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Environmental Impact Assessment Record of Determination

A76 Crosshands to Bargower Riding School

Contents

Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the A76 carriageway, between Crossroads and Crosshands in East Ayrshire covering an area of 1.5ha. The works are required as the carriageway is currently displaying various structural defects, such as fretting, rutting, cracking and patching.

Construction activities and the associated plant and machinery required are as follows:

- Implementation of Traffic Management (TM) and marking out site (TM plant);
- Removal of existing surfacing and milling to agreed depths (planer, wagon, lorries);
- Resurfacing to the existing road levels using TS2010 aggregate, AC binder, AC base (paver, roller);
- Reinstatement of road markings, linings, and studs (lorries/wagons and plant); and,
- Removal of TM.

In addition to Structural Inlays, verge works will be in included as part of the scheme. These works include replacing of filter stone, Vehicle Restraint System (VRS) upgrades and traffic sign replacements.

The proposed construction is programmed to be undertaken and completed within the 2026-2027 financial year during nighttime hours. The duration of works is still to be determined; however, construction is not expected to take longer than one week.

TM required will consist of lane closures with a diversion route put in place via the A719, B743 and the A70.

Location

The proposed resurfacing works will be undertaken along the A76 carriageway, between Crossroads and Crosshands in East Ayrshire. The scheme can be found at the following National Grid References (NGRs) (Figure 1):

- Scheme Start - NS 48580 30730
- Scheme End - NS 48109 32438

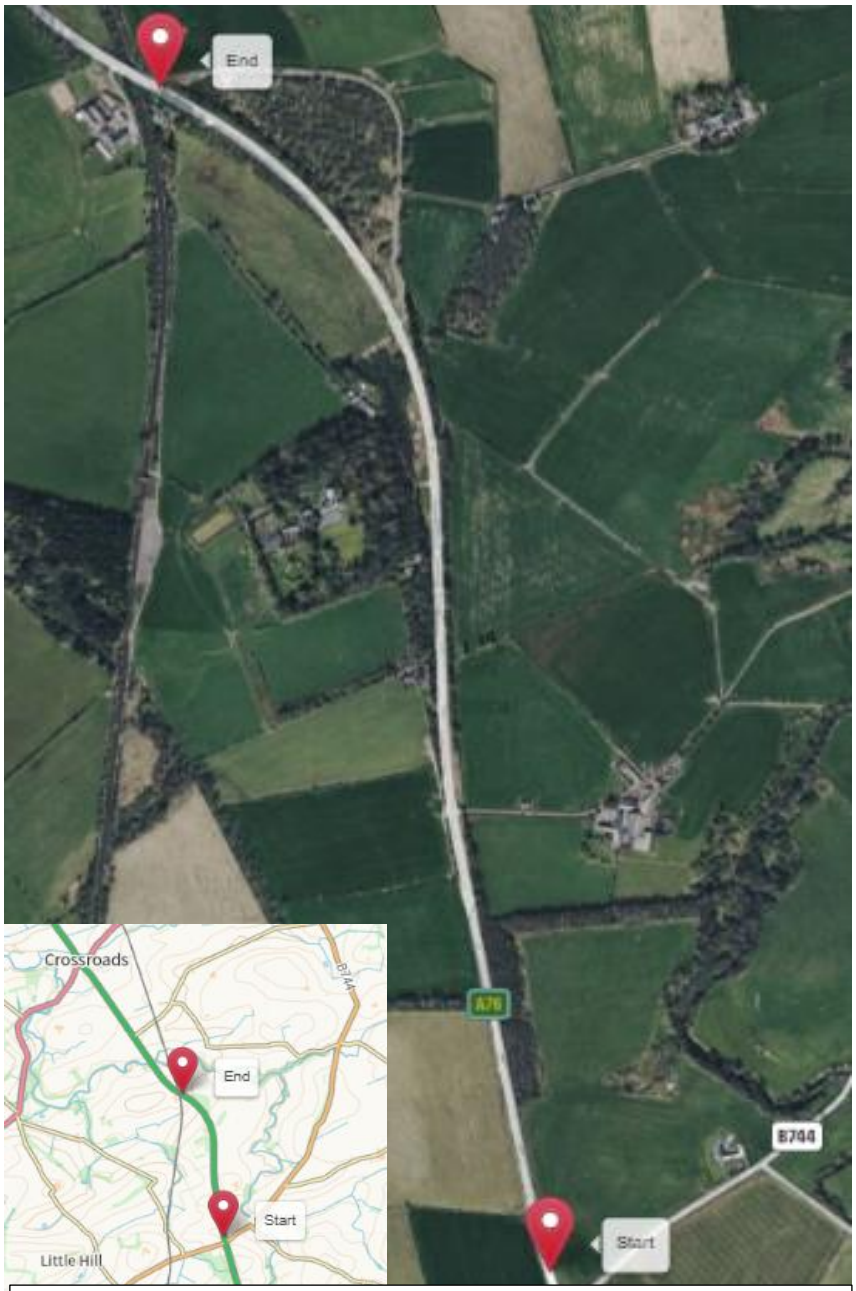

Figure 1: Scheme Location Map

Description of Local Environment

Air Quality

The immediate scheme extents are defined by vegetation and hedgerows with localised pockets of mixed woodlands. These woodland pockets are more prevalent towards the scheme 'Start'. The wider area is dominated by areas of large open space taking the form of agricultural fields to the east and west.

There are approximately 15 residential properties, including farming residences, located within 200m of the scheme extents, the closest of which is situated 27m west of the scheme extents adjacent to the A76 carriageway. There are no other sensitive air quality receptors within 200m of the works.

The primary factor affecting baseline air quality is traffic along the A76 road network combined with agricultural activities in the surrounding area. Manual count point 20751, located within the scheme extents along the A76, highlights that in 2024, the Annual Average Daily Flow (AADF) of all motor vehicles was 11,726 with 735 (6%) of these being Heavy Goods Vehicles (HGVs).

East Ayrshire Council has not declared any Air Quality Management Areas (AQMAs). There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) within 1km of the proposed works area. Furthermore, there are no Air Quality Monitoring Stations located within 200m of the works area.

Cultural Heritage

A desk-based assessment has been undertaken using Pastmap online mapping tool. The study area covered a 300m radius for designated cultural heritage assets and a 200m radius for non-designated cultural heritage assets.

There are no Conservation Areas located within 200m of the scheme extents.

Full details of designated and non-designated assets can be found in Table 1 and Table 2 below.

Table 1: Designated Cultural Heritage Assets within 300m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Rodinghead	LB14486	Listed Building – Cat B	Approx. 130m west of the scheme extents
Lodge And Gatepiers Rodinghead	LB14488	Listed Building – Cat B	Approx. 22m west of the scheme extents

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

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Rodinghead - Mauchline	12361	Historic Environment Record (HER) - Roman Road (possible)	Within the scheme extents
Bargower	170080	National Record of Historic Environment (NRHE) - Farmstead (Period Unassigned)	Approx. 65m southwest of the scheme extents
Rodinghead House	234785	NRHE - House (Period Unassigned)	Approx. 130m west of the scheme extents
Rodinghead House	83121	HER - House (Period Unassigned)	Approx. 130m west of the scheme extents
Rodinghead, Lodge	42844	NRHE - Gate Lodge (Period Unassigned)	Approx. 23m west of the scheme extents
Deaconhill	12367	HER - 'Old Road'; Plantation	Adjacent to the A76 carriageway
Crosshands, Smithy	47882	HER - Industrial; Smithy	Approx. 22m south of the scheme extents
Crosshands, Smithy	178843	NRHE - Smithy (Period Unassigned)	Approx. 31m southwest of the scheme extents

Landscape and Visual Effects

Landscape

The immediate scheme extents are defined by vegetation and hedgerows with localised pockets of mixed woodlands. These woodland pockets are more prevalent towards the scheme 'start'. The wider area is dominated by areas of large open space taking the form of agricultural fields to the east and west. A railway line runs below the A76 carriageway approximately 30m northwest of the works.

There are no distinctive cultural landscape or historical landscape features within the scheme extents.

According to Scotland's Environment Web, the following landscape designations can be found within 500m of the scheme extents:

- Carnell Gardens and Designed Landscape (ID: GDL00087) is located approximately 434m north of the scheme extents;
- Unnamed Ancient Woodland (ID: 7) is located approximately 313m north of the scheme extents;
- Rodinghead Wood Ancient Woodland (ID: 8) is located approximately 20m west of the scheme extents, and;
- Unnamed Ancient Woodland (ID: 9) is located adjacent to the scheme extents.

There are no Tree Preservation Orders (TPOs) or any National Scenic Areas (NSAs) situated within 500m of the proposed works area.

According to Scotland's Landscape Character Type (LCT) Map, the LCT within the scheme extents can be classed as '66 - Agricultural Lowlands - Ayrshire' characterised by large areas, including most of the Ayrshire Basin to the north of Kilwinning and Irvine. It comprises inland areas on the mainland between the coastal edge and higher moorland to the east.

Scotland's Historic Land Use Assessment (HLA) Map has identified that the land within the scheme extents has been previously used as 'Rectilinear Fields and Farms'. This involves the enclosure of arable land as well as the building of slate roofed farm steadings and associated buildings. Field boundaries were designed to be rectilinear wherever possible, because it improved the efficiency of agriculture, tending to reduce unworkable corners. Recent amalgamation of these fields is common. The land surrounding the scheme extents can be classed as a mixture of 'Designed Landscape' and 'Managed Woodland'.

Visual

Due to the rural setting and the effective vegetation cover provided by woodland pockets, only a limited number of residential properties will have visibility of the works. The properties affected are located approximately 75m south of the site along the B744, where both topographic and vegetative screening is absent. Bargower Farm, located approximately 60m west of the works, may have distant views of construction, however, this is not expected to be significant.

Transient visual receptors include road users (motorists, public transport users) travelling along the A76, who will experience brief and intermittent views of the scheme. Typically, the views from the carriageway are pockets of woodland, with residential properties in the wider surroundings.

There are no footpaths or core paths located within visual proximity of the works.

Biodiversity

Protected Areas

A desktop study using NatureScot's online research tool, Sitelink, has not identified any European designated sites that have connectivity or lie within 2km of the works area. This resource has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 200m of the scheme extents.

There are no TPOs located within 500m of the proposed works location.

Watercourses

Please see Road drainage and the water environment section for details.

Field Survey

As the construction activities include verge works extending beyond the carriageway boundary, a competent Amey ecologist determined that a field survey should be carried out prior to commencement of the scheme. The survey was undertaken on the 27th January 2026.

Invasive Plants

A desktop study using the NBN Atlas has not identified any target species, injurious weeds or any Invasive Non-Native Species (INNS) within 500m of the proposed works area.

Transport Scotland's Asset Management Performance System has recorded the following target species along the carriageway within the extents of the scheme:

- Common ragwort (*Jacobaea vulgaris*);
- Rosebay willowherb (*Chamerion angustifolium*), and;
- Creeping thistle (*Cirsium arvense*).

Geology and Soils

Geology

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

Britain's Geology Viewer indicates that the geology along the A76, within the scheme extents, comprises the following:

Bedrock Geology

- Ballagan Formation-Argillaceous rock, dolostone and sandstone. These sedimentary rocks are lacustrine or shallow-marine in origin. They are detrital, generally fine-grained (but can include layers of coarser material) and form beds of carbonate-rich deposits sometimes including precipitated beds of evaporites.

Superficial Deposits

- Till, Devensian-Diamicton. These sedimentary deposits are glacigenic in origin. They are detrital, created by the action of ice and meltwater, they can form a wide range of deposits and geomorphologies associated with glacial and inter-glacial periods during the Quaternary.

Soils

Scotland's Soils Map has highlighted that the component soil within the scheme extents can be identified as 'Noncalcareous gleys' which can be undulating lowlands with gentle and strong slopes.

Land Use

There are no operational landfill sites located within 1km of the scheme extents. Barr Limited landfill site is located approximately 572m south of the works, however this site was deemed not operational.

Material Assets and Waste

Materials

Materials required are detailed within Table 3 below.

Table 3: Key Materials Required for Activities

Activity	Materials Required	Sources
Construction	• TS2010 surface course; • AC20 bituminous binder; • AC32 bituminous base; • Fuel; • Road studs; • Road paint, and; • Verge work materials (e.g. filter stones, bollards etc.)	• 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. • 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. • Some material may be derived from primary resources, such as the road paint.

Resurfacing will utilise warm-mix asphalt as it requires less heat, reducing energy use, making it more environmentally friendly in comparison to hot mix asphalt.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, the binder and base courses used for resurfacing will contain a percentage of recycled material.

Wastes

Anticipated wastes from the proposed works are listed in Table 4 below.

Activity	Waste Produced	Disposal
Construction	• Asphalt planings; • Road studs; • Road paint, and; • Verge work materials (e.g. filter stones, bollards etc.)	• All waste will be disposed of following regulations of the Environmental Authorisation (Scotland) Regulations 2018 (EASR).

A Site Waste Management Plan (SWMP) will not be prepared prior to the works as the value of the scheme is not greater than £350,000.

Noise and Vibration

There are approximately 20 residential properties, including farming residences, located within 300m of the scheme extents, the closest of which is situated 27m west of the scheme extents. There are no other sensitive noise and vibration receptors within 300m.

The primary factor affecting baseline noise and vibration is traffic along the A76 road network combined with agricultural activities in the surrounding area. Manual count point 20751, located within the scheme extents along the A76, highlights that in 2024, the AADF of all motor vehicles was 11,726 with 735 (6%) of these being HGVs.

Scotland's Noise Map, shows that modelled day-time noise levels (L_{day}) in the areas surrounding the carriageway show levels of around 52-56dB and within the proposed works approximately 72-75dB. Nighttime noise level (L_{night}) in the areas surrounding the carriageway show levels of around 43-54dB and within the proposed works 60-64dB.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2024-2028).

Population and Human Health

Given the nature and scale of the proposed works, a reduced buffer distance of 300m will be applied for the assessment of Population and Human Health impacts and associated mitigation requirements.

The scheme is located in a rural section of the A76 carriageway between Crossroads and Crosshands in East Ayrshire. This corridor forms part of the transport link between towns such as Mauchline and Kilmarnock, where surrounding land use is predominantly residential and agricultural. Although community facilities, including education centres, are typically concentrated within larger urban centres, the A76 provides access to smaller settlements and associated community assets before connecting to major urban areas like Glasgow.

There are approximately 20 residential properties, including farming residences, located within 300m of the scheme extents, the closest of which is situated 27m west of the scheme extents.

There are multiple direct access and egress points along the A76 within the scheme extents. Some of these points are the only access to residential properties. There are no other key community assets within 300m of the proposed works.

There are no bus stops, footways or any Public Rights of Way (PRoW) within the scheme extents. Due to the rural setting, there are no streetlights present along the A76 carriageway within the extents of the scheme.

One layby is located adjacent to the scheme 'Start' at NGR NS 48576 30722.

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

Road Drainage and the Water Environment

Surface Water

According to SEPA's Water Classification Hub, Cessnock Water (ID: 10927) is located approximately 240m east of the scheme extents at the closest point. This watercourse eventually outflows into the Irvine Bay and has an overall moderate ecological potential as highlighted by the Water Framework Directive (WFD). Garroch Burn of The Lade, an unclassified watercourse, is located approximately 354m west of the scheme extents.

There are no ponds located within 250m of the proposed works location.

Drainage along the A76 within the scheme extents consists of gullies, filter stones and catchpits.

Flood Risk

SEPA's Flood Risk Map indicates that certain localised areas within the scheme extents are expected to face a medium to high probability (0.5–10%) of surface water flooding each year. This flooding is most prevalent within the middle section of the proposed works. Cessnock Water has an overall high (10%) chance of surface water flooding; however, this does not extend within the scheme extents.

Groundwater

Groundwater within the scheme extents consists of Ayr groundwater (ID: 150669) which has been recorded to have an overall 'Poor' quality according to the WFD in 2024.

The works do not fall within a Nitrate Vulnerable Zone (NVZ) as classified by the Scottish Government. There are no Drinking Water Protected Zones (Surface) within 500m of the works.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009, as amended by the Scottish Carbon Budgets Amendment Regulations 2025 sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for greenhouse gases including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

2026 - 2030: Average emissions to be 57% lower than baseline.

2031 - 2035: Average emissions to be 69% lower than baseline.

2036 - 2040: Average emissions to be 80% lower than baseline

2041 - 2045: Average emissions to be 94% lower than baseline.

These budgets are legally binding and will be supported by a new Climate Change Plan, which will outline the specific policies and actions required to meet the targets.

Transport Scotland remains 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, and Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey is working towards a contractual commitment to have carbon neutral depots on the South West Network Management Contract (SW NMC) network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

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, including removal of the road surface, there is the potential for an increase in dust and emissions from plant and machinery and an increase in airborne particulate matter. This is likely to cause a slight deterioration in air quality within the local area.
- Residents located along any diversion routes, may experience a temporary reduction in local air quality due to the increased volume of traffic.
- The impacts identified will be temporary for the duration of the works only and therefore no permanent change is predicted on air quality.
- Post construction, there will be no change to the traffic volume, vehicle speeds or road alignment as the works comprise of like-for-like resurfacing.

Mitigation

Mitigation measures will follow best practice from the Institute of Air Quality Management (IAQM), from the 'Guidance on the assessment of dust from demolition and construction (2024)',including:

- Site layout will be planned (including plant and vehicles) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Materials that have a potential to produce dust, such as excavated material, will be removed from site as soon as possible, unless being re-used on site;
- Drop heights from conveyors and other loading or handling equipment will be minimised;
- Vehicles entering and leaving the work area will be covered/sheeted to prevent escape of materials during transport;
- Equipment will be readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

The following additional mitigation measures will be implemented:

- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.
- Plant, vehicles and Non-Road Mobile Machinery (NRMM) will 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.

Cultural Heritage

Impacts

- There are no designated cultural heritage features within the scheme extents, and no land acquisition is required.
- All works are confined to the existing carriageway surface and immediate verges, and due to the limited nature and scale of the activities, significant vibration effects are not anticipated. Consequently, no impacts are anticipated on the listed building listed in Table 1.
- The non-designated assets listed in Table 2 are not expected to be impacted, as the works involve like-for like resurfacing and immediate verge works with a transient short construction duration. Additionally, the original construction of the A76 is likely to have removed any archaeological remains. Overall, the potential for uncovering new assets is considered low.

Mitigation

The following mitigation measures will be in place throughout the period of works:

- All plant and machinery will be stored within the carriageway boundary where practicable.
- If any archaeological finds are discovered, the works will be suspended, and the relevant stakeholders will be contacted.

No significant effects are anticipated to cultural heritage. Therefore, in line with DMRB Guidance document LA 106: Cultural Heritage, no further assessment 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 from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant.
- No operational impacts are predicted for visual receptors and landscape character as works entail the like-for-like resurfacing of the A76 carriageway within the proposed scheme extents.

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.
- Temporary site lighting will be directional and pointed at the works area only.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the 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

- An increase in noise levels from construction activities and misdirected site lighting has the potential to disturb any protected species within the scheme surroundings.
- Verge works may cause the spread of any target species that are present along the verge.
- The watercourses nearby pose a potential pathway to pollute aquatic habitats, particularly during milling operations and periods of heavy rainfall (see Road Drainage and the Water Environment section for further details).

- The noise from the large construction machinery within the scheme extents has the potential to disturb foraging and/or commuting mammals within the surrounding area.
- General construction activities have the potential to negatively impact nesting birds within the area.
- As part of the NMC contract, Amey, on behalf of transport Scotland, have been tasked with recording various target species, including rosebay willowherb and common ragwort. Works carried out in the carriageway verge, are likely to result in the spread of this species through disturbance.

Mitigation

- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any woodland areas and watercourses, to minimise disturbance to nocturnal species.
- '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.
- 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.
- As works are to commence during breeding bird season (March to August inclusive) any activities which are to occur within 5m of vegetation will require a suitably qualified/experienced ecologist to assess whether a nesting bird check is required prior to works commencing. If it is deemed that a nesting bird check is required, nesting bird checks will be undertaken within 48 hours prior to any vegetation clearance works taking place.
- Verge works will be undertaken; however, they will be limited in extent as far as reasonably practicable to prevent the spread of INNS and target species and limit disturbance.

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.

Geology and Soils

Impacts

- All works are contained to the engineered layers of the existing carriageway and immediate verges, resulting in limited potential for soil disturbance.
- There will be no impacts upon the surrounding agricultural land.
- There is a potential for soils from accidental spills or leaks of fuels and oils from construction plant and machinery. However, with mitigation in place the impact is considered minor and temporary.

Mitigation

The following mitigation measures will be in place during the works:

- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, reinstatement will be undertaken.
- Pollution prevention measures outlined in the Road Drainage and the Water Environment section will be followed during construction.
- In the event of a major spill, SEPA will be contacted.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable (e.g., to backfill removed trial holes etc.).
- Excavated soils will not be stored on site, and will be appropriately contained/covered, and protected from the elements.
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.

With mitigation measures in place, no significant effects are anticipated on geology and soils. Therefore, in line with DMRB Guidance document LA 109: Geology and Soils 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.
- There is potential for the works to contribute to resource depletion through use of transportation of primary materials such as aggregates.
- While WMA provides energy and emissions benefits, HMA provides long-term durability, extending the design life of the carriageway and reducing the frequency of future resurfacing interventions.

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. 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.
- 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.
- Materials will be delivered on site when required.
- The Contractor is responsible for the management and disposal of road planings arising from the works. All waste will be managed in accordance with the Environmental Authorisations (Scotland) Regulations 2018, under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy.
- Waste will be transferred to SEPA-authorised facilities by carriers with valid waste carrier registration. A waste transfer note (WTN) will be completed for removal of waste from site and retained for two years, in line with statutory Duty of Care requirements.

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

- Noise and vibration levels are expected to increase during nighttime construction hours for properties within 300m of the scheme. This is due to the use of heavy plant and machinery, such as rollers, and increased HGV movements. However, these levels are not anticipated to significantly exceed existing ambient conditions or cause notable disturbance.
- TS2010 road surfacing offers enhanced durability and noise reducing properties compared to standard surfacing materials. As a result, both road users and nearby receptors are expected to benefit from the improved surface quality over the long term.
- Post-construction, the works are not expected to alter existing baseline noise levels for any sensitive receptors.

Mitigation

Mitigation measures follow Best Practicable Means as outlined in British Standard (BS) 5228:2009+A1:2014. The standard provides specific detail on suitable measures for noise control in respect to construction operations, for example:

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

The following further mitigation measures related to noise and vibration will be in place:

- Amey’s Environmental Team has notified East 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.
- Amey’s environmental briefing on Noise and Vibration will be delivered to site operatives prior to construction.

With best practice mitigation measures in place, and due to the works being of a minor, 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

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Land take is not required for this scheme therefore there will be no impact as a result of permanent or temporary land acquisition from private land, businesses, agriculture, Walkers, Cyclists or Horse riders (WCH) and/or community facilities as a result of the scheme.
- Access to residential properties will likely be impacted by the works.

Mitigation

- Local residents and road users will be informed of traffic management 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.
- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

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. In the event of a flooding incident or heavy rainfall, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment, such as the Cessnock Water.

- 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.
- If flooding occurs, this may delay the scheduled works.

Mitigation

The following best practice and pollution prevention measures will be in place:

- 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 on (available 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.
- Prior to works commencing, all operatives will be aware of SEPA's Guidance for Pollution Prevention (GPP).
- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
    - Away (>10m) from surface water drainage systems; and
    - Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather.
    - Fuels stored within a drip tray, bund or other form of secondary containment with at least 110% of the maximum volume of a single container
- Amey's Water Pollution Prevention environmental briefing will be delivered to all site operatives before works start.

With mitigation measures in place, no significant effects are anticipated on the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- Construction activities may result in GHG emissions being from vehicles, machinery, material use and production, and transportation.
- The use of warm mix asphalt reduces GHG emissions due to the lower temperatures and energy needed.

Mitigation

The following mitigation measures will be in place:

- 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

Construction activities are confined to the carriageway boundary and immediate verges, and maintenance is carried out on a like for like, basis. This will reduce the risk of major accidents or environmental disasters that could negatively impact the surrounding environment.

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

Considering the above and mitigation measures adhered to, the vulnerability of the project to major accidents and disasters is considered to be low.

Assessment Cumulative Effects

Amey's Southwest Current Works Schedule has highlighted that there are no works scheduled along the A76 in proximity to the scheme extents within the proposed timescales.

East Ayrshire Council's Planning Portal has not identified any extant planning applications surrounding the scheme extents that would result in any in-combination effects.

The Scottish Road Works Commissioner also does not identify any scheduled works that are set to take place within the scheme extents, within the same timescale, 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. Considering the nature and scale of the maintenance works being undertaken, no cumulative or in combination effects are anticipated.

Assessments of the Environmental Effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the works.

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 December 2025.
- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in January 2026.

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:

- As the works will be limited to the like-for-like replacement of the structural components with minor verge works, 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 will 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 and verges (total area 1.5ha.) 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.

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.

References of supporting documentation

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 December 2025.

- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in January 2026.

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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