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Environmental Impact Assessment Record of Determination

A1 Gladsmuir to Bankton NB

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing of the A1 carriageway. The works will consist of resurfacing and reinstatement of road markings for a length of approximately 1.9km (1.78ha).

Construction activities for the resurfacing procedure are as follows:

- Set up traffic management (TM) and mark out site,
- Milling of existing bituminous material by road planer,
- Jackhammer and compressor for breaking up surfaces not accessible by planer (e.g., around gullies),
- Loader/excavator used to collect and move excess material,
- Sweeper to collect loose material and provide clean laying surface,
- Milled out/excavated materials all taken off site,
- Tack/bond coat laid,
- Binder material laid and compressed by paver (where required),
- Material compacted using a heavy roller,
- New bituminous surface course material laid by paver,
- Material compacted using a heavy roller,
- Mechanical sweeper to collect loose material,
- HGV for removal and replacement of material,
- Road markings and studs applied where necessary,
- Remove TM and open road.

The works are programmed to be completed within the 2025/26 financial year with works expected to begin on the 4th of November 2025. The works are programmed to be completed over eighteen nights (19:30 – 06:00). Traffic Management (TM) is currently programmed to comprise of a full closure of the A1 Northbound with a signed diversion. There are currently two possible diversion routes which are yet to be confirmed by the scheme designer. The first of these will divert traffic off of the A1 at Abbotsview Junction and follow the A199, A6137, B1377, A198 to Bankton Junction, resulting in an additional 8 minutes and 2 miles to the journey. The second diversion route will divert road users off of the A1 carriageway at Gladsmuir Junction and onto the A199 westbound via the B6363, rejoining the A1 at Dolphinstone Junction. This will result in an additional 8 minutes and 0.1 miles.

Location

The scheme lies on the A1 carriageway between Gladsmuir Junction and Bankton Junction within East Lothian (Figure 1.).

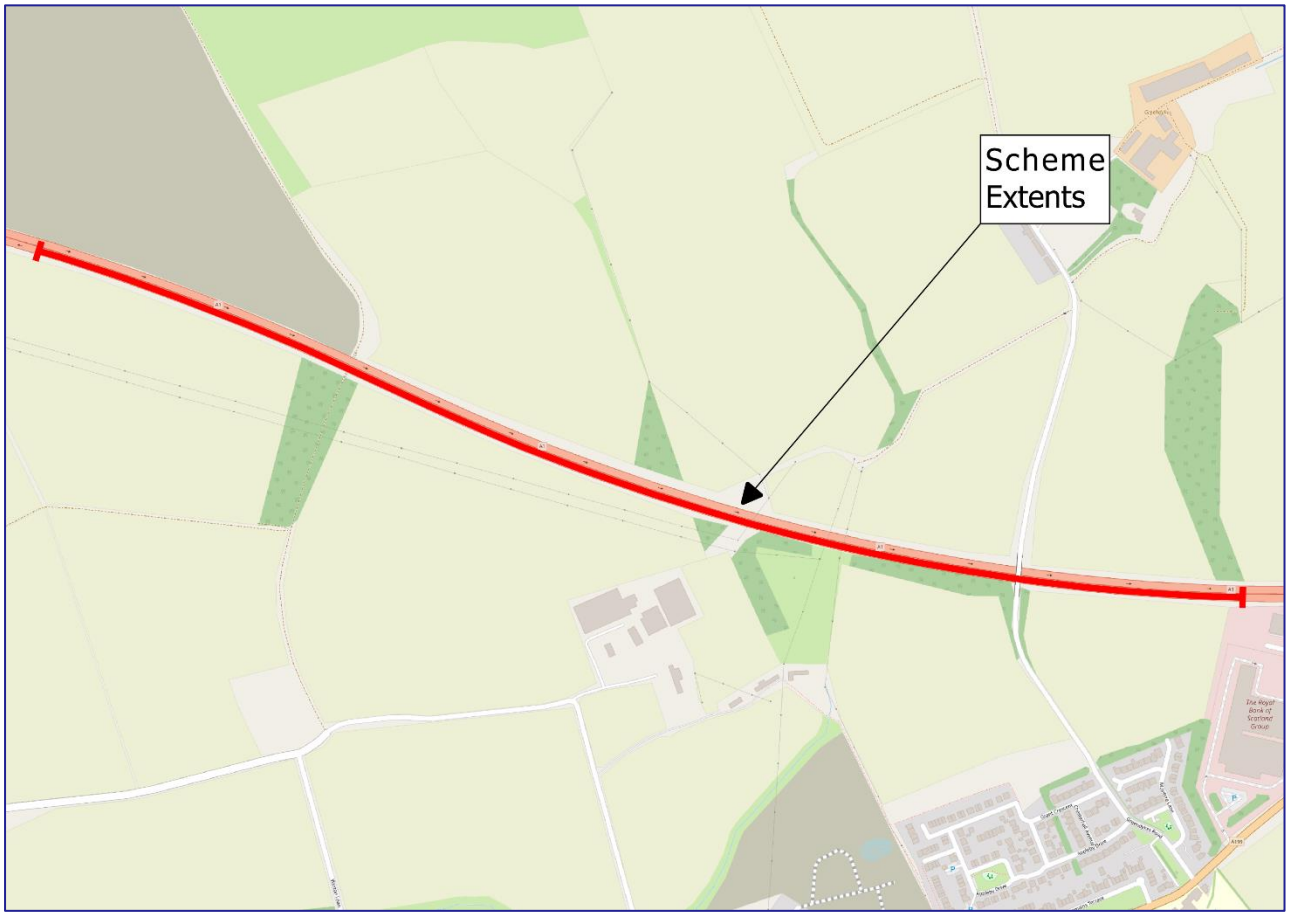

Figure 1. Extents of the Works. - Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

For properties within 300m of the scheme refer to “Population and Human Health”.

A search of the Air Quality in Scotland online mapping tool records that air quality in the wider bandings to be within the ‘green zone’ (Low Index 1-3).

The scheme is located within the East Lothian Council boundary, which has one active Air Quality Management Areas (AQMAs) within its administrative boundary. The closest AQMA, “High Street, Musselburgh”, is located approximately 7.32km west of the scheme extents and is declared for nitrogen dioxide (NO_2).

There is one site registered on the Scottish Pollutant Release Inventory (SPRI) for air pollutant releases within 10km of the scheme extents in the last 10 years. The details are as follows:

- “East Lothian Eggs at Howden Farm” – In Intensive livestock production and aquaculture – declared for ammonia – located approximately 9.7km southwest of the scheme extents.

Baseline air quality within the scheme extents is likely to be primarily influenced by traffic along the A1 carriageway. Secondary sources are most commonly derived from motor vehicles travelling along local network roads, and day-to-day agricultural activities

Cultural heritage

The PastMap and Historic Environment Scotland (HES) online mapping tools record one designated cultural heritage asset within 300m of the scheme extents. The “Battle of Prestonpans” Inventory Battlefield (IB) (ID: BTL16) partially overlaps with the western end of the scheme extents.

Of lesser concern, there are approximately 19 undesignated cultural heritage assets (UCHAs) within 300m of the scheme extents. One of these lies within the scheme extents:

- “Macmerry Airfield” Historic Environment Record (HER) site (ID: MEL2146), which partially overlaps with the eastern end of the scheme extents

Construction of the A1 is likely to have removed any archaeological remains that may have been present within the trunk road boundary. The potential for the

presence of unknown archaeological remains in the study area has therefore been assessed to be low.

Landscape and visual effects

The scheme is not located within a National Park (NP) or National Scenic Area (NSA) (SiteLink).

The Landscape Character Type (LCT) within the scheme extents is categorised as "Lowland Farmed Plain - Lothian" (LCT 275) (Landscape Character Type Map), the key characteristic of which are:

- Smoothly rolling, large-scale arable plain landforms with occasional igneous intrusions forming local landmarks.
- Small streams forming shallow breaks in the smooth slopes, feeding into the broad meandering valley of the River Tyne.
- High quality agricultural land, divided into a chequerboard pattern of fields with historic field pattern being retained in some areas. Field boundaries defined by clipped hedges, scattered hedgerow trees, post and wire fences and occasional stone walls.
- Occasional small-scale woodlands and shelterbelts relate to watercourses and reinforce field pattern.
- Policy woodlands, estate houses and, buildings and boundary walls of several estates throughout the area create a historic character.
- Numerous conservation villages spread throughout the Landscape Character Type with a scattering of farmsteads and small housing clusters, as well as larger settlement of Haddington.
- Open views across the landscape to Edinburgh, the coast to the north, and hills to the south.

The Historic Land-use Assessment (HLA) classifies the land-use within 300m of the scheme extents as:

- Motorway and Major Roads,
- Restored Agricultural Land,
- Rectilinear Fields and Farms,
- Industrial or Commercial Area, and
- Urban Area.

There are no areas of native woodland (Native Woodland Survey) or ancient woodland (Ancient Woodland Inventory) within 300m of the scheme extents.

There are several areas of unclassified woodland within the vicinity of the scheme extents:

- Three areas of semi-mature broadleaved woodland, totalling approximately 3.25ha located adjacent to the south of the A1 carriageway within the scheme extents.
- Two areas of semi-mature broadleaved woodland, totalling approximately 3ha, are located adjacent to the A1 southbound, approximately 15m north of the scheme extents.
- Approximately 0.3ha of semi-mature broadleaved woodland/shrubland located approximately 135m west of the scheme extents.

There are no individual trees or areas of woodland covered by a tree preservation order (TPO) within 300m of the scheme extents.

The existing trunk road is a prominent linear landscape feature. The trunk road corridor, for example, has a distinct character shaped by fast-flowing traffic, road markings, safety barriers, signage, landscaping, etc. The scale of the trunk road detracts from the quality and character of the wider landscape.

Biodiversity

There are no European Sites designated for nature conservation i.e. Special Protection Area (SPA), Special Areas of Conservation (SAC), or Wetlands of International Importance (Ramsar Sites), located within 2km of the scheme extents. However, the scheme lies within buffer zones for the Firth of Forth SPA and Ramsar Site, Outer Firth of Forth and St Andrews Bay Complex SPA, and Fala Flow SPA and Ramsar Site.

There are no Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves (LNRs) designated for biodiversity features within 300m of, or which share connectivity to the scheme.

The Firth of Forth, and Fala Flow SPAs and Ramsar Sites have component SSSIs.

There are no Local Nature Conservation Sites (LNCSs) within 300m of the scheme extents.

The NBN atlas also holds records of numerous bird species within 2km over a ten-year period. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their active nests are protected.

The NBN atlas holds no records of invasive and injurious plants (as listed in the Network Management Contract).

A search of the Asset Management Performance System (AMPS) online mapping tool records no instances of INNS, injurious weeds, or invasive native perennials.

The habitat immediately bordering the A1 within the scheme extents consists primarily of agricultural fields bordered by hedgerows, with some small areas of woodland and industrial land at the eastern extents. While there is some availability of roadside vegetation, habitat immediately bordering the A1 carriageway is assessed to be of reduced ecological value, due to the high likelihood of disturbances from high volume, fast-flowing traffic and that the A1 carriageway limits the connectivity and continuity for species between their potential habitats on either side of the road.

Geology and soils

There are no geological SSSIs or Geological Conservation Review Sites within 300m of the scheme extents (SiteLink).

There are no local geodiversity sites (LGSs) within 300m of the scheme extents.

The major soil groups within the scheme extents are classified as “Gleys”, and “Brown soils”. The generalised soil types are classified as “Mineral gleys”, and “Brown soils” (Scotland’s Soils).

Bedrock geology in the scheme extents is classified as “Limestone Coal Formation - Sedimentary rock cycles, clackmannan group type.” with superficial deposits of “Till, Devensian - Diamicton.” (British Geology Viewer).

There is no evidence of historical industrial processes or the storage of hazardous materials that could have given rise to significant land contamination.

Given the restriction of the works to the A1 carriageway boundary, and the lack of any excavation works, local geology and soils are unlikely to be affected by the proposed works. Therefore, geology and soils has been scoped out of further environmental assessment.

Material assets and waste

The proposed works are required due to deterioration of the carriageway surface. Materials used will consist of:

- TS2010 10mm Site Class 1.
- AC20 Dense Binder 40/60.
- Tack/Bond coat, paving grade bitumen to seal vertical faces.

- Eurolite Thermoplastic Road Markings.
- Embedded Road Studs.

As the value of the scheme is greater than £350,000, a Site Waste Management Plan (SWMP) is required for these works.

The 1.9km scheme involves the removal of surface course, base and binder course. In total, approximately 5,620 tonnes of bituminous material (European Waste Catalogue Code: 17 03 02) will be removed from site, none of which is classified as hazardous material containing coal tar.

Noise and vibration

There are commercial and residential receptors within 300m of the scheme extents. For further details see “Population and Human Health”.

The works do not fall within a candidate noise management area (CNMA) or candidate quiet area (CQA) as defined by the Transportation Noise Action Plan (TNAP).

The night-time modelled noise levels (Lnight) within the scheme extents range between 60 decibels (dB) and 70 dB, decreasing to between 50dB and 60dB at the nearest noise sensitive receptor (commercial) (Noise Map Viewer).

Baseline noise and vibration in the study area is mainly influenced by vehicles traveling along the A1 carriageway. Secondary sources are derived from vehicles travelling along nearby local network roads and day-to-day land management activities

Population and human health

There are several commercial and residential properties, and one farmstead property within 300m of the scheme extents. The closest property to the scheme extents is a commercial property located approximately 52m southeast of the scheme extents. The property is partially screened from the scheme extents by the roadside shelterbelt. The nearest residential property is located approximately 210m south of the scheme extents and it is well screened from the scheme extents by the roadside shelterbelt and by a treeline which borders the properties.

There are no local access roads or street lighting within the scheme extents.

There are three core paths located within 300m of the scheme extents, their details are as follows:

- Core Path 132 passes below the A1 carriageway towards the western side of the scheme extents.
- Core Path 456 passes over the A1 carriageway via Greendykes Farm Overbridge at the eastern side of the scheme extents.
- Core path 455 is located approximately 210m south of the scheme extents at its closest point.

The scheme extents are located within the A1 carriageway, which has a speed limit of 70mph throughout. The Average Daily Traffic (ADT) flow is high (32,234 motor vehicles (ID: JTC08407, 2025 data)) (Transport Scotland).

Road drainage and the water environment

There are no SEPA classified waterbodies within 300m of the scheme extents.

There are approximately eight unclassified waterbodies within 300m of the scheme extents. Of these, five have connectivity to the scheme extents. Their details are as follows:

- “Drain 1” is a drainage waterbody located to the east side of the scheme extents. It is culverted below, and extends adjacent to, the A1 carriageway within the scheme extents.
- “Drain 2” and “Drain 3” are drainage waterbodies located adjacent to the south of the A1 carriageway within the scheme extents. They are located at the west and middle of the scheme extents respectively.
- “Drain 4” is a very small drainage waterbody located adjacent to the south of the A1 carriageway within the scheme extents. It is located east of Drain 2.
- “Drain 5” is a drainage waterbody located approximately 20m north of the scheme extents at its closest point, adjacent to the north of the A1 southbound carriageway.

These waterbodies are too small (in terms of catchment area) to be classified as main stem waterbodies by SEPA under the WFD.

A search of the SEPA Flood Map online mapping tool shows one area of increased flood risk within the scheme extents. It is an area of primarily medium likelihood flooding with a small area of low likelihood flooding. This means it has a 0.5% chance and 0.1% chance of flooding each year respectively.

The scheme is located within the “Gorebridge” (ID: 150633) groundwater basin. It was classified as having a “Poor” overall status in 2023 by SEPA.

A search of the Scotland's Environment (SE) determined that the trunk road, within the scheme extents, does not lie within a Nitrate Vulnerable Zone (NVZ).

Climate

The Climate Change (Scotland) Act 2009 ('The Act'), and its subsequent amendment under the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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 the above noted legally binding target of net-zero by 2045. 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).

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) and Transport Scotland's Environmental

Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects).

Description of main environmental impacts and proposed mitigation

Air quality

During the construction phase, activities undertaken on site could potentially have some minor localised and short-term air quality impacts in proximity to the works. The construction phase will, for example, require a range of ancillary plant, vehicles, and non-road mobile machinery (NRMM) which will contribute to local dust and air pollutants. The main sources are likely to be dust generated by cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for impacts to local air quality.

However, considering the nature and duration of the scheme, along with implementation of mitigation detailed below, the proposed works' impacts on local air quality levels during the construction period are assessed to be temporary, negligible adverse in magnitude.

Upon completion of the works, no residual air quality impacts are anticipated.

Air quality mitigation measures:

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.
- Ancillary plant, vehicles and NRMM will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities that have the potential to impact local air quality are occurring. In the unlikely event that unacceptable dust or exhaust emissions are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.

Cultural heritage

The scheme extents are located partially within the “Battle of Prestonpans” IB. Given that no earthworks are required, the works are restricted to areas of made/engineered ground on the A1 carriageway, and with the mitigation measures detailed below being adhered to, no impacts to the IB are expected.

Given the nature of the scheme, and with the implementation of the mitigation detailed below, the proposed works’ impacts on cultural heritage during the construction period are assessed to be temporary, negligible adverse in magnitude.

Upon completion of the works, no residual impacts on cultural heritage are anticipated assuming no battlefield remains are uncovered.

- Site operatives will be made aware of the location and sensitivity of the “Battle of Prestonpans” IB.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). Where access outwith made/engineered ground is required for the safe and effective completion of the scheme, the area will be reduced as much as is reasonably practicable and ideally will be accessed on foot.
- If a change to the construction programme onsite is required that necessitates vegetation clearance or earthworks, BEAR Scotland’s Environmental Team will be contacted prior to undertaking these activities.

Landscape and visual effects

There will 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. However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A1, and construction works are programmed to be undertaken at night (18 nights). As such, the visual impact of the works will be somewhat reduced.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation detailed below, impacts on landscape and visual effects are assessed as temporary, negligible adverse in magnitude.

Upon completion of the works, no residual impacts on landscape and visual effects are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change.

Landscape and visual effects mitigation measures:

- The site will be monitored regularly for signs of litter and other potential contaminants, and litter will be removed before and after works take place.
- The site will be left clean and tidy following construction.
- Where possible, construction vehicles will not be left in places where soil or vegetation can be damaged. If damage to road verge occurs this will be lightly cultivated or graded (upon completion of the works) to allow natural recolonization by local species and promote integration with existing landscape character.

Biodiversity

A Habitats Regulations Appraisal (HRA) screening has been undertaken which ruled out the potential for Likely Significant Effects (LSE) on the qualifying features of the Firth of Forth SPA and Ramsar Site, Outer Firth of Forth and St Andrews Bay Complex SPA, and Fala Flow SPA and Ramsar Site due to the restriction of the works to the A1 carriageway, as well as the lack of connectivity between the scheme extents and the sensitive areas. As such, an Appropriate Assessment (AA) was not required.

A temporary short-term increase in noise levels may cause disturbance to local wildlife if present in the vicinity of the works. Disturbance to local wildlife may occur through the use of plant, vehicles and NRMM which will emit noise and create vibrations. In addition, the works will also require delivery of materials and the presence of personnel to facilitate the improvements to the road surface, which could result in disturbance. However, the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A1, furthermore, the scheme is of short duration (18 nights) and will be undertaken on a rolling programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore somewhat diminished.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation detailed above, the proposed works impacts on biodiversity throughout the construction period are therefore assessed to be temporary, minor adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated in relation to biodiversity.

Biodiversity mitigation measures:

- Artificial lighting used during night works will be sufficiently screened and aligned to ensure that there is no direct illumination of neighbouring habitat

(e.g., surrounding fields, woodland, hedgerows along A1 etc.) to ensure minimal impact on nocturnal species.

- Toolbox Talk TTN-139 “Protected Species” will be briefed to all site operatives prior to the commencement of the works.
- The works are not permitted to disturb or destroy any active birds’ nests. If an active birds’ nest is identified onsite that will be impacted by works, the Environmental Team should be contacted.
- Site personnel will remain vigilant for protected species and will not approach or touch any animals seen on site. Any sightings of protected species will be reported to BEARs Environmental Team. Should a protected species be encountered or move within 50m of the active works (including compounds), works will be temporarily halted until the animal(s) move at least 50m away from the construction site, or until BEAR’s Environmental Team can provide advice.
- The Contractor will employ ‘soft start’ techniques for all noisy activity to avoid sudden and unexpected disturbance during works. Each time the activity is started up after a period of inactivity, the noise levels will be gradually increased over a period of 30 minutes to permit animals to move away from the disturbance.
- All equipment stored onsite, if necessary, will be checked at the start of each workday to ensure mammal species are not present. Any storage containers/plant within the compound will also be secured overnight to prevent exploration by mammal species. Any areas where an animal could become trapped (e.g., storage containers) will also be covered at the end of each working day.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). If during works unforeseen access to the surrounding environment is required, works will cease in this area and BEAR Scotland’s Environmental Team will be contacted to allow consideration of potential environmental effects.
- BEAR Scotland’s Environmental Team will be contacted to allow consideration of potential environmental effects if:
  - unforeseen site clearance is required,
  - unplanned works must be undertaken out with the carriageway boundary,
  - there is any deviation from the agreed plan, programme and/or method of working,
  - nesting birds are found onsite.
- BEAR Scotland’s Control Room will be contacted if there is a pollution incident.

Material assets and waste

Minimising impacts arising from construction materials are focussed upon making the most efficient use of materials onsite to reduce the need for imported primary materials and minimise the creation and disposal of waste through (i) reduction, (ii) re-use, and (iii) recycling. Potential impacts have been assessed for both the construction and operational phases of this scheme. It is anticipated that most material impacts are likely to arise during construction, though long-term residual impacts could occur post construction during the operational phase e.g., during the disposal of materials arising from routine maintenance operations.

However, the detailed design will reduce the requirements for primary materials e.g., the carriageway surfacing, and subbase will be carefully considered to minimise the requirements for importing primary material. Materials will also be derived from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion. Specifying TS2010 surface course also allows a wider array of aggregate sources to be considered when compared to typical stone mastic asphalt (SMA). As a result, the use of TS2010 should reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. The design life for the TS2010 surfacing is also estimated to be 20 years. The enhanced durability of TS2010 therefore reduces reoccurring routine maintenance and associated levels of traffic disruption to this section of road over the period.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, the proposed works impacts on material assets and waste throughout the construction period are therefore assessed to be temporary, negligible adverse in magnitude. Upon completion of the works, no residual impacts are anticipated on materials or waste.

Material assets and waste mitigation measures:

- A SWMP will be completed by the Designer and Contractor as required. The SWMP will provide details of the following:
  - The quantity and type of waste that will be produced.
  - How waste will be minimised, reused, recycled, recovered, or otherwise diverted from landfill.
  - How materials that cannot be reused, recycled, or recovered will be removed from site and consigned, transported and disposed of in full accordance with all relevant UK legislation.
- Good materials management methods (e.g., ‘just-in-time’ delivery) will be implemented wherever possible.

- 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 endangering human health or harming the environment. Waste transfer notes and/or waste exemption certificates (if required) will also be completed and retained.
- The Contractor is responsible for the reuse / disposal of non-hazardous 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 (exemption number: WML/XS/2010733), the rules of which will be complied with.
- Designated areas will be identified within which all materials and personnel, including construction compounds, where necessary, will be contained to limit environmental disturbance during construction works. This will include a designated area (if required) for segregation and reuse of waste materials.
- The selection of areas for materials stockpiling will avoid sensitive locations such as road drainage. Stockpiled materials with leachate potential, for example, will be stored away from road drainage to prevent cross-contamination with other materials, wastes, or groundwater.
- Materials will be stored with the appropriate security to prevent loss, theft, or vandalism.
- All temporary road signs and traffic cones will be removed from site on completion of works.
- Wastewater from welfare facilities (if required) will be subject to effluent treatment followed by tanker removal.
- If hazardous substances are used onsite, each substance will be subject to assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. Hazardous substances will also be clearly labelled, and disposed of, in line with their relevant waste regulations. Special waste will also not be mixed with general waste and/or other recyclables

Noise and vibration

Activities undertaken on site could potentially have some localised and short-term noise impacts in proximity to the works. The road works will, for example, require a range of ancillary plant, vehicles and NRMM for cold milling in preparation for carriageway resurfacing. Noise will also be generated by using breakers (jackhammers), chipping hammers, use of rollers, etc. As a result, there is potential for noise and vibration effects to residential, commercial, and farmstead properties in the area, the closest of which (commercial) is located approximately 52m southeast of the scheme extents. The closest residential property is located approximately 210m south of the scheme extents.

However, the works are not located within a CNMA or CQA, and works will also be completed over eighteen nights, with the aim being to complete the noisiest works by 23:00.

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in the ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

Considering the likely sources of noise and vibration, with the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, it is unlikely that noise and vibration associated with the works will lead to significant impacts, disruption and/or complaints. The proposed scheme is therefore anticipated to result in temporary, minor adverse noise impacts.

Noise and vibration mitigation measures:

- The local authority environmental health department will be notified of nighttime working by BEAR Scotland's design engineer.
- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- If unacceptable noise is emanating from the site the operation will, where possible, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) repositioning equipment, (d) changing the method of working etc. Corrective actions will be actioned through the non-conformance reporting procedure, which ensures a root-cause analysis is carried out on each incident. The non-conformance procedure also ensures that appropriate corrective and preventative action measures are agreed and implemented in a timely fashion with all parties, and are recorded and actioned through to closeout, and fully auditable and traceable.
- Ancillary plant, vehicles and NRMM with directional noise characteristics will (where practical) be shut down in intervening periods between site operations.
- The use of paving breakers (jackhammers), chipping hammers, etc. will be avoided (except where there is an overriding justification), and if used will be fitted with mufflers or silencers of the type recommended by the manufacturer.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All ancillary plant, vehicles and NRMM used onsite will have been regularly maintained, paying attention to the integrity of silencers and acoustic enclosures.
- All compressors will be 'sound-reduced' models fitted with properly lined and sealed acoustic covers which will be kept closed when in use.

- HGV, site vehicles and NRMM will be switched to the minimum setting required by HSE and, where possible, will utilise 'broadband non-tonal' or 'directional sound reversing' alarms. Speed limits will also be reduced through the works

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents and road users. However, TM will only be in place for eighteen nights (when traffic flows will be at a minimum), as such no congestion issues are predicted during the proposed construction hours.

While two core paths are located within the scheme extents they are separated from the works by an overbridge and underpass and as such there will be no potential for impacts.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation described above, impacts on population and human health are assessed as temporary, minor adverse in magnitude.

Upon completion of the works, there will be a positive impact in relation to population and human health due to the improvement of usability and safety provided by the new carriageway surface.

Population and human health mitigation measures:

- Construction lighting will take into account the need to avoid illuminating surrounding properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Where appropriate, a communication strategy (e.g., social media, consultation with local authority and other stakeholders, letter drop (for night-time works), etc.) will be initiated to keep local residents and/or businesses informed of the proposed working schedule, particularly the times and durations of noisy construction activities. The communication strategy will also provide a 24-hour contact number for the BEAR Scotland Control Room.
- Advanced signage will be strategically placed on the trunk road to notify stakeholders of the road closure and diversion.
- A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

Road drainage and the water environment

During resurfacing works, there is potential for temporary adverse impacts on the water environment e.g., nearby drainage waterbodies. Potential changes in water quality e.g., from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain) during works have the potential to have a direct or indirect effect on surrounding waterbodies such as the minor drainage channels found in proximity.

However, considering the relatively minor nature of the resurfacing works, the short duration, and the lack of any major waterbodies within the vicinity of the scheme extents, and with implementation of the mitigation detailed below, the proposed works impacts on the road drainage and water environment are assessed as temporary, negligible adverse in magnitude.

Upon completion of the resurfacing works, no residual impacts are anticipated in relation to the road drainage and water environment.

Road drainage and the water environment mitigation measures:

- Site operatives will be made aware of the location and proximity of drainage waterbodies “Drain 1” – “Drain 5”.
- If any works are identified that would require entering a waterbody, BEAR Scotland’s Environmental Team will be contacted (before works commence) to allow consideration of potential environmental effects.
- The abstraction or transfers of water from, discharges to, or the washing of tools in surface waterbodies identified will not be permitted.
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- All site personnel will be made aware of site spillage response procedures and in the event of a spill, all works associated with the spill will stop, and the incident reported to the Site Supervisor. Small spills that did not leave the site boundary and are cleaned up without material environmental harm or residual environmental impact would most likely not be required to be notified to SEPA or other authorities. However, all such incidents will be recorded and reported to BEAR Scotland’s Environmental Team. In the event of a ‘serious incident’, SEPA will be notified without delay. Such notification will include: (i) the time and duration of the incident, (ii) a description of the cause of the incident, (iii) any effect on the environment as a result of the incident, and (iv) any measures taken to minimise or mitigate the effect and prevent a recurrence.

- All waste, vehicles, ancillary plant, NRMM and fuels will be stored in the compound(s) or laydown area and will be secured and located, if space is available, at least 10m from drainage entry points, in order to comply with GPP 5 'works and maintenance in or near water'. Refuelling will only be undertaken at designated refuelling areas (e.g., on hardstanding, with spill kits available, and >10m from drainage entry points, where practicable). Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required. Only designated trained and competent operatives will be authorised to refuel plant. Generators, and other ancillary plant and NRMM, where there is a risk of leakage of oil or fuel, will have internal bunding or will have a secondary containment system placed beneath them that meets 110% capacity requirements. Containment systems will also be emptied regularly. All waste, vehicles, ancillary plant, NRMM and fuels will also be stored in a manner that ensures they are protected from damage by collision or extremes of weather.
- Regular visual pollution inspections of the designated laydown area and work site (particularly near road drainage entry points) will be conducted (e.g., site walkover by engineer or Site Supervisor), especially during periods of heavy rain.
- All vehicles and NRMM onsite will have been regularly maintained, paying attention to the integrity of oil tanks, coolant systems, gaskets etc. A checklist will be present to make sure that the checks have been carried out

Climate

BEAR Scotland, working on behalf of Transport Scotland, undertake carbon monitoring of major projects and operational activities. Emissions from activities are recorded using Transport Scotland's Carbon Management System. BEAR Scotland also undertakes resource efficiency activities to manage and reduce emissions contributing to climate change. The carriageway resurfacing works will also extend the maintenance intervals required for future works. In doing so, the service life of the trunk road is also extended. During works there is potential for impacts as a result of the emission of greenhouse gases through the use of equipment, vehicles, and NRMM, material use and production, and transportation of material/waste. However, considering the nature, duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be negligible adverse in magnitude. Upon completion of the proposed scheme no residual impacts are anticipated on the climate.

Climate mitigation measures:

- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- BEAR Scotland will adhere to its Carbon Management Policy.
- Where possible, waste will be disposed of at local waste management facilities.

Vulnerability of the project to risks

There will be no change to the likelihood of flooding on the A1 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the A1 carriageway surface, with access to the scheme gained via the A1 mainline. TM will employ a full road closure with signed diversion. As such, the proposed works' impacts on road traffic accidents are assessed to be of negligible magnitude.

A Site Environmental Management Plan (SEMP) will be produced by BEAR Scotland which sets out a framework to reduce the risk of adverse impacts from construction activities on sensitive environmental receptors. The Contractor will comply with all conditions of the SEMP during works and may be subject to audit throughout the contract.

Assessment cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the East Lothian Council Planning Portal has identified five planning applications within 300m of the scheme extents within the last two years:

Table 1: Planning Applications within the last two years

Reference	Details	Decision	Distance from the scheme extents
25/00002/OBL	Request for a modification of planning permission conditions associated with a housing development	Not Yet Available	Adjacent to the north
24/00398/ADV	Display of advertisements	Granted	Adjacent to the north
24/00411/P	Formation of detention basin and associated works	Granted	70m south
24/00583/P	Change of use from class 4 to class 11 Assembly and leisure	Granted	270m east
25/00017/P	Formation of hardstanding, car parking, erection of fencing, gates, installation of bollards, blocks, barrier and traffic signal	Granted	270m south

While it is not possible to determine the timings of the works detailed in the planning applications, they all relate to relatively minor construction works, with exception of 25/00002/OBL. While 25/00002/OBL relates to a large housing development, which following a review of aerial photography construction ongoing, the potential for cumulative impacts with the resurfacing works is considered to be limited. This is due to the works being undertaken on a rolling schedule, limiting disturbance in any one place, the relatively small-scale nature of the resurfacing works and their restriction to the A1 carriageway. Therefore, no in-combination effects are expected with relation to any of the above planning applications.

Additionally, a search of the Scottish Road Works Commissioner's website (map search) has identified no other roadworks within 300m of the scheme extents at the same time as the resurfacing works.

Assessments of the environmental effects

The A1 Gladsmuir to Bankton NB scheme lies within the buffer zone of qualifying species of the Firth of Forth SPA and Ramsar Site, Outer Firth of Forth and St Andrews Bay Complex SPA, and Fala Flow SPA and Ramsar Site. A HRA has concluded that the works will not result in LSE on any of the qualifying species of the sensitive areas, and as such AA is not required.

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

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

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:

- The works are restricted to like-for-like replacement of the carriageway surface at the A1 Gladsmuir to Bankton NB.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects, this will provide this section of the A1 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- Any potential impacts of the works are expected to be temporary, short-term, not significant, and limited to the construction phase.

Location of the scheme:

- The scheme is located within the disturbance buffer zone of qualifying species of the Firth of Forth SPA and Ramsar Site, Outer Firth of Forth and St Andrews Bay Complex SPA, and Fala Flow SPA and Ramsar Site, however, a HRA has been undertaken, which confirmed the works will not result in LSE on any of the qualifying features.
- While the scheme lies within the “Battle of Prestonpans” IB, the works are restricted to the A1 carriageway and no earthworks are required. As such, no impacts are expected on the IB.
- The scheme is not located within any areas designated for landscape interests.
- Land use will not change as a result of the works.
- The works do not require any private land acquisition.
- The scheme is not located within a densely populated area.

Characteristics of potential impacts of the scheme:

- The waste hierarchy will be followed to reduce waste to landfill.
- Works are programmed to take eighteen nights to complete on a rolling programme, with the aim being to complete the noisiest works by 23:00.

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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