



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A77 South of Ballantrae**

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## Project Details

### Description

The works are required to maintain the safety and integrity of a stretch of the A77 carriageway south of Ballantrae, South Ayrshire. On inspection of the carriageway, stretches show unsuitable condition with some fretting and cracking whilst other stretches show fretting, cracking, rutting, crazing, potholes, and localised edge deterioration. Patching was also identified in places indicating previous defects or public utilities.

Construction work will involve the milling and replacement of the defective surface course over an approximate 1.4km stretch of the A77 carriageway including the associated disposal of planed material.

The treatment will involve an inlay treatment of TS2010 10m aggregate (site class 1, site class 3), AC20 binder and AC32 base. Road markings will also be reapplied as necessary. The approximate total works area for this scheme is 12,500m<sup>2</sup> (1.25ha).

The proposed construction activities are likely to involve the following:

- Installation of Traffic Management (TM);
- Milling of carriageway to agreed depths (100mm, 160mm and 180mm);
- Crack and seat method on hydraulically bound materials;
- Resurfacing of carriageway to the existing road levels using TS2010 10mm aggregate (site class 1, site class 3), AC20 binder, AC32 base and AC20 EME2 base/binder);
- Reinstatement of road markings, linings and studs; and,
- Removal of TM.

The proposed construction is programmed to be completed within the 2024/2025 financial year (April 2024 to March 2025). Traffic Management (TM) for the scheme is set to be a combination of overnight/weekend road closures and overnight convoy.

### Location

The scheme is located in a rural section of the A77 single carriageway near the village of Ballantrae, approximately 17km south of Girvan, South Ayrshire. The works have the following National Grid References:

- Scheme start: NX 09195 81124

- Scheme end: NX 08938 8199

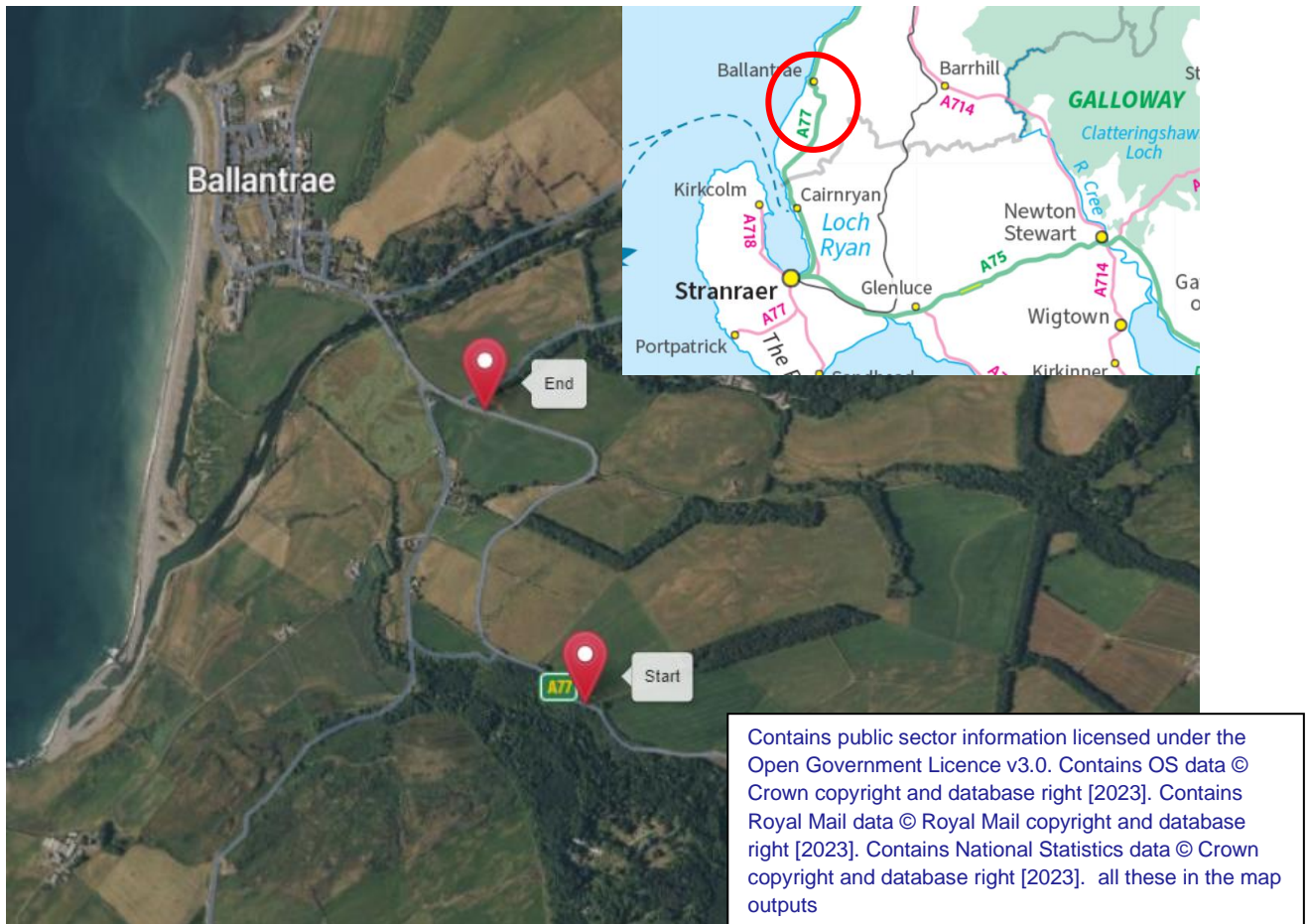


Figure 1: Site Location

## Description of local environment

### Air quality

The scheme is located along a rural area south of Ballantrae. The scheme is surrounded by arable farmland, woodland areas and residential properties. There are several residential properties located within 200m of the scheme extents, the closest being approximately 128m west. No non-residential air quality receptors are present within 200m of the scheme.

Baseline air quality is mainly influenced by vehicles travelling along the A77 carriageway.

South Ayrshire Council has not declared any [Air Quality Management Areas \(AQMAs\)](#).

In 2022, this section of carriageway ([manual count point 752](#)) had an Annual Average Daily Flow (AADF) of 3,206 vehicles, with 684 of these being Heavy Goods Vehicles (HGVs).

There are no registered sites on the [Scottish Pollutant Release Inventory \(SPRI\)](#) sites within 1km to the scheme extents.

### Cultural heritage

A desktop study using the [Pastmap](#) has been undertaken. The following designated assets have been identified within 300m of the scheme:

- Garleffin Standing Stones and Mesolithic Settlement Scheduled Monument (Ref: SM5379) (approx. 170m west); and
- Glenapp Garden and Designed Landscape (Ref: GDL00192) (adjacent to the southwest of the scheme extents)

No listed buildings, conservation areas, world heritage sites or battlefields have been identified within 300m.

The following non-designated assets have been identified within 200m of the scheme:

- Stranraer, Ballantrae Military Road Historic Environment Record (HER), (Ref: 42151) (within scheme extents);
- Ballantrae Cairn HER (Ref: 11250) (approx. 10m north); and

- Archaeological Evaluation: Garleffin Housing Development, Ballantrae, South Ayrshire HER (Ref: 3446) (approx. 175m southwest).

As works are like-for-like resurfacing repairs, there will be no significant impacts to cultural heritage assets and therefore has been scoped out for further assessment.

## Landscape and visual effects

The scheme is located along a rural area south of Ballantrae, surrounded by agricultural fields. The views from the road are made up of large areas of farmland either side of the carriageway with slopes either side which have trees and shrubs providing screening.

The [HLA Map](#) has highlighted the surrounding landscape to be rural, and comprises of rectilinear field boundaries, associated farm steadings and other buildings which are typical of agricultural improvements since the 1700s.

A desktop study using [NatureScot](#) Sitelink and [PastMap](#) online interactive map has highlighted the Glenapp Garden and Designed Landscape (Ref: GDL00192) adjacent to the south of the scheme extents. The area is formal landscaping, creating gardens, parklands and woods around 17<sup>th</sup> - 20<sup>th</sup> century castles and country houses. Elements include formal avenues, plantations, water features and walled gardens.

The scheme is within the [Pastoral Valleys Landscape Character Type \(LCT\)](#) which occurs in three places in Ayrshire, focused in the north and south and has characteristics including narrow, intimate medium to small scale valleys with steep slopes and relatively flat bottoms cut into the foothills and moorlands of the Ayrshire uplands.

[Scotland's Environment Map](#) notes that there are four areas of [ancient woodland](#) located within close proximity of the scheme extents. These include:

- Auchencrosh Wood Ancient Woodland (approx. 50m south);
- Garleffin Wood (approx. 10m east); and
- two woodlands (approx. 50m north and approx. 120m northeast) that do not appear to have a site name according to the inventory.

Works will be like for like in nature, restricted to the existing carriageway boundary, and will not have any permanent visual change. 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 along a stretch of the A77 carriageway south of Ballantrae, South Ayrshire within a rural setting. The surrounding area is made up of agricultural land.

A desktop study using [NatureScot Sitelink](#) online interactive map has highlighted the following designated sites located within 2km of the scheme extents:

- Glen App and Galloway: Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI) (approx. 1.8km south of the scheme).
- Ballantrae Shingle Beach SSSI (approx. 500m to the west).

[Scotland's Environment Map](#) notes that there are four areas of [ancient woodland](#) located within close proximity of the scheme extents. These include Auchencrosh Wood Ancient Woodland (approx. 50m south), Garleffin Wood (approx. 10m east) and two woodlands (approx. 50m north and approx. 120m north-east) that do not appear to have a site name according to the inventory.

[The National Biodiversity Network \(NBN\) Atlas](#) notes the following Invasive Non-Native Species (INNS) have been identified within 1km of the scheme:

- Japanese knotweed (*Fallopia japonica*);
- Himalayan balsam (*Impatiens glandulifera*); and
- Rhododendron (*Rhododendron ponticum*).

The Asset Management Performance System (AMPS) also notes that there is Rosebay willowherb (*Chamaenerion angustifolium*), Broad leafed dock (*Rumex obtusifolius*) and Common ragwort (*Jacobaea vulgaris*) within the grass verge of the scheme extents.

Amey's Environmental Database has identified Rhododendron within the scheme extents.

## Geology and soils

[The National Soil Map of Scotland](#) shows the soil type of the area in and around the scheme to be brown soils.

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

- Bedrock Geology: Downan Point Lava Formation. formed between 465.5 and 449 million years ago during the Ordovician period.
- Superficial Deposits: Devensian-Diamicton till Deposits. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the present during the Quaternary period.

[SiteLink](#) notes there are no Geological Conservation Review Sites (GCRS) or Sites of Special Scientific interest (SSSIs) within 200m of the scheme.

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

Table 1: Key materials required for activities

Key Materials Required for Activities		
Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> <li>• Road surfacing (aggregate and binder)</li> <li>• Bitumen</li> <li>• Road paint and studs</li> <li>• Lubricant</li> <li>• Vehicle fuel</li> <li>• Oil</li> </ul>	<p>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.</p> <p>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 range of sustainable aggregate sources.</p>



Table 2: Key waste arising from construction activities.

Key Waste Required for Activities		
Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> <li>• Road Planings</li> <li>• Tar bound materials</li> </ul>	<p>Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document '<a href="#">Guidance on the Production of Fully Recoverable Asphalt Road Planings</a>'.</p> <p>The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.</p> <p>Tar bound materials are considered to be special waste.</p>

Due to the total value of the scheme being over £350,000, a Site Waste Management Plan (SWMP) is required.

## Noise and vibration

The scheme is located along a rural area south of Ballantrae, surrounded by agricultural fields. The scheme is surrounded by arable farmland, woodland areas and residential properties. There are several residential properties located within 300m of the scheme extents, the closest being approximately 128m west.

No natural or man-made screening is present between these properties and the carriageway.

In 2022, this section of carriageway ([manual count point 752](#)) had an AADF of 3,206 vehicles, with 684 of these being Heavy Goods Vehicles (HGVs). Sources of noise in the area are primarily from the road and traffic.

There is no noise data on [Scotland's Noise Map](#) for the A77 South of Ballantrae where works are being undertaken. However, A77 at Girvan shows noise levels ranging between 65=>x<75dB during daytime hours and 55=>x<65dB during night-time hours. It can be assumed that hours on A77 South of Ballantrae will be similar to those on the A77 at Girvan.

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

## Population and human health

Various dirt and paved access roads and tracks are located within the scheme extents. However, all of which do not directly lead to individual properties and instead all residential properties can still be accessed via alternative routes.

This section of the A77 carriageway is not lit by street lighting.

Three [Core Paths](#) are located near to the scheme extents, one of which is within the scheme extents (SA65). The other two are located approximately 100m south of the scheme extents (SA66), approximately 200m west of the scheme extents (SA2).

There are no [National Cycling Network Routes](#) within 300m of the scheme. There are no [British Horse Society \(BHS\)](#) horse-riding paths within 300m of the scheme.

## Road drainage and the water environment

A desktop study using the [SEPA Water Classification Map](#) has identified the Stinchar Estuary (ID: 200512) is approximately 450m northwest of the scheme at its closest point. This has been given an overall status of 'Good' condition by SEPA. The [SEPA Flood Map](#) notes it also has a high-risk of river flooding; high-risk refers to a 10% chance of flooding every year. Kilphin Burn is approximately 370m west and also has a high-risk of river flooding.

[SEPA Flood Map](#) has not highlighted any areas within the scheme extents as being at risk of surface water flooding.

The [SEPA Water Classification Map](#) notes the groundwater conditions in the South Ayrshire Hills (ID: 150660) is considered to be in good condition.

Drainage on the carriageway is via gullies which run either side of the road.

The scheme is not located within a [Nitrate Vulnerable Zone](#) as defined by the Scottish Government.

## Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act included a target of reducing CO<sub>2</sub> emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland)

Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot](#) ([www.gov.scot](http://www.gov.scot))). By 2040, the Scottish Government is committed to reducing 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 and this commitment is being enacted through the Mission Zero for Transport ([Mission Zero for transport | Transport Scotland](#)). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland 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

- Onsite construction activities carry the potential to generate emissions, particulate matter and dust that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.
- The impacts identified will be temporary for the duration of the works only and therefore no significant change is predicted on air quality.
- Post construction there will be no change to traffic volume, speed or road alignment.

#### Mitigation

The following best practice as outlined in the [Guidance on the assessment of dust from demolition and construction](#) (2024) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- 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 arisings.
- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

The residual significance of effects is considered not significant and does not warrant any further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

## Biodiversity

### Impacts

- There is potential for protected species to be active within the local surrounding area and for the works to result in disturbance.
- Due to the distance, like-for-like nature of the works and adoption of best practice mitigation and pollution prevention measures, no impacts to the nearby designated areas are foreseen.
- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species.
- INNS have the potential to be present onsite and therefore may impact the works by being spread.

### Mitigation

- All temporary lighting will be directional and pointed away from sensitive ecological receptors to minimise disturbance to nocturnal species.
- All site operatives will be made aware of and briefed on the appropriate designated sites and the associated risks involved regarding the scheme and the surrounding habitats.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the carriageway boundary.
- Vehicles or machinery will not be parked or left to rest on any of the soft verges.
- In the event of observing a protected species on the live working site, all works will temporarily stop until the animal has moved on. The site control room will be contacted for environmental record.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to deter any potential noise sensitive species present in the area. This technique will act as a deterrent to the recipients and allows for any potential damage to the recipients to be mitigated as incremental increases in noise levels are made.
- Additional noise mitigation measures as outlined in the Noise and Vibration section below will be adhered to during the works.

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on local biodiversity is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

## 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 method of “Crack and Seat” will reduce the volume of waste going to landfill due to the pavement surface being recycled in-situ.
- The works may result in contribution to resource depletion through use of virgin materials required for the surface course.
- The use of the “Crack and Seat” method will reduce energy derived from fossil fuels, a non-renewable source as there will be limited transportation and recovery of materials/waste required.
- Tar bound materials were identified during the investigation coring.

### 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.
- 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.
- The Contractor will comply with all ‘Duty of Care’ requirements, ensuring that any surplus materials or waste are stored, transported, treated, used, and disposed of safely without any detrimental human health issues or harming the environment.
- The Contractor will ensure waste transfer notes and/or waste exemption certificates (if required) will also be completed and retained.
- All special waste, such as tar bound materials, must be transport by suitable licenced contractor and must be accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN must be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.

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 is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby residential properties will benefit from improved road surfacing as a result of the scheme.
- Works taking place during night-time hours could cause localised, short-term disturbance for residential properties in close proximity. It is also anticipated that noise heavy works could cause day-time disturbance.
- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.

### Mitigation

- The Amey Sustainability Solutions team will contact South Ayrshire Council's Environmental Health Team prior to the commencement of the works.
- Residential properties affected by the scheme and within 300m will be notified in advance of the works. Pre-notification will include details of proposed timings and duration of the works.
- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The delivery of materials to the scheme extents will 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 the Amey Noise and Vibration environmental briefing.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

## Population and human health

### Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- TM for the works will likely result in temporary delays and longer journey times for road users and local residents.
- There will be no impact on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- No access roads or paths will be impacted by the scheme.
- The works will improve the quality of the road and therefore will benefit road users.

### 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.
- Properties affected by the scheme will be notified in advance of the works. Pre-notification letter drop will include details of proposed timings and duration of the works.
- Construction lighting will consider the need to avoid illuminating surrounding properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.

With best practice mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant. 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 along the A77 carriageway 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.
- 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 negatively affect the distant water environment.



- Should flooding occur within the carriageway, 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 will 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 includes spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel.
- Visual pollution inspections of the working area will be conducted frequently, 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.
- All site operatives will be briefed on the [Guidance for Pollution Prevention \(GPP\)](#) documents (namely, GPP 1, GPP 5, PPG 6, GPP 8 and GPP 22) prior to working on site. This guidance will be adhered to on site at all times.

Providing all works operate in accordance with current best practice, as demonstrated by the Scottish Environmental Protection Agency's (SEPA's) GPPs, the residual effect on Road Drainage and the Water Environment is 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

- The carriageway resurfacing works will extend the maintenance intervals required for future works. This will also extend the service life of the trunk road.
- During the works greenhouse gas (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 being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

However, considering the nature, duration, size and scale of the scheme, and the mitigation detailed above, the proposed works will not have direct or indirect significant effect on 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 A77 road carriageway 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 Works Commissioner's Interactive Map](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

[Amey's current programme of works](#) has highlighted no works will be ongoing during the proposed timescale and location of proposed works.

[South Ayrshire Council's Planning Portal](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

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.

## 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:

An Initial Environmental Review (IER) of the scheme, undertaken by the Sustainability Solutions Team at Amey in March 2024.

## 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 12,500m<sup>2</sup> (1.25ha) area of existing carriageway. The works will significantly improve the ride quality, which will result in safer conditions for road users.
- No 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 should decrease post construction.

- The works will be temporary and localised and completed during night-time hours.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- 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.

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 does not lie within any sites of historical, cultural, archaeological or landscape designations or interests.
- 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:

- No significant residual effects are predicted. Disruption due to construction activities are not expected to be significant and will be mitigated as far as is reasonably practicable.
- Due to the like-for-like nature of the works, 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.
- 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.
- Any potential impacts of the works are expected to be temporary, short-term, not significant, and limited to the construction phase.

## 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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