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Environmental Impact Assessment Record of Determination

A78 Chapelhill Roundabout to Sharphill Roundabout Southbound

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a section of the A78 north of Ardrossan, North Ayrshire covering an area of 1.85ha. Resurfacing works are required on the southbound carriageway due to surface defects and structural defects identified across the carriageway. These include fretting, potholing, alligator cracking, rutting and some isolated cracks. The works are required to improve the safety and road quality for road users.

Construction activities will consist of structural inlays, ranging in depth from approximately 30mm-300mm. Treatment will involve using TS2010 surface course. The construction activities will include:

- Implementation of Traffic Management (TM);
- Milling out the existing material to the proposed treatment depths by road planer;
- Inlays using TS2010 surface course 10mm aggregate and AC binder and base if required;
- Reinstatement of road markings, linings and replacement of new road studs; and,
- Removal of TM.

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

- Planer will be used to remove the road surface.
- Paver will be used to lay the new road surface.
- Roller will flatten and compact the road material.

The proposed construction is programmed to be completed the 15th of April 2025 and will take place over approximately seven dayshifts and one night shift (2000 – 0600).

Traffic Management will consist of lane closures on the southbound carriageway, with traffic diverted from Chapelhill roundabout through Dalry Road, Eglinton Road, Parhouse Road and High Road, reconnecting to the A78 at Sharphill roundabout via the B714. This diversion route covers a length of approximately 4 miles. Contraflow management will be in place during daytime.

Location

The proposed works are located along the A78, north of Ardrossan in North Ayrshire between Chapelhill roundabout and Sharphill roundabout. The scheme extents can be found at the following National Grid References (NGRs):

- Scheme Start - NS 23476 44433
- Scheme End - NS 25322 43700

See Figure 1: Scheme Location below.

Figure 1: Location and Scheme extents.

Description of local environment

Air quality

The A78 carriageway is bordered by vegetation and mature deciduous trees. Towards the end of the scheme extents, where vegetation is sparse, steep slopes border the carriageway. Agricultural fields surround the scheme extents to the north, east and west, while the town of Ardrossan is located approximately 365m south.

The semi-rural area includes approximately 14 residential properties within 200m of the scheme extents, with the nearest property being Mills Farm, located 70m north. There are no other sensitive air quality receptors located within 200m of the scheme extents.

Baseline air quality is predominantly impacted by traffic flow along the A78. Data from manual count point 80495, located approximately 1km east of the scheme extents, showed that in 2023, the Annual Average Daily Flow (AADF) for all motor vehicles was 10,007, including 507 of these being Heavy Goods Vehicles (HGVs).

North Ayrshire Council have not declared any Air Quality Management Areas (AQMAs). Additionally, there are no sites registered on the Scottish Pollutant Release Inventory (SPRI) located within 1km of the scheme extents.

Cultural heritage

A desk-based assessment was undertaken using Pastmaps. The study area covered a 300m area for designated cultural heritage assets and a 200m area for non-designated cultural heritage assets. Full details can be found in Table 1 and Table 2.

Table 1: Designated Cultural Heritage Assets within 300m

Name	Reference number	Description	Distance from scheme
Dalry Road, Mill Farm.	LB21334	Listed Building – Category (Cat) C	Approx. 82m north of the scheme extents

Table 2: Non-Designated Cultural Heritage Assets within 200m

Name	Reference number	Description	Distance from scheme
Sharphill	133432	Canmore - Cropmark(S) (Period Unknown)	Adjacent to the scheme extents
Sorbie	133236	Canmore - Cropmark(S) (Period Unknown)	Approx. 73m north of the scheme extents

Name	Reference number	Description	Distance from scheme
Mill Farm	133234	Canmore - Platform (Period Unassigned)	Approx. 67m north of the scheme extents
Mill Farm	203805	Canmore - Farmstead (Period Unassigned)	Approx. 99m north of the scheme extents

As works are like-for-like structural inlays with no breaking of ground or excavation, there will be no impact on any identified cultural heritage assets. Therefore this factor has been scoped out for further assessment.

Landscape and visual effects

The A78 carriageway is bordered by vegetation and mature deciduous trees. Towards the end of the scheme extents, where vegetation is sparse, steep slopes border the carriageway. The surrounding area features large, green open space in the form of agricultural fields to the north, east and west. There are no distinctive cultural landscape or historical landscape features within the scheme extents.

According to Scotland's Environmental Web, S. Knockrivoch Mount Ancient Woodland, (ID: 25330), is located approximately 251m north of the scheme extents.

There are no Tree Preservation Orders (TPOs), National Scenic Areas or any Gardens and Designed Landscapes within 500m of the scheme extents.

Scotland's Historic Land Use Assessment (HLA) Map notes that the land within the scheme extents has been previously used as 'Rectilinear Fields and Farms'.

A search on Scotland's Landscape Character Type (LCT) Map has indicated that the LCT within the scheme extents can be classed as '66 - Agricultural Lowlands - Ayrshire' characterised by pastoral land, complex landforms with a dense network of rural roads.

The views from the carriageway primarily consist of vegetation and grass slopes. As the topography flattens, agricultural fields as some residential properties become visible.

Due to lack of vegetation screening, properties situated south of the scheme extents, particularly on Glen Banks Road, St Andrews Court and Betsy Miler Wynd will have distant views of the works.

However, no businesses or recreational areas will have views of the works due to increased topography bordering the scheme extents and the dense vegetation providing effective screening.

Biodiversity

NatureScot's Sitelink online research tool does not highlight any European designated sites that have connectivity or are located within 2km of the scheme extents. There are also no national designations, such as Sites of Special Scientific Interest (SSSI), within 200m of the works area.

Transport Scotland's Asset Management Performance System (AMPS) has highlighted the following target species along the A78 verge within the scheme extents:

- Common ragwort (*Jacobaea vulgaris*)
- Broad leaved dock (*Rumex obtusifolius*)
- Rosebay willowherb (*Chamerion angustifolium*)

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource. As a result, the need for a field survey was scoped out due to the nature of the works and that all works will be restricted to the existing carriageway boundary.

Geology and soils

There are no Geological Conservation Review Sites (GCRS), Local Geodiversity Sites or any Geological SSSIs that have connectivity or lie within 200m of the scheme extents as noted by Sitelink.

According to Scotland's Soils Map, the soils within the scheme extents consists of both 'Brown earths' and 'Noncalcareous gleys'. The national scale land capability for agriculture can be categorised as '3.2'. This land is capable of average production though high yields of barley, oats and grass can be obtained. Grass leys are common.

A search on Britain's Geology Viewer has highlighted that the geology within the scheme extents along the A78 consists of the following:

Bedrock Geology

- Kelly Burn Sandstone Formation - Sandstone. Sedimentary bedrock formed between 382.7 and 358.9 million years ago during the Devonian period.

Superficial Deposits

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

No coal tar was discovered during investigation stages.

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

The proposed scheme does not require a Site Waste Management Plan (SWMP) as the total value is under £350,000.

Table 3 and 4 below outlines the materials required for the scheme and waste expected to be produced during the works.

Table 3: Key Materials Required for Activities.

Activity	Materials Required	Sources
• Construction	• TS2010 Surface Course • AC20 Bituminous Binder • AC32 Bituminous Base • Fuels and oil • Road studs • White lining	• 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. • Materials will comprise mostly of virgin aggregate, however, some material that is being removed will be recycled on site and then reused, therefore, a small percentage of material is recycled in situ. • 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

Activity	Materials Required	Sources
		range of sustainable aggregate sources.

Table 4: Key Waste Arising from Activities.

Activity	Waste Produced	Disposal
Construction	• Asphalt Planings • Old road studs	• Uncontaminated road planings generated as a result of the required 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.

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

Noise and vibration

There are approximately 45 residential properties located within 300m of the scheme extents, with the nearest property being Mills Farm located 70m north of the scheme extents. There are no other sensitive receptors located within 300m of the scheme extents.

Baseline noise and vibration is primarily influenced by traffic along the A78. According to Scotland's Noise Map daytime has noise levels (Lden) ranges from approximately 61dB to 66dB, whiles nighttime noise levels (Lngt) ranges from approximately 52dB to 62dB.

The volume of traffic along the A78 is evidenced through manual count point 80495, located approximately 1km east of the scheme extents. In 2023, the AADF for all motor vehicles was 10,007, with 507 of these being HGVs.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2019-2023).

Population and human health

A study area of 300m was used in this assessment as works are unlikely to impact any receptors beyond 300m. The scheme location is semi-rural with approximately 45 residential properties located within 300m of the scheme extents, with the nearest property being Mills Farm located 70m north of the scheme extents. There are no other sensitive receptors located within 300m of the scheme extents.

There are no Core Paths, National Cycle Network Routes or any bridleways within 300m of the scheme extents.

There are no footpaths, streetlights, Public Rights of Way (PRoW), bus stops or any access/egress points within the scheme extents along the A78.

Two laybys are located within the scheme extents, these are found at NGRs: NS 24890 43836 and NS 24981 43770.

Road drainage and the water environment

According to the Scottish Environment Protection Agency (SEPA)'s Water Classification Hub, there are no classified watercourses within 500m of the works area. However, there are multiple unclassified watercourses within 500m of the scheme extents. Stanley Burn flows through the scheme extents at NGRs: NS 24135 44138, NS 23737 44329 and NS 24432 43992. Montfode Burn is located approximately 227m northwest of the scheme extents.

SEPA's Flood Risk Map has highlighted that Stanley Burn and Montfode Burn have a high chance of flooding, suggesting that these areas have a 10% likelihood of river flooding. There are also some areas within the scheme extents that have a 10% chance of surface water flooding.

The groundwater within the scheme extents consists of both West Kilbride groundwater, (ID: 150534), and Dalry groundwater, (ID: 150578). West Kilbride groundwater has an overall 'good' quality, whereas Dalry groundwater has an overall 'poor' quality.

The works do not fall within a Nitrate Vulnerable Zone (NVZ).

Drainage within the scheme extents along the A78 includes both filter stones and catchpits.

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 CO_2 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.

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

- 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.

- During construction there is the potential for an increase in dust and emissions from plant and machinery. This is likely to cause a slight deterioration in air quality within the local area and cause a nuisance to local receptors.
- Construction activities, including removal of old road surface, carry a potential to produce airborne particulate matter, dust and generate emissions.
- 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 as works are like-for-like.
- Due to the diversion route during nighttime hours, residents along the diversion route roads may experience a deterioration in air quality due to the increased volume of traffic.

Mitigation

The Guidance on the assessment of dust from demolition and construction (2024), published by the Institute of Air Quality Management (IAQM), includes the following mitigation relevant to this scheme:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- Site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable.
- 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 will be minimised where practicable.
- 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 undertaken prior to works.
- Plant, vehicles and NRMM should be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

No significant effects are anticipated and therefore no further assessment in accordance with DMRB Guidance document LA 105: Air Quality is required.

Landscape and visual effects

Impacts

- There will likely be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.
- Views of and from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant.
- As works are like-for-like, there will be no significant change to the landscape.

Mitigation

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Plant, vehicles, and materials will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable). Should damage to the landscape occur, reinstatement will be carried out.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the resurfacing works will not be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- During nighttime programming, misdirected site lighting and an increase in noise and vibration could cause disturbance to any surrounding nocturnal species or protected species.
- The works will be confined to the carriageway boundary on previously engineered ground. As such, the proposed works will not result in the alteration or removal of existing habitat along the A78, nor will they involve working in water.
- If there is any disturbance to the verge of the A78, works have the potential to cause the spread of Transport Scotland target species including rosebay willowherb, broad leaved dock and common ragwort.

Mitigation

- Due to nighttime 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.
- 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.
- As part of the NMC contract, Amey, on behalf of transport Scotland, have been asked to keep a record of various target species, including rosebay willowherb and common ragwort. Works will not be carried out in the carriageway verge, if this is not possible and works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.

With the above mitigation measures and best practice being adhered to, no significant effects on biodiversity are anticipated. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

Impacts

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- 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.
- There will be an increase in waste sent to landfill sites if waste materials are not recycled or reused.

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.
- Materials will be delivered on site when required.

- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.
- 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.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally at a suitably licenced waste management facility.

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. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- There will be an increase in noise and vibration levels, for properties within 300m, particularly those along Glen Banks Road, St Andrews Court and Betsy Miler Wynd, during construction due to the use of heavy plant and machinery, such as the roller and planer, and an increase in HGVs.
- 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.
- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.
- Due to the diversion route during nighttime hours, residents along the diversion route roads may experience a slight increase in noise due to the increased volume of traffic.

Mitigation

- Site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements.

- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.
- Effects from noise will 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.
- A 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- Due to nighttime programming, Amey's Energy Transition & Sustainability Team has notified North Ayrshire Council in advance of the works.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.

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 no further assessment is required.

Population and human health

Impacts

- There will be no impact on permanent or temporary land acquisition from private land and/or community facilities as a result of the scheme.
- Access to residential properties will not be impacted by the works.
- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Due to nighttime programming, construction site lighting during nighttime hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- Laybys within the scheme extents will be closed during construction.

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.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Any change of schedule will be communicated to local residents throughout the work programme.

With best practice mitigation measures in place, no significant effects associated with 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 run off from the works could be suspended in the surface water and coastal 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, in particular Stanley Burn and Montfode Burn.
- 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 adversely impact the water environment.
- Should flooding occur, 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 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 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.
- Site operatives will be given the Water Pollution Prevention toolbox talk prior to works.

Providing all works operate in accordance with current best practice, as detailed within SEPA's GPPs, the effects on Road Drainage and the Water Environment are 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.
- 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 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.

All mitigation measures will be adhered to onsite which considers the vulnerability of the project to be low.

Improvement of the road surface following carriageway resurfacing works will enhance skid resistance, and thus overall road safety on completion of the scheme.

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 cumulative effects

According to Amey's Current Works Schedule and the Scottish Road Works Commissioner, there are no works scheduled to be carried out within the proposed works time and location.

North Ayrshire Council's Planning Portal also does not indicate any scheduled works that will be carried out the proposed works location and time.

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. Considering the nature and scale of the maintenance works being undertaken, no in combination effects are anticipated.

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 and sensitive receptors.

The following environmental surveys/reviews have been undertaken:

An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Energy Transitions & Sustainability Team at Amey in March 2025.

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:

<u>Characteristics of the scheme:</u>

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment. No impacts on the environment are expected during the operational phase as a result of works.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.

- No negative impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- 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 (total area 1.85ha.) and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part in a sensitive area.

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 and drainage.
- Measures will be in place to ensure appropriate removal and disposal of waste and 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.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in-combination effects have been identified.

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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