



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A76 Ellisland

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Project Details

Description

Works are required to maintain the safety and integrity of an approx. 2.15km stretch of the A76 carriageway north of Dumfries. A visual survey shows widespread areas of potholing and extensive fretting.

Works will involve carriageway resurfacing utilising TS2010 surface course to varying depths dependent on condition, across the full length of the scheme. In addition, drainage improvement works will be undertaken where feasible and will involve removal and reinstatement of filter material.

The proposed construction activities are likely to involve the following:

Resurfacing:

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

Drainage works:

- Approx. 500m strip of existing filter stone excavated using a mini digger and removed offsite;
- Repairs to carrier pipe if required;
- New filter stone installed;
- Jetting/removal of obstruction to the existing drainage system.

The total works area is approx. 15,113m² (1.5ha) across both the northbound (NB) and southbound (SB) lanes.

The works are currently programmed to operate from Friday 9th to Saturday 24th September 2022, utilise night-time work patterns.

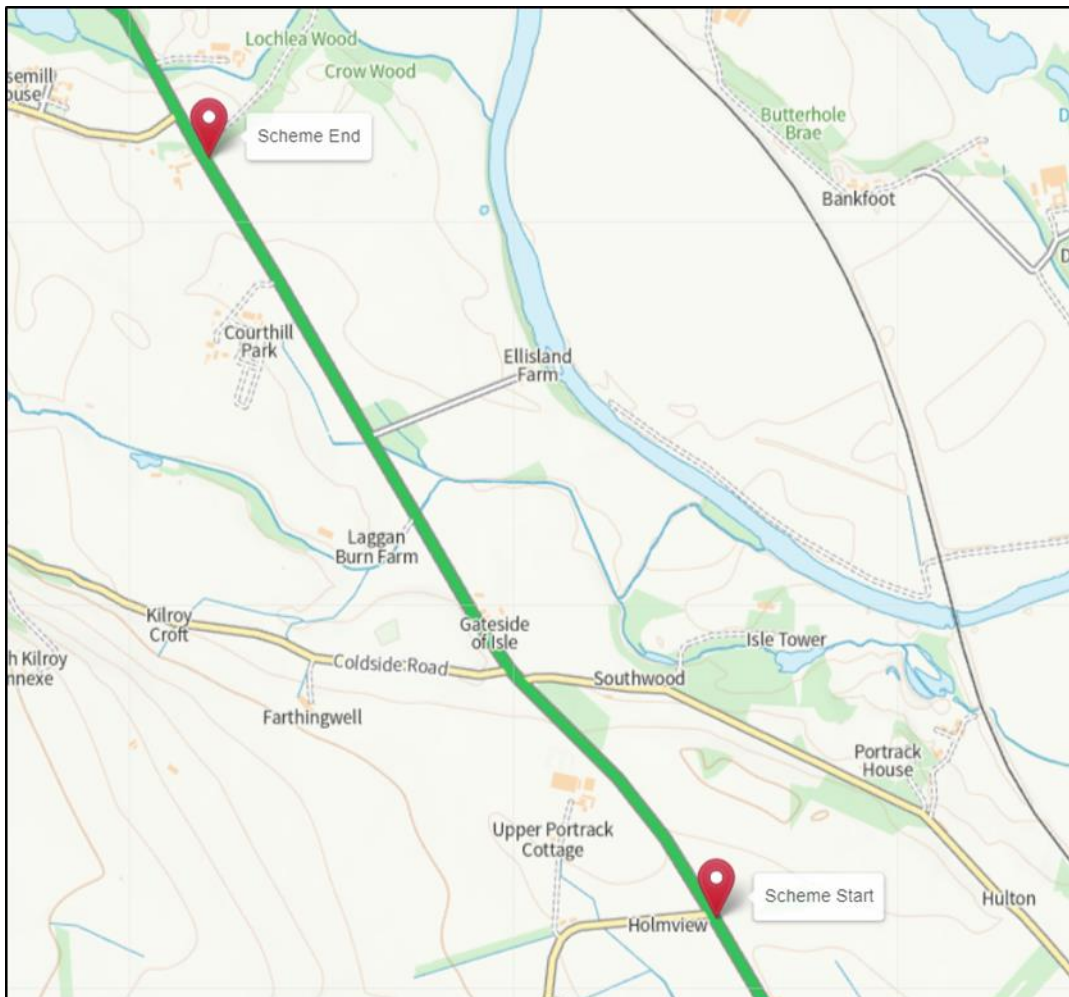
Traffic management (TM) for the works will likely entail a full overnight closure of the A76 within the scheme extents, facilitated by an appropriate local diversion route. The diversion will take the B729 from Holywood through Dunscore to the A702 to Thornhill. Local access will be granted on the A76.

Location

The works are located in a semi-rural setting north of Dumfries, Dumfries and Galloway, and have the following National Grid References:

- Scheme Start: NX 93423 82561
- Scheme End: NX 92239 84338

Figure 1: Scheme Location



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Description of local environment

Air quality

The works are located within a semi-rural setting north of Dumfries, Dumfries and Galloway, flanked intermittently by wooded strips, with agricultural land dominating the surrounding landscape.

[Average Annual Daily Flow](#) (AADF) in 2020 for the A76 carriageway south of the scheme accounted for 4,785 vehicles, with an average of 10% heavy goods vehicles (HGV).

Dumfries and Galloway Council has not declared any [Air Quality Management Areas](#) (AQMAs).

Cultural heritage

A desktop study using [PastMap](#) has identified Dunscore Old Churchyard (Near Farthingwell), a Category B Listed building (Ref: LB4229) located approx. 160m west of the A76 carriageway.

Works will be sufficiently distanced from this feature of cultural heritage and will have no impact. In addition, all works will be located within the existing carriageway boundary and will not impact any areas of land that have not previously been subjected to engineering activity.

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

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

Landscape and visual effects

A desktop study using [NatureScot Sitelink](#) and [PastMap](#) online interactive map has not highlighted any areas designated for landscape character within 300m of the works.

Historic Environment Scotland's [HLAMap](#) has highlighted the surrounding landscape to consist of a combination of fields, farmland and plantation woodland.

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

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

Biodiversity

The scheme is located within a semi-rural stretch of the A76 carriageway, north of Dumfries. This section of the A76 carriageway is flanked intermittently by some woodland features, notably along Laggan Burn and surrounding the access road to Ellisland Farm, with agricultural land dominating the surrounding landscape.

A desktop study using [NatureScot's Sitelink online interactive map](#) has not identified any locally designated areas within a 300m radius of the scheme, nor has it identified any International or European designated areas within a 2km radius.

Amey's Invasive Non-native Species (INNS) Database has identified widespread growth of Himalayan balsam *Impatiens glandulifera* located within the northbound verge of the A76 within the scheme extents. The records of Himalayan balsam are located over an approx. 700m stretch of the northbound lane verge, commencing at the scheme's start point and finishing at Holywood Station junction.

Geology and soils

The [National Soil Map of Scotland](#) has identified the local soil type as brown earths.

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

- Bedrock Geology: Locharbriggs Sandstone Formation - Sandstone and Angular Pebble-grade Conglomerate.
- Superficial Deposits:
 - Alluvium - Sand, Silt and Clay.
 - Gretna Till Formation - Diamicton.
 - Kilblane Sand and Gravel Formation - Sand, Gravel and Boulders.

Material assets and waste

Key Materials Required for Activities

The following materials will be required for the works:

- TS2010 surface course
- AC32 Base
- AC20 Binder
- Bitumen
- Road paint
- Road studs

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.

TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA. As a result the use of TS2010 will reduce the usage of imported aggregates, and increase the use of a wider range of sustainable aggregate sources.

Key Waste Arising from Activities

The following waste will be produced as a result of the works:

- Road planings
- Studs
- Road kerbs
- Filter drain material
- Some filter material may contain INNS material (Himalayan balsam).
- Old carrier pipe

On-site investigations identified possible tar-containing material within 4 of the 20 cores taken from within the scheme extents, at a minimum depth of 15mm. As such, the proposed treatment has potential to intercept tar-containing material.

Any tar-contaminated planings will require removal off site for treatment/disposal at a licenced waste facility.

Any road planings not contaminated with coal tar 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'.

All excavated material from within the verge (within the noted area of Himalayan balsam) is to be considered contaminated with Himalayan balsam. This includes the excavated filter drain material. In accordance with SEPA guidance, contaminated soils / materials will be disposed of at an appropriately licensed waste management facility. Material contaminated with Himalayan balsam shall be taken to a landfill site or other disposal site, licensed to receive Himalayan balsam and the landfill operator will be informed of the nature of the waste so that it can be disposed of appropriately within the site. Himalayan balsam or any soil containing plant fragments / seeds is a controlled waste and shall be accompanied by appropriate waste transfer documentation.

Noise and vibration

The works are located on a semi-rural stretch of the single lane A76 carriageway north of Dumfries, surrounded by agricultural land.

[Average Annual Daily Flow](#) (AADF) in 2020 for the A76 carriageway south of the scheme accounted for 4,785 vehicles, with an average of 10% heavy goods vehicles (HGV). Baseline noise level is likely to be primarily influenced by vehicle traffic from the carriageway, with secondary sources likely deriving from nearby agricultural activities.

A number of residential properties fall within 300m of the A76 within the scheme extents, the closest of which is Gateside of Isla, located approx. 10m from the A76 carriageway.

Courthill Park Retirement Village is located approx. 70m from the A76 within the scheme extents.

The works do not fall within a [Candidate Noise Management Area](#) (CNMA) as defined by the Transportation Noise Action Plan, Road Maps.

Population and human health

The A76 carriageway is the main connecting route between Kilmarnock and Dumfries.

No non-motorised provisions exist adjacent to the carriageway within the scheme extent.

Several accesses exist within the scheme extents, which lead to residential properties/farmsteads, fields, Courthill Park Retirement Village, and the local road network.

A large parking layby is present adjacent to the NB carriageway within the scheme extents.

A bus stop is located adjacent to the NB A76 carriageway, approx. 80m from the northern scheme extent.

Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA) [River Basin Management Plan Interactive Map](#) has identified Laggan Burn (ID:10633), which flows below the A76 carriageway within the scheme extents. Laggan Burn has been given an overall classification of 'good' by SEPA.

Laggan Burn outflows into the River Nith (ID:10610) approx. 800m downstream, which has been given an overall classification of 'moderate'. The River Nith lies approx. 450m from the scheme at its closest point.

The [Indicative River & Coastal Flood Map](#) by SEPA has highlighted a high risk of river water flooding along the course of Laggan Burn, which flows below the A76 carriageway within the scheme extents.

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.

Monitoring, Management and Opportunities

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

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

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- TM will likely involve a full closure of the A76 carriageway within the scheme extents, facilitated by a local diversion route.
 - The implementation of a diversion route during the construction phase of this project may result in a temporary decrease to air quality along the diversion route.
 - Impacts are however expected to be relatively minor due to the temporary nature of the diversion route, and this only being implemented during periods where traffic flows are anticipated to be significantly lower (nights).
- The use of vehicles, plant and generators emitting carbon emissions may temporarily affect air quality and will require the use of finite resources.
- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a slight impact on local air quality levels.

Mitigation

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

Providing all works operate in accordance with current best practice, the residual impact for air is considered neutral.

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

Biodiversity

Impacts

- There is potential for protected species to be active in proximity to the construction works.
- No carriageway lighting is present throughout the scheme extents. The addition of any temporary lighting for the works may affect the foraging or commuting routes of nocturnal protected species which may be active in the surrounding area.
- Any protected species active within the surrounding area may experience a slight degree of disturbance due to construction noise.
- The proposed works will entail the refurbishment of a 500m long stretch of filter drain which is within a verge that has records of the INNS Himalayan balsam along its length.
 - If not undertaken in accordance with strict site hygiene measures and site-specific mitigation for working with Himalayan balsam, then the works carry a potential to cause the spread of this INNS.

Mitigation

General

- Operatives will remain vigilant for the presence of protected species within or near the works. If an animal is spotted, all works shall temporarily halt until the animal has moved on, and any sightings shall be reported to the E&S Team.
- Oil, fuels and other potential pollutants or poisonous materials will be stored safely on site.
- On site light sources will be kept to a minimum, and only used as required:
 - When in use, any artificial site lighting will be kept directional to the works area as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland).
 - When not in use or required, light sources shall be switched off to reduce impact on nocturnal species.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers shall be checked at regular intervals to ensure efficiency.

- See additional noise mitigation measures in *Noise and Vibration*.

INNS

- The proposed resurfacing works shall be designed in such a way that can be fully undertaken from the existing carriageway, thus reducing the risk of spreading INNS.
- Exact methodology is yet to be confirmed; however the filter drainage refurbishment will be adequately planned to enable the required environmental mitigation to be followed, therefore reducing the risk of the works causing the spread of an INNS.
 - There is potential for filter drainage replacement works to be excluded from these works due to presence of INNS, and risk of spread. Where this is undertaken, all excavated material from within the verge (within the noted area of Himalayan balsam) will be considered contaminated with Himalayan balsam. This includes the excavated filter drain material.
 - In accordance with SEPA guidance, contaminated soils / materials (if undertaken within this scheme) shall be disposed of at an appropriately licensed waste management facility. Material contaminated with Himalayan balsam shall be taken to a landfill site or other disposal site, licensed to receive Himalayan balsam and the landfill operator must be informed of the nature of the waste so that it can be disposed of appropriately within the site. Himalayan balsam or any soil containing plant fragments / seeds is a controlled waste and shall be accompanied by appropriate waste transfer documentation.
- No materials, wastes, tools or plant are permitted to be stored / located within the verge at any stage.
- All resurfacing operations shall be strictly undertaken from the existing carriageway. Access to the verge will be entirely restricted to individuals on foot that are required to be there to allow the safe construction of the proposed scheme.
- Access and movements within the contaminated verge will be kept to the minimum required to facilitate the proposed works.
- Operatives will appropriately clean all PPE to remove any soil or plant fragments each time they exit the verge.
- No plant, machinery or vehicles are permitted to be operated from within the verge, the carriageway should instead be used.
- For any required works (filter drainage material replacement) within areas of INNS, strict site hygiene measures will be followed:
 - Designated wash sites shall be set up to allow all PPE, tools and equipment (such as excavator buckets), to be appropriately washed and cleared of all soils and plant material.

- All wash water and removed soils and plant fragments will be appropriately collected and removed from site as a controlled waste (referring to the SEPA guidance above on the removal of controlled wastes).
- All operatives will be briefed on *Invasive Non-native Species*.

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

Where INNS contaminated material is required to be disturbed/removed, residual impact is considered minor beneficial, with a minor adverse impact predicted during construction.

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

Geology and soils

Impacts

- Excavations for the renewal of the filter drain will be required during these works, which will result in soil disturbance. Soil disturbance can create adverse conditions, including erosion and polluted soils.
- Disturbed soils have potential to be contaminated with Himalayan balsam, as outlined in Biodiversity section above. These works have potential to result in INNS spread with soils where not effectively managed.

Mitigation

- Mitigation measures detailed within the 'Biodiversity' section above will be followed with regards to INNS.
- Weather reports shall be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.
- Excavation of materials (filter drainage) will be kept to a minimum and only where necessary. Any excavated filter drainage material will be removed off site for disposal.
- Excavated soils/materials will not be stored on site, and will be appropriately contained/covered, and protected from the elements.
- Vehicles and materials shall not be stored or parked on grass verges and will be restricted to the A76 carriageway.
- Spill kits shall be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use shall be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.

Residual impact is assessed to be no change, with impacts during construction assessed as being negligible adverse.

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

Material assets and waste

Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- Greenhouse gas (GHG) emissions will be generated by material production and transporting to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- Road planings contaminated with coal tar will require removal and disposal/treatment as special waste.
- Excavated filter material may contain Himalayan balsam, which will require removal and disposal as a controlled waste. There is potential for INNS to spread where waste is not appropriately managed.

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.
- Planings contaminated with coal tar will be removed from site for processing/disposal at a licensed waste facility.
 - A SEPA consignment note will be obtained before removal and transportation of special waste.
 - SEPA will be informed at least three days prior to the movement of special waste.
- Uncontaminated road planings generated will be recovered by a licenced contractor for reuse and/or recycling in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.
- In accordance with SEPA guidance, any soils / materials that are contaminated with any INNS shall be disposed of at an appropriately licensed waste management facility.
- Material from this site that is contaminated with Himalayan balsam shall be taken to a landfill site or other disposal site, licensed to receive Himalayan balsam and the landfill operator shall be informed of the nature of the waste so that it can be disposed of appropriately within the site. Himalayan balsam or any soil containing

plant fragments / seeds is a controlled waste and shall be accompanied by appropriate waste transfer documentation.

Temporary impact during construction is considered negligible adverse, with residual impact considered negligible beneficial.

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

Noise and vibration

Impacts

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

Mitigation

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

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

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

Population and human health

Impacts

- TM will likely involve a full closure of the A76 carriageway within the scheme extents.
 - Closure and diversion route may cause delays to road users of the A76 carriageway and could potentially increase traffic levels on surrounding local roads. Due to night-time programming, any impact is considered to be limited.
 - Local accesses, bus stop and layby may be temporarily obstructed.
- TS2010 road surfacing will be utilised. TS2010 can improve the skid resistance of the road.
- The use of TS2010 is shown to have superior durability to standard road mixes as such this will extend the life span of the carriageway preventing the need for reoccurring routine maintenance and associated levels of disruption.

Mitigation

- Advance traffic signs will be placed prior to works in an effort to minimise disturbance to vehicular travellers, and will inform road users of expected duration, timings, and any temporary traffic management arrangements/restrictions.
- Operatives shall grant local access where required.
- Local bus operators shall be notified in the event of any predicted bus stop closures, with any closures advertised locally.
- Where bus stops are likely to be obstructed, temporary bus stops shall be placed out with the works area, which will be clearly signed and accessible by persons of all abilities.

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

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

Road drainage and the water environment

Impacts

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

Mitigation

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

Providing all works operate in accordance with site control measures and SEPA Guidance for Pollution Prevention (GPP) the residual impact for water is considered neutral.

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

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

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

Vulnerability of the project to risks

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

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

Assessment cumulative effects

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

[Dumfries and Galloway Council's Planning Alert Portal](#) does not highlight any proposed developments or planning applications on the A76 carriageway within proximity to the scheme.

Amey's current [programme of works](#) does not feature any nearby schemes which may result in a combined effect on nearby receptors, such as vehicular travellers and residential/sensitive properties.

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

Assessments of the environmental effects

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

The following environmental surveys/reviews have been undertaken:

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

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

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

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

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

Characteristics of the scheme:

- Construction activities are restricted to the approximate 15,113m² (1.5ha) area of existing carriageway.
- At end of life, some components can be recycled, reducing waste to landfill.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.

- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- Road planings not containing tar-bound material will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

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:

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

Annex A

“sensitive area” means any of the following:

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



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