

1 Introduction

1.1 The Project

- 1.1.1 The A737 trunk road, shown in Figure 1.1, forms a strategic link from the M8 motorway, at Paisley, to Ayrshire. Significant traffic congestion occurs at peak times on this route between Johnstone and Kilwinning, where the A737 trunk road passes through the town centre of Dalry. Such congestion could lead to eventual operational breakdown of the road network in this area.
- 1.1.2 Transport Scotland is therefore promoting the construction of a new road to bypass Dalry – referred to as the Project or Proposed Scheme.
- 1.1.3 The Proposed Scheme comprises approximately 3.8km of wide single carriageway to the east of Dalry, leaving the existing A737 to the north of Highfield and merging back with the A737 at Hillend to the south of the Dalry. It crosses the River Garnock and the Glasgow to Ayr railway line; and passes below Blair Road in the central section of the alignment. The Scheme is further described in Chapter 4.
- 1.1.4 The design of Proposed Scheme is currently being developed and the Scheme assessed in accordance with guidance provided in the Design Manual for Roads and Bridges (DMRB), this includes engineering and environmental assessment.

1.2 Environmental Impact Assessment

- 1.2.1 Volume 11 of the DMRB sets out guidance for the environmental assessment of road projects providing advice that reflects both legislative and best practice requirements. Three levels of assessment are defined: Scoping; Simple Assessment; and Detailed Assessment and are applied as relevant depending on the stage of project planning – route corridor assessment, route alignment option assessment or preferred scheme assessment.
- 1.2.2 A DMRB assessment of potential alignment options has already been undertaken for the Dalry Bypass and from that process a preferred option identified - the Proposed Scheme.
- 1.2.3 The formal requirement for an EIA in Trunk Road projects is set out in the Roads (Scotland) Act 1984 (c.54, Sections 20A and 55A). Sections 20A and 55A were substituted by Part III of The Environmental Impact Assessment (Scotland) Regulations 1999 (S.S.S.I. 1999/1), and amended by Part III of The Environmental Impact Assessment (Scotland) Amendment Regulations 2006 (S.S.I. 2006/614)) and in Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment. Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EC as amended.
- 1.2.4 The EIA Regulations require that an ES is prepared for specific types of development before they can be given development consent. The proposed scheme falls within a development type listed in Schedule 2 to the regulations which means that a mandatory EIA and preparation of an ES may be required. A Screening exercise was undertaken, in accordance with DMRB, to determine whether this would be required.

- 1.2.5 The proposed scheme has an affected area exceeding one hectare and comprises a new road crossing a major river. The need for a mandatory EIA and preparation of an ES was confirmed by Transport Scotland in their screening opinion as notified in a Record of Determination.

1.3 Content of the Environmental Statement

- 1.3.1 Regulation 4(1) of the EIA Regulations stipulates requirements relating to the information to be included in an ES. Schedule 4 of the EIA Regulations details the requirements under Parts I and II.
- 1.3.2 Regulation 4(1) indicates that an ES must include information referred to in Part II and such of the information referred to in Part I of Schedule 4 as is reasonably required to assess the environmental effects of the development and which, having regard in particular to current knowledge and methods of assessment, the applicant can reasonably be required to compile, taking into account the terms of any scoping opinion given. The ES has been prepared in accordance with Parts I and II.
- 1.3.3 The information required along with an indication of the chapter in which the relevant information can be found in this ES, is provided below:
- a description of the development comprising information on the site, design and size of the development (Chapter 4).
 - a description of the measures envisaged in order to avoid, reduce and, if possible, remedy any significant adverse effects (Chapters 7 - 18).
 - the data required to identify and assess the main effects which the development is likely to have on the environment (Chapters 7 - 17).
 - the main alternatives studied by the applicant and the main reasons for his choice, taking into account the environmental effects (Chapter 3).
 - a non-technical summary of the information provided under the four bullets above.

1.4 Structure of the Environmental Statement

- 1.4.1 This Environmental Statement (ES) is divided into two volumes as follows:
- Volume One - the main statement and associated figures; and
 - Volume Two – appendices associated with the text provided in Volume One and containing additional technical information to support the ES.
- 1.4.2 The ES text contained in Volume One is presented in 19 chapters as follows:
- Chapter 1 provides an introduction to the proposed scheme and to the ES.
 - Chapter 2 summarises the need for the scheme.
 - Chapter 3 provides a review of the scheme alternatives that were considered.
 - Chapter 4 comprises a scheme description.
 - Chapter 5 contains a summary of the general approach and methods used for the various detailed assessments reported in Chapters 7-17.

- Chapter 6 provides the results of the consultation exercise undertaken with key statutory and non-statutory consultees.
- Chapters 7 through to 17 report the findings of the studies and assessments which have been undertaken for the scheme. Where appropriate, mitigation measures are described. To aid the understanding and relationship between the various technical assessments, these chapters are presented in a standardised format which is described in Chapter 5.
- Chapter 18 presents a summary of the environmental design and mitigation measures which the predicted impacts and their likely effects described in Chapters 7-17 have been based on. These would form part of the detailed design, construction and future operation of the scheme.
- Chapter 19 provides a list of references used during preparation of the ES.

1.4.3 The figures contained within Volume Two are generally numbered in accordance with the chapters within Volume One, whereas the Appendices are numbered sequentially and do not relate to the chapter headings.

1.4.4 A Non-Technical Summary is bound into the front of Volume One and is also available as a separate document.

1.5 Environmental Statement Review and Comments

1.5.1 Any person wishing to comment on the Environmental Statement should write to:

Director of Major Transport Infrastructure Projects
Design Team 1
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

1.5.2 Written responses are invited within six weeks of the advertised date of publication of the Environmental Statement.

1.5.3 Printed copies of the Environmental Statement may be obtained from the above address at a charge of £150. A CD is available for £10.

1.5.4 The Environmental Statement is also available for public viewing at the above address during normal office hours and also on the Transport Scotland website at www.transportscotland.gov.uk

1.5.5 Copies of the Non-Technical Summary of the Environmental Statement are available free of charge.