



**TRANSPORT
SCOTLAND**
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Environmental Impact Assessment Record of Determination

A77 Bankfield to Holmston

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Project Details

Description

Structural defects have been identified along the A77 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, 40mm, 110mm, 120mm, 170mm) will be undertaken over a stretch of 19,000m². 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
- AC32 Bituminous base

The proposed construction is programmed to be completed within the 2023/2024 financial year (April 2023 to March 2024). The works are expected to last for a duration of 14 nights.

TM for the scheme will involve a 24-hour contraflow system.

Location

The scheme is located within a semi-rural area of the A77 Bankfield to Holmston in Ayr, South Ayrshire. The scheme is located at the following National Grid References (NGRs):

- Start: NS 35497 19316
- End: NS 35963 21003

See Figure 1: Scheme Location below.

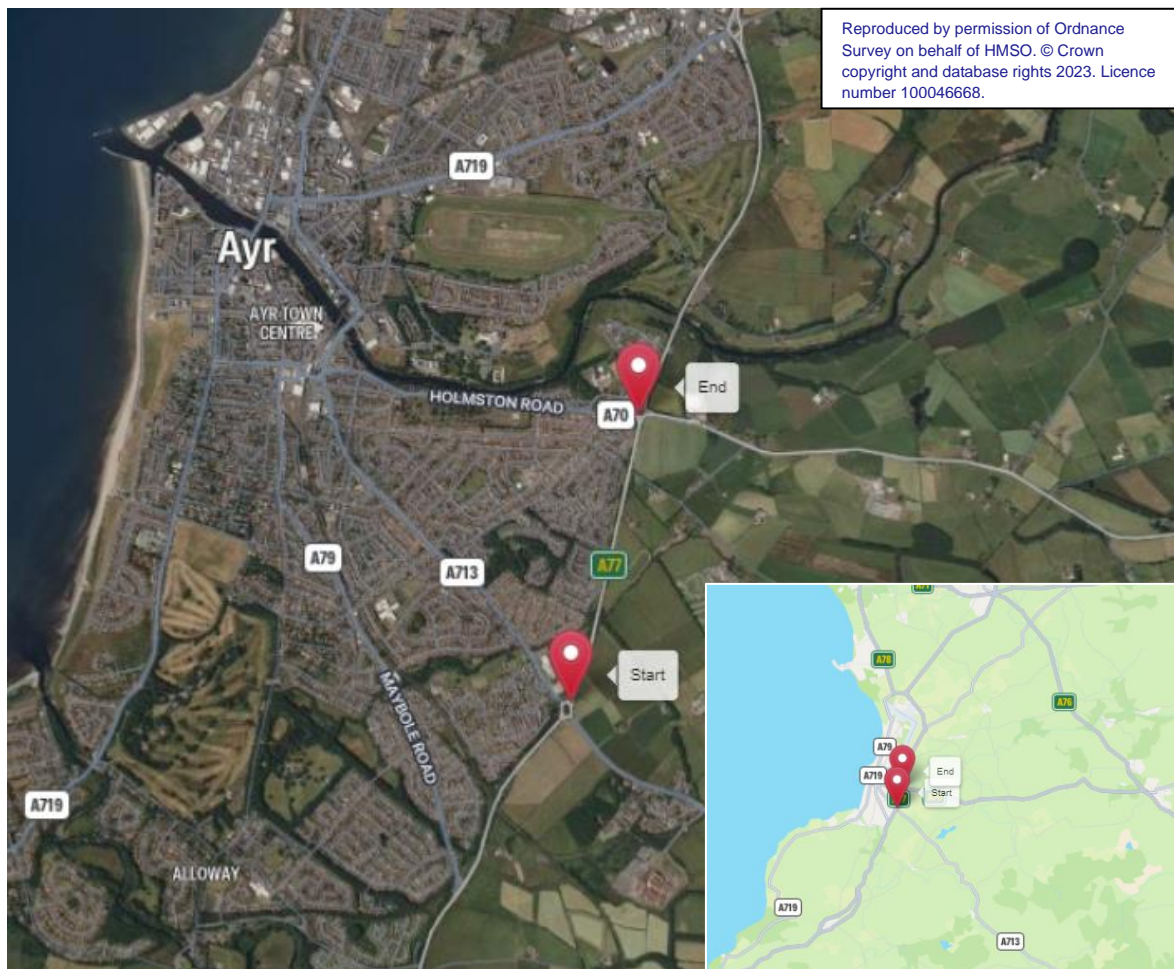


Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is located on the A77 Bankfield to Holmston in Ayr, South Ayrshire. The town of Ayr is located to the west with over 100 residential properties within 200m of the scheme extents. The closest property is approximately 50m west. Other important receptors to note within 200m are:

- Queen Margaret Academy (approx. 85m west);
- Kyle Academy (approx. 200m west); and
- Dobbies Garden Centre Ayr (approx. 200m east).

The baseline air quality levels are likely to be influenced by a mixture of residential activities, vehicles using the A77 and local agricultural activities.

In 2022, the Annual Average Daily Flow (AADF) for all vehicles on the A77 where works are to be undertaken ([manual count point 74302](#)) was 34,500 with 2,093 of those being Heavy Goods Vehicles (HGVs).

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

The [Scottish Pollutant Release Inventory](#) (SPRI) notes that Ayrshire & Arran and Ailsa Hospital have Radioactive Substances Act Activities and are approximately 900m southeast. There are no other SPRI sites within 1km of the scheme.

Cultural heritage

A desktop study has been undertaken using [Pastmap](#) resource and no designated cultural heritage assets such as World Heritage Sites, Battlefields, Garden and Designed Landscapes, Scheduled Monuments or Listed Buildings were identified within 300m of the scheme extents. The following non-designated cultural heritage assets have been identified within 200m of the scheme:

- Holmston [Canmore](#) (Ref: 41730) and [Historic Environment Record](#) (HER) (Ref: 5229) (within scheme extents);
- Overmills [Canmore](#) (Ref: 42716) (within scheme extents);
- Ayr, Queen Margaret Academy Canmore (Ref: 313605) and Her (Ref: 91580 and 6067) (approx. 40m west); and

- Ayr, Castlehill housing Estate [Canmore](#) (Ref: 156684) and [HER](#) (Ref: 72290) (approx. 140m west)

No Conservation Areas have been identified within 200m of the scheme.

Landscape and visual effects

The views from the road are primarily large areas of farmland with some trees and shrubs in the distance. There are scattered trees in between the carriageway and the residential properties which acts as screening from the view of the road.

There are no Tree Preservation Orders ([TPOs](#)) within the scheme extents, the closest is the Castlehill Estate TPO (approx. 350m west).

[Scotland's Environment Map](#) has not identified any National Scenic Areas within 500m of the scheme.

There is one area of unnamed woodland registered under the Ancient Woodland Inventory Scotland (AWIS) approximately 280m west.

[The Scottish Landscape Character Type Map](#) notes the scheme is located within the [Landscape Character Type \(LCT\) 66](#), Agricultural Lowlands – Ayrshire. This LCT occurs in five places across the northern half of Ayrshire and is made up of complex landform.

The [Historic Land Assessment \(HLA\) Map](#) notes the scheme is located within Rectilinear Fields and Farms and is adjacent to an urban area to the west.

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

[SiteLink](#) notes there are no European designated sites within 2km of the scheme. There are also no Sites of Special Scientific Interest (SSSI) within 2km of the scheme.

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

- Japanese knotweed (*Fallopia japonica*).

The Transport Scotland Asset Management Performance System (AMPS) database does not note any INNS within the scheme extents, however, does have records of the following target species:

- Rosebay willowherb (*Chamerion angustifolium*) (July 2023); and
- Common ragwort (*Jacobaea vulgaris*) (July 2023)

[Scotland's Environment Map](#) notes there is one area of unnamed woodland registered under the AWIS approximately 280m west.

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. The nature of the works has resulted in the assessment that no significant effects are likely and, as a result, an ecological site survey has been scoped out.

Geology and soils

[SiteLink](#) notes there are no Geological Conservation Review sites or SSSIs designated for geological features within 2km of the scheme.

[Scotlands Soils Map](#) notes the soils within the scheme extent are made up of brown soils.

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

- Bedrock Geology
 - Tron volcanic member – Olivine-basalt.
 - Passage formation – Sandstone and mudstone.
 - Ballagan formation – Mudstone, siltstone, limestone and sandstone.
- Superficial Deposits
 - Till – Diamicton.

There are no [landfill sites](#) within 2km 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"> • Road surfacing (aggregate and binder); • Bitumen; • Road paint and studs; • Lubricant; • Vehicle fuel; • Oil. 	<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> <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"> • Road Planings • Removed iron/metal components • No tar bound materials found after coring 	<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 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p>

Due to the value of the scheme being less than £350,000, a Site Waste Management Plan (SWMP) will not be required.

Noise and vibration

The scheme is located on the A77 Bankfield to Holmston in Ayr, South Ayrshire. The town of Ayr is located to the west with over 100 residential properties within 300m of the scheme extents, the closest property being approximately 50m west. Other important receptors to note within 300m are:

- Queen Margaret Academy (approx. 85m west);

- Kyle Academy (approx. 200m west); and
- Dobbies Garden Centre Ayr (approx. 200m east)

There are some small areas of screening of trees of a width of up to 45m in between the carriageway and the residential properties.

In 2022, the AADF for all vehicles on the A77 where works are to be undertaken ([manual count point 74302](#)) was 34,500 with 2,093 of those being HGVs.

[Scotland's Noise Map](#) notes noise levels within the scheme extents range from 65dB=>x<75dB during daytime hours, and range between 55dB=>x<65dB during night-time hours.

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

The baseline noise levels are likely to be influenced by vehicles using the A77 and local agricultural activities.

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 [South Ayrshire Council Core Paths Plan](#) notes there are no core paths within the scheme extents, one core path has been identified within 300m of the scheme which is Core Path SA16 on the A70 (approx. 290m east). There is also a Local Cycling Route on Holmston Road (approx. 270m east).

There are no [National Cycling Network Routes](#) within 300m of the scheme. There are no [British Horse Society \(BHS\)](#) horse-riding paths within 300m of the scheme.

There is streetlighting at both roundabouts (Bankfield Roundabout and Holmston Roundabout) at the start and end points of the scheme, but there is no other streetlighting along the scheme extents.

Access to residential properties and receptors will not be impacted by the works as it is not directly via the A77 but via Dalmellington Road (A713) which runs northwest from Bankfield Roundabout.

Road drainage and the water environment

A desktop study using the [Scottish Environment Protection Agency \(SEPA\) Water Classification Map](#) identified two watercourses within 500m of the scheme.

The Annifield Burn runs under the scheme extents and has no classification from SEPA but the [SEPA Flood Risk](#) notes it has a high-risk of river flooding and surface-water flooding; high-risk refers to a 10% chance of flooding each year.

The River Ayr (ID: 10420) is approximately 450m west and runs under the A77 approximately 550m north of the scheme and the [SEPA Water Classification Map](#) notes it is in 'moderate' condition. The River Ayr also has a high-risk of river flooding.

There are several areas of high-risk surface water flooding within the scheme extents along the A77.

The groundwater conditions in Ayr (ID: 150669) are considered to be in poor condition.

The A77 carriageway within the scheme extents is drained via gullies which run along either side of the carriageway.

The scheme is not located within a [Nitrate Vulnerable Zone](#) as defined by the Scottish Government.

Climate

Carbon Goals

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

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases 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.

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 (2023) 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.

Cultural heritage

Impacts

- As works will not involve any excavation or breaking of ground into undisturbed soil, excavation will only occur on the top layer of surfacing to remove and relay, it is unlikely there will be any impacts on any non-designated assets identified within the scheme extents.
- It is unlikely there are any unidentified archaeological finds within the scheme extents.

Mitigation

- In the unlikely event archaeological finds are discovered, all works will stop, and the Amey Sustainability Solutions team will be notified immediately.
- No materials or wastes will be stored within any undesignated cultural heritage assets (such as HERs) or where possible.
- Works and storage of plant/machinery/vehicles will be contained within the carriageway boundary at all times throughout the scheme.
- Should the scope of works change, the Amey Sustainability Solutions team will be notified.

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

- 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.

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.
- No tar bound materials were identified during the investigation coring.

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, South Ayrshire Council Environmental Health will be notified prior to works. Residential properties within 100m 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 a contraflow system. 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, South Ayrshire Council have been notified prior to works. Residential properties within 100m will be notified by letter 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 A77 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.

[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 Sustainability Solutions Team at Amey in January 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 19,000m² 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.
- No tar bound materials were identified during investigation coring.

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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