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Record of Determination

A82 Layby to Stoneymollen Roundabout

Contents

Project Details

Description

This scheme is required to improve the ride quality and safety of this section of the A82 carriageway which is currently showing signs of wear.

The works will involve carriageway surface reconstruction utilising TS2010. Exact treatment depths have yet to be confirmed but will be primarily surface course but will go to depths of 120mm at some locations. Construction activities will include;

- Milling of existing bituminous material by road planer;
- Additional bituminous material removed by jack hammer where not accessible by planer;
- Road sweeper to collect any loose material;
- HGV for removal and replacement of material;
- Tack/bond coat laid;
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Road markings and studs will be applied where necessary; and,
- Sliding out.

West Dunbartonshire Council's Environmental Health team were contacted (21/07/2021) to notify them of night works.

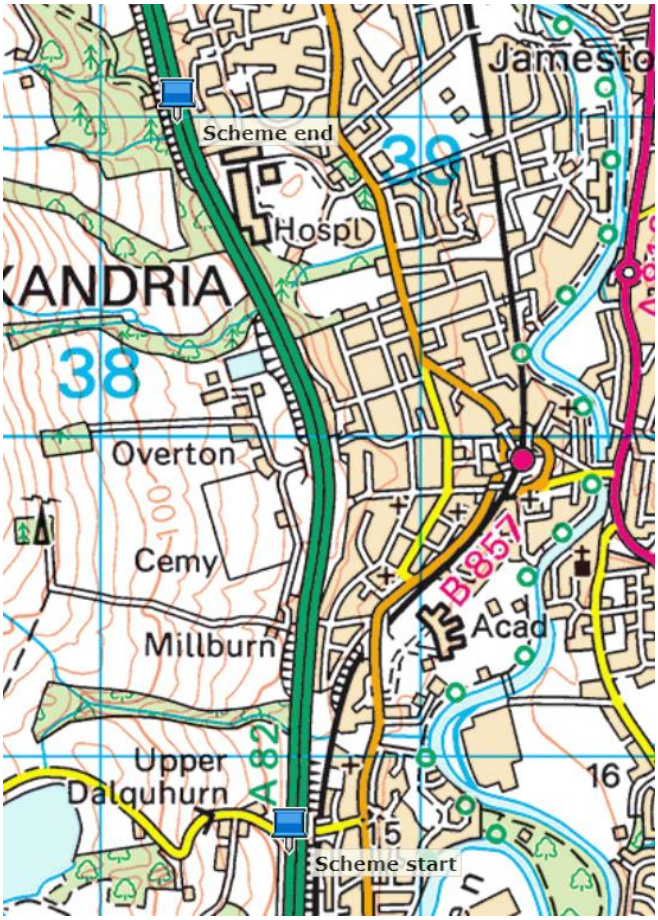
The scheme is programmed to take place in September 2021 and will include night-time working.

Traffic Management (TM) will involve overnight/weekend total closures with diversion route over Renton.

Location

The scheme is located on a semi-rural stretch of the A82 north bound carriageway, flanked to the east by Alexandria, West Dunbartonshire. The National Grid Reference being:

- Scheme start: NS 38619 78698
- Scheme end: NS 38239 80976



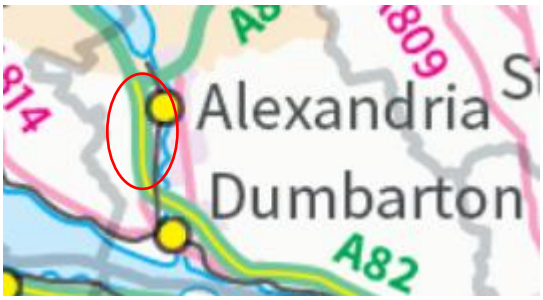


Figure 1 – Site Location

Description of Local Environment

Population and Human Health

There are a number of residential properties within close proximity to the scheme extents. The closest of which being approximately 30m east of the scheme.

There are two laybys on the northbound within the scheme extents.

Vale of Leven District Hospital is approximately 80m east of the scheme.

There are no footpaths, Core Paths, cycle ways or bridleways within the scheme extents.

There are no property accesses within the scheme extent.

The scheme does not fall within a Candidate Noise Management Area (CNMA).

The primary source of noise at this location will be the traffic on the A82 with secondary noise coming from residential activities.

Biodiversity

The scheme is flanked to the west by farmland with a thin strip of trees along the carriageway, residential properties exist immediately to the east.

There are no designated areas within 2km of the scheme location.

Amey's Invasive Non-Native Species (INNS) database holds records of Japanese Knotweed, Rhododendron and Himalayan Balsam within the scheme extents however the majority of these are east of the southbound carriageway.

The NBN Atlas identified the following protected species within 2km of the scheme extents:

- European Otter *Lutra lutra*
- Soprano Pipistrelle *Pipistrellus pygmeaus*
- Daubenton's Bat *Myotis daubentoniid*
- Common Pipistrelle *Pipistrellus pipistrellus*
- Brown Long-eared Bat *Plecotus auratus.*

Field Survey

A field survey has been deemed not required for this site as the immediate environment does not present favourable conditions for protected species shelter and the lack of recent evidence of protected species activity in the area.

Land

These works will take place on the northbound carriageway of the A82, farmland lies to the west with a thin layer of trees separating it from the carriageway and a built up residential area lies to the east.

Soil

Scotland' Soil Map does not hold record of the soil type in this area. Sliding out will only take place on the existing carriageway and will not affect soils.

Water

The River Leven has been identified by SEPA Classification Map flowing approximately 380m east of the scheme at the closest point.

According to SEPA Flood Risk map there is a risk of surface water flooding occurring at multiple points of the carriageway within the scheme extents.

Air

West Dumbarton have not declared any Air Quality Management Areas.

The Annual Average Daily Flow (AADF) of traffic on this section of the carriageway in 2020 was 16,799 with 831 of these being Heavy Goods Vehicles.

There are no local air quality monitoring stations.

The primary source of background air pollution will be traffic from the A82 carriageway, also from residential and agricultural activities.

Climate Change

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).

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

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

Material Assets

Table 1 – Site construction materials

Key Materials Required for Activities		
Activity	**Material Required**	**Origin/ Content**
Site construction	• Road paint • TS2010 Road surfacing • Binder	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.

Waste

Table 2 – Site construction waste materials

Key Waste Arising from Activities		
Activity	**Waste Arising**	**Disposal/ Regulation**
Site Construction	• Road planings • Road paint/studs	Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings.

Key Waste Arising from Activities		
		Further on-site investigations of the carriageway condition has shown no tar in core samples. As testing does not identify any coal tar within the scheme extents, road planings generated as a result of the works may be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.

Cultural Heritage

PastMaps has identified Tullichewan Estate, Stables Cottage which is a category B listed building approximately 75m from the scheme end.

Description of Main Environmental Impacts and Proposed Mitigation

Population and Human Health

Impacts

- Noise from night works has the potential to impact on local sensitive properties.
- Diversion put in place will likely increase travel time for road users.

Design Mitigation and Regulatory Requirements

The E&S team have notified West Dunbartonshire Council's Environmental Health team of these night works.

Site Specific Control Measures

- Appropriate signage will be put in place prior to the works detailing road closures and diversion routes.
- Local residential properties will receive a letter drop detailing work timings and activities.
- The noisiest activities will be carried out before 23:00.
- Plant & machinery will be fitted with silencer/mufflers.
- The Noise and Vibration briefing will be given to all site operatives.

Provided that mitigation measures and best practice is followed the residual impact is deemed neutral.

Biodiversity

Impacts

- INNS has the potential to be spread and mis-managed.
- There is potential for protected species to be active in the area.
- Artificial lighting has potential to disturb nocturnal species.

Design Mitigation

Works should not enter the vegetated area.

Site Specific Control Measures

- Site operatives will remain vigilant for the potential presence of protected species within the local area.
    - If protected species activity is noted within the works area, works will temporarily be suspended, until such times that the animal has moved on.
    - Any sightings should be reported to the Control Room and E&S team.
- Works should avoid areas of INNS growth where possible. Where works are required to be undertaken within or within close proximity of an area of growth, the following measures are required to prevent spread:
    - Plant/equipment and footwear washing facilities must be in place prior to starting construction works.
    - Prior to operatives leaving an area of INNS growth, a visual check of all PPE will be undertaken.
    - All soil and plant fragments must be removed from PPE.
    - Any cut back INNS, wash water and soils must be contained and redistributed within areas of INNS (it must not be removed from site).
    - All plant and equipment must also be thoroughly cleaned and checked to ensure it is free from any soil and plant fragments. As above, this material will be appropriately contained and collected, for redistribution within the contaminated area.
- All artificial lighting will be pointed directly at the works at all times.

Provided that mitigation measures and best practice are followed the residual impact is deemed as neutral.

Land

It has been determined that the proposed project will not have direct or indirect effects to the land around the scheme.

Soil

There is no impact predicted to the soils in the area as a result of the works.

Water

Impacts

- Due to the distance from the scheme and lack of connectivity there is no impact predicted to the River Leven.
- If not adequately controlled, debris and run off from the works 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.

Site Specific Control Measures

- Appropriate measures, as detailed in the Guidance for Pollution Prevention (GPP) 1 and 5 issued by NetRegs, will be implemented to prevent pollution to the natural water environment (e.g. debris, dust sand and hazardous substances) via entering nearby drains.
- Visual pollution inspections of the working area must be conducted in frequency, especially during heavy rainfall and wind;
- Debris and dust generated as a result of the works must be prevented from entering the drainage system. This can be via the use of drain covers or similar;
- Weather reports will be monitored prior to and during the works with all construction activities temporarily halting in the event of adverse weather/flooding event. The works will only continue when it is deemed safe to do so and run-off/drainage can be adequately controlled to prevent pollution.

Provided mitigation is followed the residual impact of works on the water environment is deemed neutral.

Air

Impacts

- On site construction activities carry a potential to produce airborne particulate matter that may have a slight temporary impact on local air quality levels.

Mitigation

- Plant and vehicles will not be left to idle and all machinery should be switched off when not in use.
- Dust suppression will be available on site if required.
- Vehicles should be covered when delivering materials to and from site to prevent distribution of dust.
- Plant should be maintained according to manufacturer's advice.

Provided that Amey's good practice pollution control measures are followed no significant adverse effects are predicted.

Climate Change

Impacts

- Greenhouse gas emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials).

Mitigation

- Where possible local suppliers will be used as far as 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.
- Further actions and considerations for this scheme are detailed in Material Assets (Table 1).

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

Material Assets

Impacts

- Contribution to resource depletion through use of virgin materials,
- Greenhouse gas emissions generated by material production and transporting to and from site.

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.
- The chosen material 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 should reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

Circular Economy

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.

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

Waste

Impacts

- Transportation and recovery of planings will require energy deriving from fossil fuel,
- Limited quantity of waste from sweeping will arise requiring disposal.
- Special waste may be produced if coal tar is present.

Mitigation

- 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'.
- Road sweeping waste will be treated at a licenced facility to separate useful materials such as stone/aggregate as far as reasonably practicable, recovering this waste and diverting it from landfill.
- If coal tar is present, then this will be treated as special waste and a SEPA consignment note is required, and the waste will be disposed of at an appropriate and licenced facility.

Cultural Heritage

It has been determined that the proposed project will not have direct or indirect significant effects to Cultural Heritage due to the distance between the works and features.

Impacts

There is a minor chance of works impacting the listed building by damaging the structure.

Mitigation

- Plant, equipment and materials should not be left near the building or leaning against any walls. These should be stored within the scheme extents and on the carriageway footprint.

It has been determined that the works will have no residual impact on the cultural heritage.

Vulnerability of the Project to Risks

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

Cumulative Effects

There are no schemes in close proximity to this one which will add to effects to the local environment.

Assessments of the Environmental Effects

Provided that mitigation measures and best practice are followed the residual impact is deemed neutral.

West Dunbartonshire Council's Environmental Health team were contacted prior (21/07/2021) to the works starting to notify them of night works.

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 & are not situated in whole or in part in a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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 18,426m^2 area of existing carriageway.
- 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 will be fully recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- The design option (replacing the defective surfacing) conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location over approximately 20 years.

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 areas" 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 carriageway pavement, 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 road users.
- 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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