scheme Start: NJ 78726 16757
- Scheme End: NJ 78367 15626

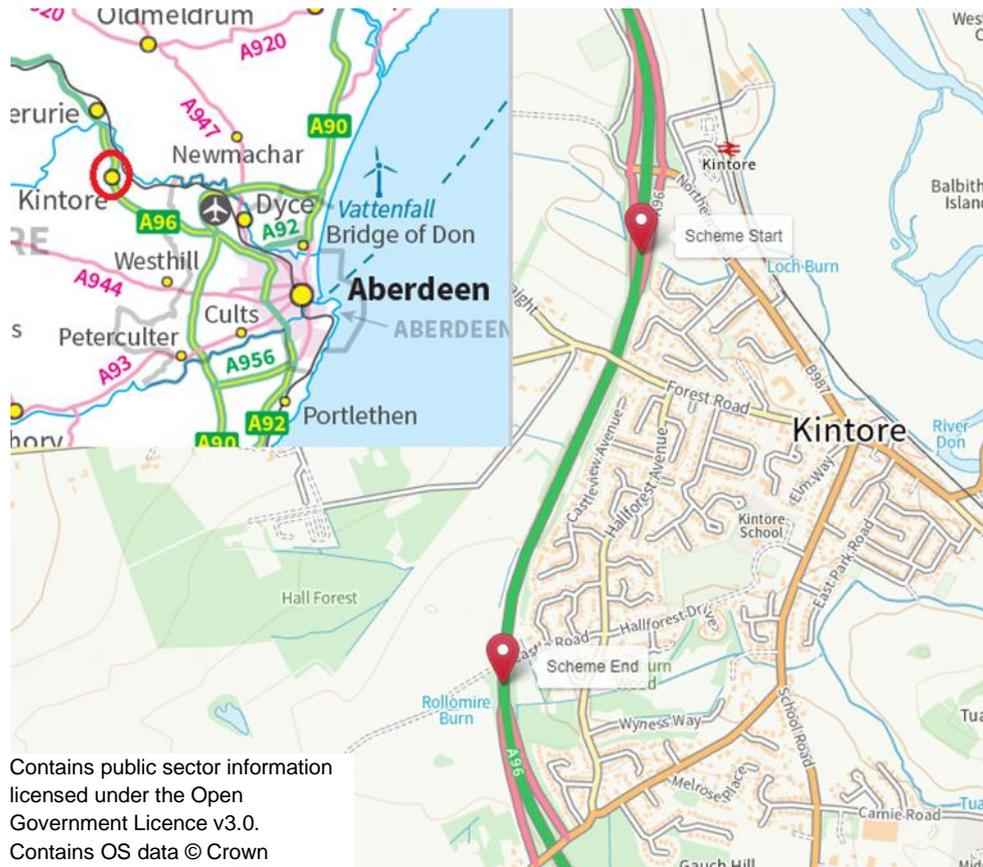


Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is located within an urban section of the A96 carriageway, west of the town of Kintore, Aberdeenshire. Baseline air quality levels are likely to be influenced by a mixture of residential activities, vehicles using the A96 carriageway and local agricultural activities.

There are approximately 100 residential properties located within 200m of the scheme extents. The closest of these properties is located approximately 30m from the scheme extents. With regards to non-residential air quality sensitive receptors, none have been identified within 200m of the scheme extents.

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

There are no registered sites on [Scottish Pollutant Release Inventory \(SPRI\)](#) within 1km of the site.

In 2021, this section of carriageway was estimated to have an Annual Average Daily Flow (AADF) of 25,148 vehicles with 1,128 of these being Heavy Goods Vehicles (HGVs) ([automatic count point 50784](#)).

Cultural heritage

A desktop study using the [PastMap](#) resource has identified the following designated features of cultural significance within 300m of the scheme extents:

- North Street, Bridgend Including Steading, Ancillary Building, Summer House and Boundary Walls Listed building (Ref.: LB49868) – Located approximately 150m east of the scheme extents; and
- Deer's Den, Roundhouses 195m and 250m S of Scheduled Monument (Ref.: SM12465) – Located approximately 30m west of the scheme extents.

The PastMap resource has identified the following undesignated features of cultural significance within 100m of the scheme extents:

- Bridgend Historic Environment Record (HER) (Ref.: NJ71NE0156) – Located approximately 130m east of the scheme extents;
- Bridgend, Northern Road, Kintore HER (Ref.: NJ71NE0157) – Located approximately 30m east of the scheme extents;

- Goose Croft, Kintore HER (Ref.: NJ71NE0075, NJ71NE0028 and NJ71NE0027) – Closest of which is located within the scheme extents;
- Deers Den HER (Ref.: NJ71NE0055) – Located within the scheme extents;
- Lilybank HER (Ref.: NJ71NE0029) – Located approximately 80m east of the scheme extents;
- Upper Townhead HER (Ref.: NJ71NE0265) – Located approximately 50m west of the scheme extents;
- Forest Road, Kintore HER (Ref.: NJ71NE0204) – Located within the scheme extents; and
- Springburn HER (Ref.: NJ71NE0099) – Located approximately 30m west of the scheme extents.

Landscape and visual effects

The surrounding landscape has been classified as rectilinear fields and farms and urban areas using the [HLA Map](#).

[Scotland's Ancient Woodland Inventory \(AWI\)](#) has identified an area of 'Long Established (of plantation origin)' ancient woodland approximately 480m south of the scheme's southern extent. Two [Tree Preservation Orders \(TPOs\)](#) have been identified approximately 200m northeast of the scheme extents.

[NatureScot's Landscape Character Type mapping resource](#) has indicated the landscape character present within the scheme extents to be that of 'Woodland Estates - Aberdeenshire.'

A desktop study using [PastMap](#) online interactive map and [NatureScot's Sitelink](#) resource has not identified any Areas of Outstanding Natural Beauty (AONBs) or other areas designated for their landscape quality within 300m of the scheme extents.

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 immediate area surrounding the scheme's southern extent contains areas of low-lying vegetation (such as grasslands) and semi-mature woodland and scrub. The northern extent of the scheme contains areas of low-lying vegetation and areas of dense mature woodland and scrub. The central reserve area is vegetated with low-lying vegetation. [Scotland's Ancient Woodland Inventory \(AWI\)](#) has identified an area of 'Long Established (of plantation origin)' ancient woodland approximately 480m south of the scheme's southern extent. Two [TPOs](#) have been identified approximately 200m northeast of the scheme extents.

A desktop study using [NatureScot's Sitelink](#) resource has not identified the presence of any designated European sites within 2km of the scheme extents. This resource has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 1km of the scheme extents. No hydrological connectivity links the proposed scheme extents to any European or nationally designated sites. The scheme does not meet any of the criteria regarding the requirement for a Habitats Regulations Appraisal (HRA).

The NBN Atlas mapping resource has not identified the presence of Invasive Non-Native Species (INNS) within the scheme extents however, this resource has identified the presence of Japanese knotweed (*Fallopia japonica*), Giant hogweed (*Heracleum mantegazzianum*) and Himalayan balsam (*Impatiens glandulifera*) within 1km of the works. The Amey E&S NE NMC INNS Map has not identified the presence of INNS within (or within 1km) of the scheme extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resources. The works are of a transient nature and works are to be contained within the carriageway and in turn, a site visit was scoped out.

Geology and soils

[The National Soil Map of Scotland](#) lists the soils surrounding the scheme extents as mineral podzols.

A desktop study using [NatureScot Sitelink](#) has not identified any Geological Conservation Review Sites (GCRS) or SSSI's designated for their geological features within 2km of the scheme extents.

A desktop study using the [British Geological Survey Map](#) has identified the local geology types as the following:

Bedrock Geology:

Kemnay Pluton - Granite, foliated-muscovite-biotite. Igneous bedrock formed between 485.4 and 443.8 million years ago during the Ordovician period.

Superficial Deposits:

Banchory Till Formation - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

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"> • Bituminous surfacing materials (TS2010 binder/base); • Vehicle fuel; • Road marking materials and studs; • Oil; and • Lubricant. 	<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 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 aggregate sources.</p>

Table 2: Key waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	Road planings (inert bituminous materials); and	<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, no coal-tar was identified within the surfacing of the carriageway within the scheme extent.</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> <p>Due to the general size, nature and cost of the scheme, a Site Waste Management Plan (SWMP) will not be required.</p>

Noise and vibration

In 2021, this section of carriageway was estimated to have an AADF of 25,148 vehicles with 1,128 of these being HGVs ([automatic count point 50784](#)).

Baseline noise levels are likely to be influenced by a mixture of vehicle traffic from the A96 carriageway, residential areas and agricultural activities. More than 100 residential properties are located within 300m of the scheme extents. The closest of these properties is located approximately 30m from the scheme extents. With regard to non-residential noise sensitive receptors, none have been identified within 300m of the scheme extents. Natural and man-made screening exists between the A96 carriageway in the form of dense vegetation and boundary fencing at the central and northern scheme extents. The southern extent of the scheme contains no natural or man-made screening.

[Modelled day-time noise levels](#) (Lden) surrounding the A96 carriageway at the scheme extents show levels of 65-75 dB within 50m whilst [modelled night-time levels](#) (Lden) show 55-65 dB within 50m.

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

Population and human health

Over 250 residential properties are located within 500m of the scheme extents. The majority of these properties are located within the town of Kintore. The closest of these properties is located approximately 30m east of the A96 carriageway within the scheme extents. With regard to non-residential properties of note, the town of Kintore contains recreational play parks (approximately 300m east), a Primary School (approximately 470m east) and the Kintore Medical Practice (approximately 300m east).

With regard to access roads within the scheme extents, the B987-A96 on-slip is present at the schemes northern extent whilst the A96-B977 off-slip is present at the schemes southern extent. No other access roads or field access points are present within the scheme extents. Castle road passes beneath the A96 within the scheme extents via an underpass and Forest Road passes over the A96 within the scheme via an overbridge.

A layby is present within the scheme extents. The A96 carriageway at this location is not street-lit, contains no pedestrian footways, no bus stops and no crossover points.

[Aberdeenshire Council Core Paths](#) 408.06 (approximately 230m north), 410.01 (beneath the scheme extents via the Castle Road underpass) and 410.05 (approximately 450m south) are present within 500m of the scheme extents.

No [National Cycle Network](#) routes are present within 500m of the scheme extents.

Road drainage and the water environment

A desktop study using the [SEPA Water Classification Map](#) has not identified any watercourses classified under the Water Framework Directive (WFD) within 500m of the scheme extents. The River Don (site ID: 23269) has been identified approximately 730m east of the scheme extents. This watercourse is classified as having 'Good Ecological Potential' under the WFD. Unclassified watercourses including the Rollomire Burn (approximately 50m south), Bridgealehouse Burn (approximately 5m north), Loch Burn (approximately 320m east), Black Hillock Pond (approximately 430m west) and various field drains and sinks have been identified within 500m of the scheme extents.

[SEPA's Flood Mapping System](#) has identified areas of the southbound carriageway on the A96 within the scheme extents to be at a 'High' (approximately 10%) risk of surface water flooding each year. These areas are localised to the extreme northern and extreme southern extents of the scheme. The Bridgealehouse Burn (located beyond the schemes northern extent flowing beneath the carriageway) is at a 'High' (approximately 10%) risk of surface water flooding each year.

The scheme is located within the Moray, Aberdeenshire, Buchan and Banff [Nitrate Vulnerable Zone](#) as defined by the Scottish Government.

The A96 carriageway within the scheme extents is drained via a mixture of verge-side filter drainage and top-entry gullies.

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, Transport Scotland is 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 NE NMC network by 2028. Amey have set carbon goals for the NE 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 – North East.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry a potential to produce airborne particulate matter, dust and generate emissions that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.

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) will be followed:
 - When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
 - Drop heights into haulage vehicles and onto conveyors will be minimised where practicable.
 - Planing operations will be wetted to reduce dust arising.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.

No significant effects are predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Cultural heritage

Impacts

- Works will be of a transient, unintrusive nature and contained within the carriageway boundary and will therefore not detrimentally affect the undesignated HER, Listed Building or Scheduled Monument sites listed above.
- The undesignated assets contained partially within the scheme extents will not be impacted by the works. The resurfacing of the carriageway will be contained within already engineered layers and will not entail new excavations and/or works outwith the pavement boundary.

Mitigation

- Should the nature of the works change, or additional excavation works be required, the Amey E&S team will be contacted prior to works commencing.
- All site operatives will be informed of the locations of the known designated cultural heritage assets.
- No materials or wastes will be stored within any undesignated cultural heritage assets (such as HERs or Conservation Areas) where possible.
- Works and storage of plant/machinery/vehicles will be contained within the carriageway boundary at all times throughout the scheme.

With mitigation measures in place, no significant effects are predicted on cultural heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Biodiversity

Impacts

- During night-time programming, misdirected site lighting and additional noise from construction activities could cause temporary disturbance to any surrounding nocturnal species.
- There is potential for protected species to be active within the surrounding area and for the works to result in disturbance to these species.
- The long established (of plantation origin) Woodland classified by Scotland's AWI and trees under TPOs will not be impacted by the scheme due to the general unintrusive (contained within the carriageway boundary) temporary nature of the works and the distance of the works from the site.

Mitigation

- In the event that protected species are seen on site, works will temporarily be suspended until the animal has moved on. The protected species will not be approached and any sightings will be reported to the Amey E&S Team.
- When in use, any artificial lights will be directional and directed at the area of works as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland/structures).
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundary of the carriageway.
- Noise mitigation measures as outlined in the Noise and Vibration section will be adhered to during the works.

With mitigation measures in place, no significant effects are predicted on biodiversity. 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.
- Greenhouse gas emissions will be generated by material production and transportation to and from site.
- 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.
- It is Amey policy to reuse or recycle as much waste material as possible. Where recycling is not feasible, waste material will be removed to a licenced waste facility.
- Where possible, different waste streams will be separated at the source.

- Waste will be stored in suitable containers and covered.

Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As such, 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’](#).

With best practice mitigation measures in place, no significant effects are predicted on Material Assets and Waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

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 local amenity users will benefit from improved road surfacing as a result of the scheme.
- Noise heavy works will likely be required during night-time hours, which could cause disturbance for nearby sensitive receptors.

Mitigation

- The noisiest works will be completed before 23:00 hrs where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- Rubber linings will be used in, for example, chutes and dumpers to reduce impact noise.
- A soft start will be implemented, whereby plant/machinery is turned on sequentially as opposed to simultaneously.
- Amey’s environmental briefing on noise and vibration will be delivered to operatives prior to the start of construction.
- Amey’s E&S Team has contacted Aberdeenshire Council’s Environmental Health Team to notify of the works due to night-time programming.

With best practice mitigation measures in place, and due to the works being of a minor, temporary, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration and 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 a contraflow system. This will likely result in temporary delays and longer journey times for road users and local residents.
- There will be no requirement for 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.
- Aberdeenshire Council Core Paths 408.06, 410.01 and 410.05 will be unaffected by the scheme. The works will be contained within the carriageway boundary and will not affect access, egress and the general use of these pathways.
- The layby present within the scheme extents is likely to be impacted by the works.
- The B987-A96 on-slip and the A96-B977 off-slip are likely to be impacted by the scheme. The proposed TM is likely to partially (temporarily) block access/egress to these slip roads thus causing congestion.

Mitigation

- 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.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Layby closures will be advertised on approach to the scheme extents.
- Lane closures and access/egress alterations to the B987-A86 on-slip and the A96-B977 off-slip will be advertised upon approach.
- Site specific control measures regarding noise and vibration can be found in the Noise and Vibration section.

With best practice mitigation measures in place, no significant effects on population and human health are predicted. 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 runoff from the works could enter the surrounding surface water environment. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage system, thus 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 surrounding water environment.
- Should flooding occur, this may delay the scheduled works. Weather will be monitored throughout the scheme in order to avoid and prepare for any detrimental effects caused by precipitation.
- There is potential for the Rollomorie Burn, Bridgealehouse Burn, Loch Burn, Black Hillock Pond and the River Don watercourse flowing beneath the carriageway to be impacted by the scheme.

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 both during and following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This will 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 (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted frequently, especially during heavy rainfall and wind.
- Weather reports will 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.
- All operatives working on site will be informed of the location of the Rollomorie Burn, Bridgealehouse Burn, Loch Burn, Black Hillock Pond and the River Don watercourse prior to works commencing.

- All storage of materials/fuel and any refuelling activities will be more than 10m away from any drainage inlet at all times and placed on a hardstanding surface.
- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- Bunds will be provided around drums up to 205 litres with 25% of their capacity.
- Bunds will be provided around bulk storage to a capacity of 110% of the stored fuel/oil.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, no significant effects are predicted on the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts:

- Greenhouse gas 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 distance and emissions as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

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 project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment of cumulative effects

The [Scottish Road Works Commissioner's](#) Interactive Map has not highlighted any works during the proposed timescale and at the location of the works.

[Aberdeenshire Council's Planning Portal](#) has not highlighted any relevant proposed developments or planning applications during the proposed timescale and at the location of the works.

Amey's current [programme of works](#) has not highlighted any other works on the A96 that will be undertaken in conjunction with the scheme.

No other nearby schemes which may result in a combined effect on nearby receptors have been identified.

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:

- An Initial Environmental Review of the scheme, undertaken by the Amey Environment and Sustainability Team in August 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 existing carriageway.
- 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 carriageway surfacing, 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 road users due to improved condition and ride quality of the carriageway surface and better road drainage.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise. As a result, ambient noise levels will likely decrease post construction.
- 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.

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:

- 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.
- Best practice and pollution prevention measures will be implemented to minimise environmental impact.

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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