




An agency of  SCOTTISH EXECUTIVE

# A77 Symington and Bogend Toll Environmental Impact Assessment Environmental Statement Addendum Non-Technical Summary



September 2008



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## INTRODUCTION

Scott Wilson was commissioned by Transport Scotland to prepare an Environmental Statement (ES) in accordance with the Environmental Impact Assessment (Scotland) Regulations 1999. This was published in January 2007 and is referred to as the A77 Symington and Bogend Toll Environmental Statement, January 2007 (ES).

Following ongoing consultation after publication of the ES, the Scheme has been refined and improved. In addition, the further development of the drainage design has led to further environmental studies. As a result, an ES Addendum has been prepared as an update on the original ES as published in January 2007.

This document is the Non-Technical Summary of the Addendum and should be read in conjunction with the original ES and Non-Technical Summary as the Addendum only addresses the changes to the original Scheme.

## NEED FOR THE SCHEME

The main objective of the Scheme is to reduce the number and severity of accidents within the study area. It is apparent from the accident statistics that a substantial reduction could be achieved by closing the central reserve openings, providing grade separated junctions at selected locations and closing many of the remaining junctions and accesses on to the A77 to remove opportunities for conflicting vehicle movements.

## BACKGROUND

To date, the Scheme has been through an initial Scottish Transport Appraisal Guidance (STAG) Part 1 Appraisal process to examine outline improvement strategies, a Design Manual for Roads and Bridges (DMRB) Stage 2 Scheme Options Assessment and subsequent Value Review and Scheme Review to identify a Preferred Scheme.

The Scheme has been developed in accordance with Transport Scotland's appraisal criteria for the assessment of trunk road schemes, namely to take account of integration, economy, safety, environmental impact and accessibility.

### *STAG Part 1 Appraisal*

South Ayrshire Council and their predecessors, Clyde Local Authority Consortium and Strathclyde Regional Council, had previously undertaken a significant amount of assessment work on this section of the A77. These studies and other concepts were examined against the Scheme Objectives in order to recommend those worthy to be taken forward to the Stage 2 Assessment.

The Appraisal found that two strategies – Discrete Grade Separation and Linked Grade Separation – could achieve the Scheme objectives and it was recommended that these be taken forward for more detailed investigation and assessment.

### *DMRB Stage 2 Scheme Assessment*

Two Scheme Options were developed for the Discrete Grade Separation and the Linked Grade Separation strategies, to a sufficient level of design for assessment purposes to allow comparison to be made between the two strategies, so a preferred Scheme could be identified.

The Options and the methodology and findings of the Stage 2 Assessment are described in full in the Scheme Options Assessment Report, May 2006.

The Stage 2 Assessment concluded that Option 1 – Discrete Grade Separation was preferred overall in terms of engineering, operational, traffic, economic and environmental issues, providing the best value for money while addressing all the Scheme Objectives.

### **PROPOSED SCHEME**

The Scheme remains essentially as described in the original ES: the closure of all central reserve openings, the conversion of existing at-grade junctions at Symington South and Bogend Toll into grade separated junctions by the provision of overbridges and rationalisation of nearby at-grade junctions and accesses by the provision of new side roads or accesses.

The existing A77 dual carriageway will be retained in its existing cross section and alignment.

### **SCHEME CHANGES**

Following ongoing consultation after publication of the ES, the Scheme has been refined and improved. As a result, since publication of the original ES, the changes described below have been incorporated in the Scheme. The majority of the changes are minor in nature, however all have been reviewed with regard to each individual chapter of the ES in order to identify whether the changes raise any new issues or have any impacts that require to be looked at in more detail and/or mitigation procedures incorporated.

The changes to the original Scheme are identified below:

*Hansel Village* – There are two existing entrances to the village from the A77. The south entrance, which is currently the main entrance, will be closed to vehicles, while the lesser northern entrance will be improved. In addition, a new link will be built within the Village to enable access across to the residential properties in the southern part of the site. In conjunction with the closure of the main entrance, the existing bus lay-by to the south will be relocated to the position of the entrance to improve pedestrian access.

#### *Improvements to merge and diverge layouts:*

- Brocket Access – Improve merge by slightly widening the entrance to improve access arrangements.
- Hillhouse Access – Improve merge by slightly widening the entrance to improve access arrangements.

- Rosemount Access – Improve merge and diverge by slightly widening the entrance to improve the main gate access arrangements.
- Underwood Junction – Improve merge by slightly widening the junction to improve merging manoeuvres.
- Low Wexford Access – Improve merge and diverge by widening the entrance to improve access arrangements.
- Helentongate Junction – improve merge by slightly widening the junction to improve merging manoeuvres.

*Langlands Access – Close access & new access track* – The existing Langlands access will be closed with a new private access into the property being built from the C138 Langlands - Underhills road.

*Fairfield Access – Close access & new access track* – The existing Fairfields access will be closed with a new private access into the property being built from the B730 Dreghorn - Tarbolton - Patna road.

*Hillhouse, Rosemount, Muirend and Whitelees – new bus lay-bys* – New bus lay-bys have been incorporated, northbound and southbound, and are identified on the updated Scheme design drawings.

*Brocket to Hansel – new footway* – The addition of a footway along the southbound verge of the A77 to improve accessibility to public transport facilities.

*Low Wexford and Underwood – lay-bys closure* – Closure of existing lay-bys south of Low Wexford and south of Underwood.

*Templands Access* – Closure of A77 direct access and new access from existing Symington Road South.

*Stockbridge* – New footway at Stockbridge to improve pedestrian links and access to public transport.

In addition, the drainage proposals have been developed as the Scheme has progressed and these have been incorporated into the overall design.

## ADDITIONAL ASSESSMENT

### Air Quality

No change required from the previously published Environmental Statement of January 2007.

### Cultural Heritage

No change required from the previously published Environmental Statement of January 2007.

### Disruption Due to Construction

No change required from the previously published Environmental Statement of January 2007.

### Ecology and Nature Conservation

No change required from the previously published Environmental Statement of January 2007.

### Landscape and Visual Effects

The amendments in this Addendum to the landscape and visual effects assessment relate to the expansion of the methodology used for the assessment, and changes to the likely significance of effects as a result of development to the drainage design and design changes since the original ES was published in January 2007. In particular, ES Table 7.3 - Visual Baseline and Visual Effects has been completely revised, and Figure 7.3 – Viewpoint Locations has been updated. A revised version of Chapter 7 – Landscape and Visual Effects is reported in Appendix B of the full ES Addendum.

### Land Use

There is a minor amount of additional landtake where the accesses slightly widen on the adjacent agricultural land, but this is very minor in nature. The only change required is the figure of agricultural landtake, which is increased from 8ha to 8.3ha.

## Noise and Vibration

The Addendum affects the following aspects:

1. Correction within the methodology and throughout the text to confirm that the average household size used in the assessment was 2.4. Rather than 2.36 as reported in the Environmental Statement as published.
2. Correction of the results of the assessment of the significance of the traffic noise impact (Tables 9.17, 9.21 and 9.22). No change in the predicted traffic noise levels has occurred.
3. Correction of the assessment of the likelihood of properties qualifying for additional insulation works under the Noise Insulation (Scotland) Regulations 1975.
4. Changes in the internal layout and access/exit arrangements have been made at Hansel Village since the completion of the ES, based on the results of the consultation process. The volume of the traffic affected is considered very low, therefore the noise levels at residential properties within Hansel Village is likely to be negligible. No changes are required to original ES in this regard.

## Pedestrians, Cyclists and Equestrians and Community Effects

The original text is still relevant, however Tables 10.5 and 10.6 have been updated to replace those in the original Environmental Statement. There are no significant changes from the original ES.

### Vehicle Travellers

No change required from the previously published Environmental Statement of January 2007.

### Water Resources

As a result of further development of the drainage design, the ES chapter has been updated. A brief summary of the updated predicted residual effects from the proposals is provided below.

Surface Water Quality – during construction, a number of control measures will be required when working around watercourses to reduce the potential for significant quantities of sediment or other typical construction pollutants being discharged. These measures are considered to be current best practice within the industry and when implemented with good site management, no significant adverse effects are predicted. During operation, road runoff will be collected and conveyed to a number of watercourses. Initial treatment to this runoff will be provided, including the provision of oil/fuel interceptors on all outfalls and attenuation ponds at Symington and Bogend Toll junctions. Based on the inclusion of these treatment measures, there is not predicted to be any significant adverse effects on the existing water quality of the surrounding watercourses.

Flooding – there will be no construction works within identified watercourses or within identified flood zones. All discharges of road runoff from the new sections will be attenuated.

It is considered that the Scheme will have no significant adverse effect on flood risk.

Geomorphology and Hydrology – there will be no permanent works within identified watercourses. The surface water runoff from the proposed road will be discharged to a number of outfalls into watercourses along the length of the Scheme. Attenuation will be provided within the drainage system to ensure that the rate of discharge is appropriate to the watercourse being discharged into.

Groundwater – the effects on the quality of the local groundwater from the construction and operational phases of the proposed road are predicted to be minimal, based on the use of best practice pollution prevention measures. The proposed road is not predicted to have any significant effects on local groundwater movement.

With the implementation of the primary mitigation measures detailed in the Environmental Statement Addendum, it is predicted that there will be no significant impacts on the water resources.

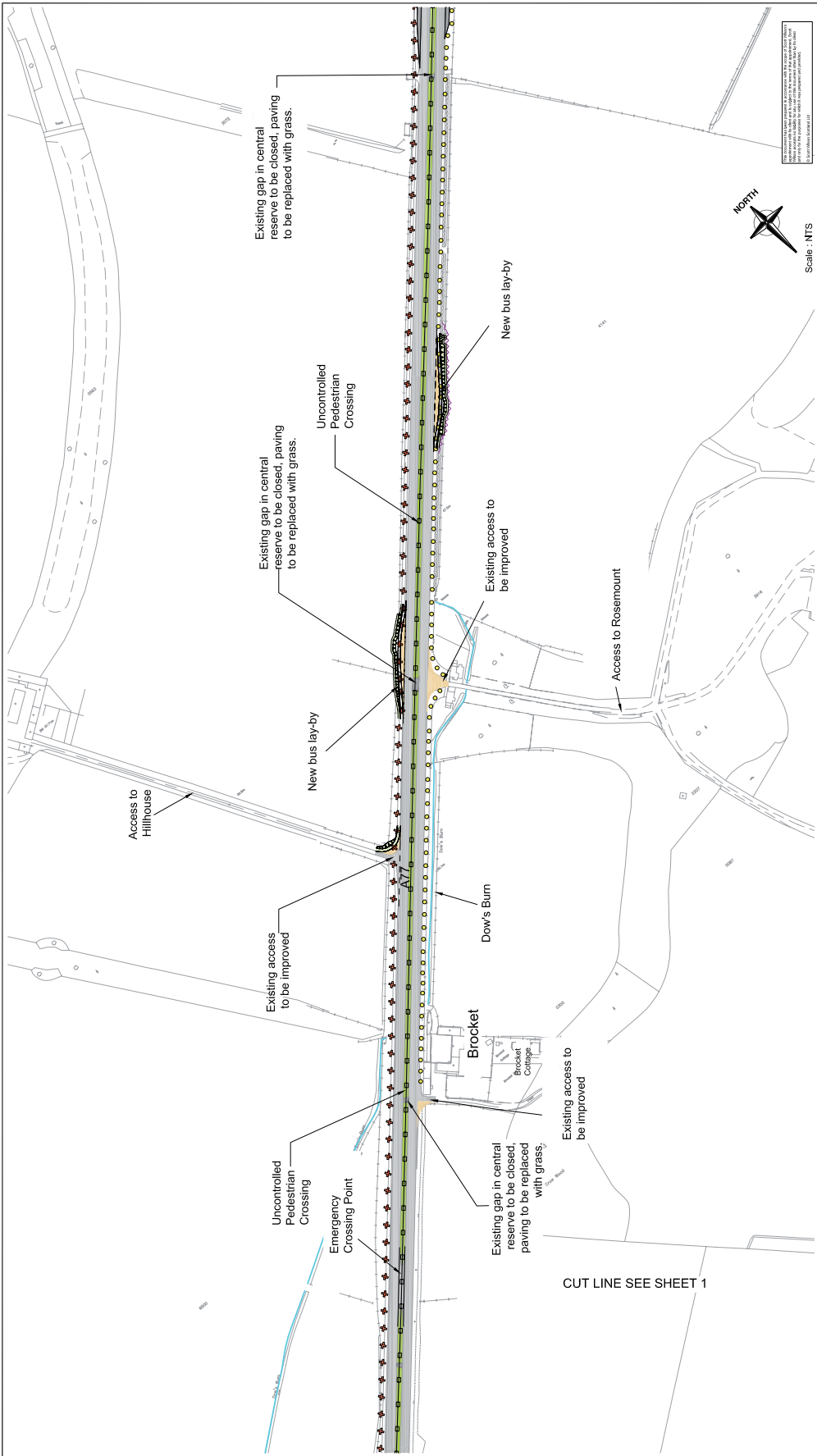
### Geology and Soils

No change required from the previously published Environmental Statement of January 2007.

### Policies and Plans

No change required from the previously published Environmental Statement of January 2007.





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A77 Symington and Bogend Toll

## FIGURE 1.1

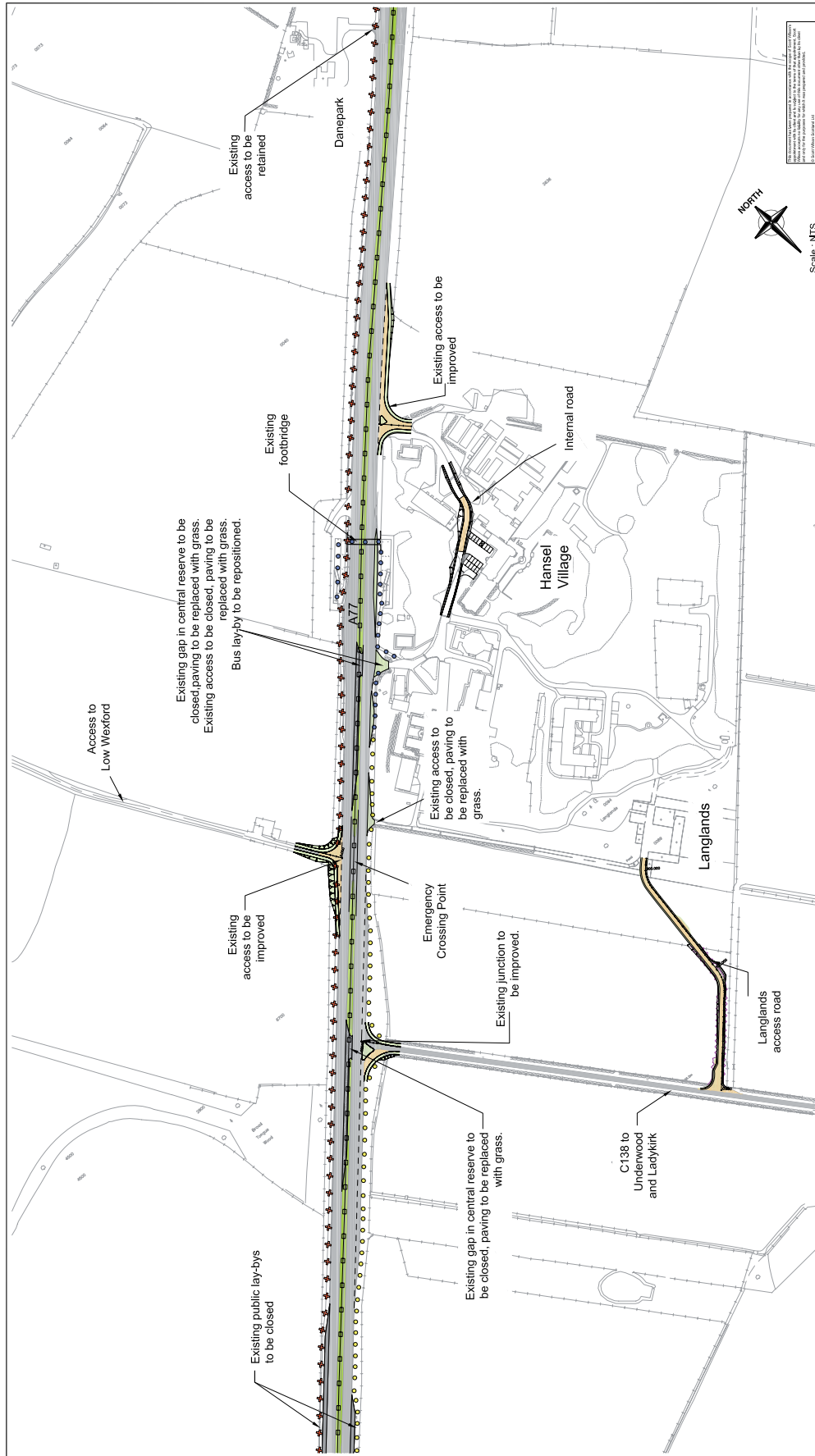
The Scheme

**NOTES:**

1. New trees, shrubs and groundcover to be native species of local Provenance.

<b>LEGEND</b>	<div style="display: flex; align-items: center;">  New Trees         </div> <div style="display: flex; align-items: center;">  Existing Trees         </div> <div style="display: flex; align-items: center;">  Proposed hedge         </div> <div style="display: flex; align-items: center;">  Existing Water body         </div>	<div style="display: flex; align-items: center;">  Existing grass central reservation         </div> <div style="display: flex; align-items: center;">  New grass         </div> <div style="display: flex; align-items: center;">  New wildflower grass mix         </div> <div style="display: flex; align-items: center;">  New embankment planting (shrubs and groundcover)         </div>	<div style="display: flex; align-items: center;">  Existing Road         </div> <div style="display: flex; align-items: center;">  New Roads         </div> <div style="display: flex; align-items: center;">  Existing Safety Fence along Route         </div> <div style="display: flex; align-items: center;">  Proposed attenuation Ponds         </div>	<div style="display: flex; align-items: center;">  New Bridge         </div> <div style="display: flex; align-items: center;">  Existing Footway         </div> <div style="display: flex; align-items: center;">  Proposed Footway         </div> <div style="display: flex; align-items: center;">  Existing Shared use Footway/Cycleway         </div> <div style="display: flex; align-items: center;">  Proposed Shared use Footway/Cycleway         </div>
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**NOTES:**

1. New trees, shrubs and groundcover to be native species of local Provenance.

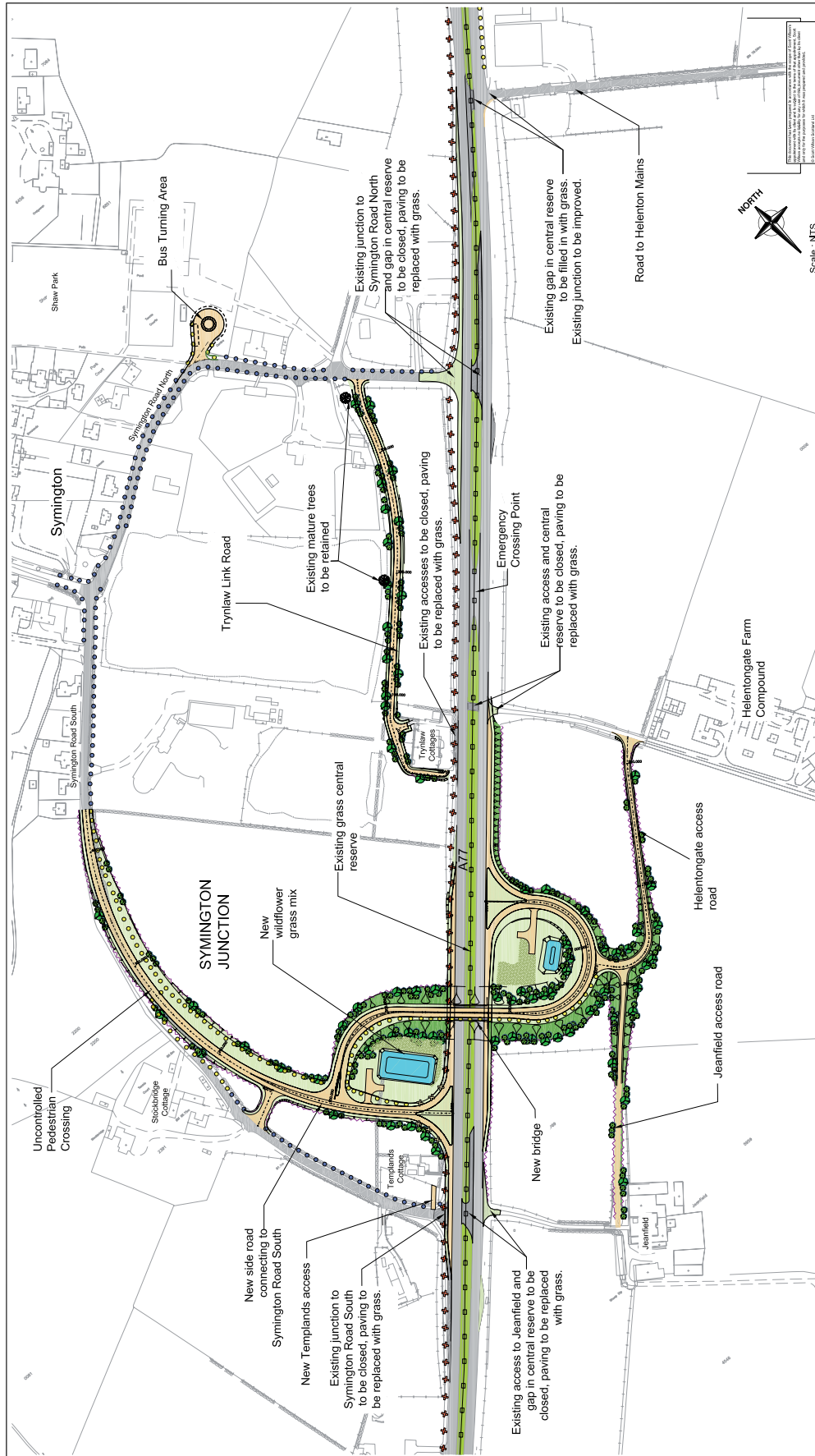
**FIGURE 1.2**  
The Scheme

**A77 Symington and Bogend Toll**

**Sept 08**

**LEGEND**

New Trees	Existing grass central reservation	New Bridge
Existing Trees	New grass	Existing Footway
Proposed hedge	New wildflower grass mix	Proposed Footway
Existing Water body	New embankment planting (shrubs and groundcover)	Existing Shared use Footway/Cycleway
	Existing Road	Proposed Shared use Footway/Cycleway
	New Roads	Proposed Footway
	Existing Safety Fence along Route	Proposed Footway
	Proposed attenuation	Proposed Shared use Footway/Cycleway
	Ponds	Proposed Shared use Footway/Cycleway



Sept 08

A77 Symington and Bogend Toll

FIGURE 1.3  
The Scheme

**NOTES:**

1. New trees, shrubs and groundcover to be native species of local Provenance.

**LEGEND**

New Trees	Existing grass central reservation	Existing Road	New Bridge
Existing Trees	New grass	New Roads	Existing Footway
Proposed hedge	New wildflower grass mix	Existing Safety Fence along Route	Proposed Footway
Existing Water body	New embankment planting (shrubs and groundcover)	Proposed attenuation	Existing Shared use Footway/Cycleway
		Ponds	Proposed Shared use Footway/Cycleway



## WHAT HAPPENS NEXT

Depending on the nature and number of objections received, a Public Local Inquiry into the draft Statutory Orders may be held, together with the hearing of any opinions that may be expressed by members of the public on the Environmental Statement. If a Public Local Inquiry is held, then everyone who has supported, objected to, or made other representations about the draft Statutory Orders and the Environmental Statement will be informed as to the date and venue. Notices confirming the date and venue will appear in the local press at least six weeks prior to any Inquiry commencing.

## FURTHER INFORMATION

Copies of the draft Statutory Orders, Environmental Statement and the Environmental Statement Addendum will be available for inspection, during normal business hours, free of charge at the following locations:

### **Transport Scotland**

Buchanan House  
58 Port Dundas Road  
GLASGOW  
G4 0HF

### **South Ayrshire Council**

County Buildings  
Wellington Square  
AYR  
KA7 1DR

### **Symington Library**

Brewlands Road  
Symington  
KA1 5QZ

Copies of the Environmental Statement Addendum including the Non-Technical Summary can also be purchased from Transport Scotland, Buchanan House, 58 Port Dundas

Road, Glasgow, G4 0HF, in paper or electronic format (CD-Rom) at a cost of £125 (paper) and £15 (CD).

## YOUR VIEWS

If you wish to support, comment on or object to the draft Statutory Orders or comment on the Environmental Statement Addendum, you should write, no later than 14 November 2008 to Transport Scotland at the address below:

**The Chief Road Engineer  
Transport Scotland  
Buchanan House  
58 Port Dundas Road  
GLASGOW  
G4 0HF**