transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A96 Ardersier to Drumine Cottage

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A96 carriageway to address structural defects and prevent further deterioration.

Construction activities will consist of treatment of the northbound section of the carriageway with 110mm binder course across the scheme. In addition to this, a localised 275mm deep patch approximately 195m in length will receive surface course treatment only.

The southbound section of the carriageway, spanning 220m, will be resurfaced with a new surface course. Following this, a 660m stretch will undergo partial reconstruction to a depth of 275mm. The final 250m of this section will then receive a 110mm binder course treatment.

Activities will be as follows:

- Implementation of Traffic Management (TM);
- Milling of existing bituminous material by road planer;
- Structural inlays to be undertaken using TS2010 surface course;
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Reinstatement of thermoplastic road markings where required;
- Road studs replaced where necessary; and
- Removal of TM.

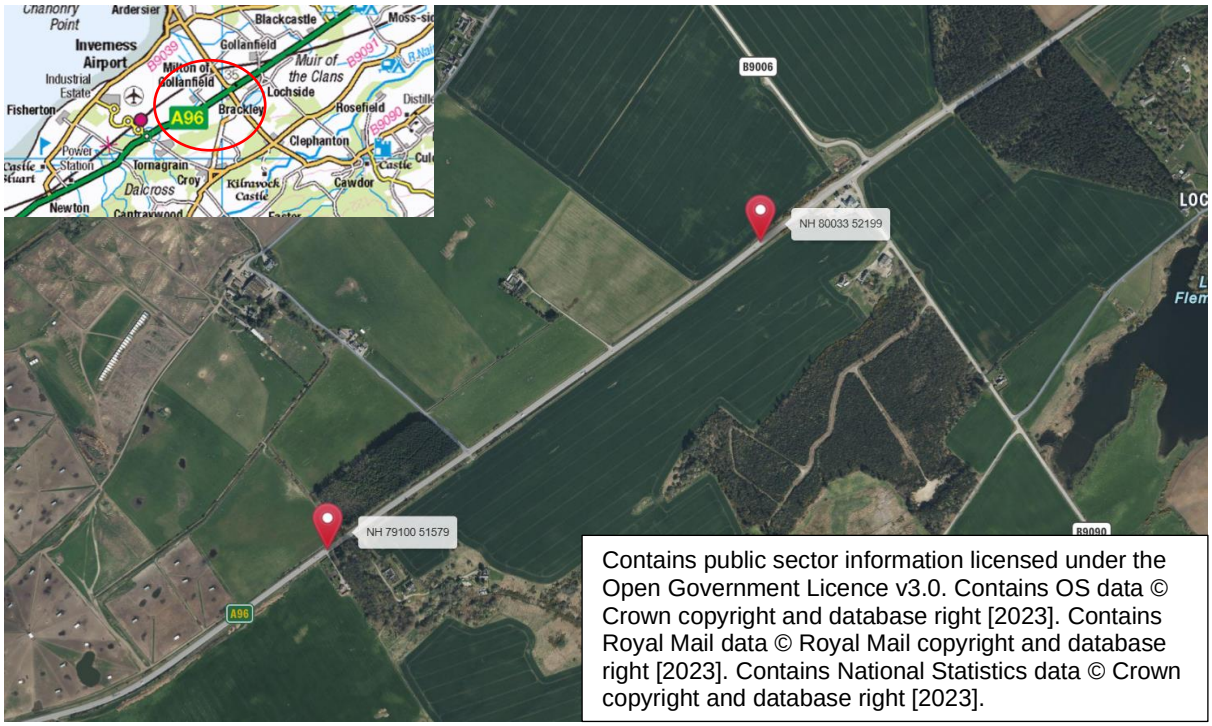
The proposed construction is programmed to be undertaken and completed within this financial year (April 2025 to April 2026). The duration of the works is anticipated to be five days and will be undertaken during the night.

The roadworks will be managed using a combination of nighttime closures or convoy working, with diversions likely routed via the B9006 and B9039. During the day, lane closures controlled by temporary traffic lights will be used to maintain traffic flow while ensuring worker safety. All traffic management measures will comply with UK highway safety standards and aim to minimise disruption to road users.

Location

The scheme is approximately 1km in length and located in a rural area on the A96, between Nairn and Inverness, within the Highland Council area, Scotland. (Appendix A Figure 1). The approximate National Grid Reference (NGRs) are detailed below:

- Start: NH 80033 52199
- End: NH 79100 51579



Description of Local Environment

Air Quality

The scheme is in a rural location with large areas of trees and agricultural land. There are approximately five residential properties within 200m. The closest property, The Bungalow, Drumine, is approximately 80m southeast of the southern extent of the works.

The baseline air quality is likely to be influenced by the traffic flow on the A96.

In 2023, the Annual Average Daily Flow (AADF) for all vehicles on the A96 where works are to be undertaken (manual count point: 10785) was 15,417 with 1,492 of those being Heavy Goods Vehicles (HGVs).

The scheme is not located in an Air Quality Management Area (AQMA).

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) within 1km of the scheme.

Cultural Heritage

A desk-based assessment was undertaken using Pastmap and Scotland's Environment Map. A study area of 300m was used for designated cultural heritage assets and an area of 200m was used for non-designated cultural heritage assets.

No designated assets have been identified within the study area.

The following non-designated sites have been identified within the 200m study area:

- Drumine Farm Steading Historical Environmental Record (Ref: MHG25363) and Canmore (Ref: 99230);
- Drumine Ring Ditch HER (Ref: MHG3034) and Canmore (Ref: 14413);
- Possible Corn-Drying Kiln, Tirfogrein (Ref: MHG17495) and Canmore (Ref; 8541);
- Bronze Age Flanged Axe Head, Brackley Ref: MHG22830) and Canmore (Ref: 15244); and,
- Brackley Farm Steading Ref: MHG20560) and Canmore (Ref: 99050).

The scheme will be restricted to the carriageway boundary and views of and from the road will be temporarily impacted by the presence of TM, plant and vehicles during construction. This is predicted to be a slight temporary impact locally, with no permanent change to views or cultural heritage as a whole following the completion of works. As such, impact to cultural heritage has been assessed as being 'no

change' and has been scoped out of requiring further assessment and is not discussed further within the RoD.

Landscape and Visual Effects

There are approximately seven properties that have a view of the carriageway. Views from the carriageway is primarily made up of surrounding farmland, trees and shrub.

Scotland's Environment Map notes there are no landscape designations within 500m of the scheme such as Tree Preservation Orders (TPOs), Wild Land Areas, National Scenic Areas, Garden & Designed Landscapes or ancient woodland.

The Historic Land-use Assessment (HLA) Map notes the scheme is within an area of roads and is surrounded by areas of rectilinear fields and farms.

The Landscape Character Type (LCT) Map notes that the scheme is within LCT 284 – Coastal Farmlands - Moray & Nairn which contains a variety of different character including, uplands, extensive moorlands rolling hills and plateaux.

Views of, and from the road will be temporarily affected during construction due to the presence of works, traffic management and plant. As the works are minor and operating on a like-for-like basis and will be restricted to the existing carriageway boundary/bridge, no permanent changes to landscape features are predicted, therefore has been scoped out for further assessment and is not discussed further with the RoD.

Biodiversity

A desktop study using NatureScot's Sitelink resource has identified the presence of the following single designated European site within 2km of the scheme extents:

Loch Flemington Special Protection Area (SPA) is located approximately 650m southeast of the northern extent of the works.

This resource has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 1km of the scheme extents. The scheme is not hydrologically linked any European or nationally designated sites, however due to the identification of a designated European Site within 2km a Habitat Regulations Appraisal has been undertaken.

The National Biodiversity Network (NBN) Atlas has highlighted the following Invasive Non-Native Species (INNS) located within 1km of the scheme:

- Rosebay willow herb (Chamerion augustifolium)

It is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. In addition, the nature of the scheme is contained within the carriageway boundary involving like-for-like works within already engineered layers and as such a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and Soils

According to Scotland Soil Map, the component soils within the scheme extents are humus-iron podzols.

A desk-based study using Geology Viewer has highlighted that the geology within the scheme extents consists of the following:

Superficial deposits - Alturlie Gravels Formation - Sand and gravel. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

Bedrock geology - Hillhead Sandstone Formation - Sandstone. Sedimentary bedrock formed between 393.3 and 387.7 million years ago during the Devonian period.

Sitelink notes that there are no Geological Conservation Review Sites (GCRS) or Local Geodiversity Sites (LGS) located within 200m of the scheme extents.

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being ‘no change’ and has been scoped out of requiring further assessment.

Material Assets and Waste

The proposed works are necessary to repair defects and deterioration of a section of the A96. Tables 1 and 2 below describes the materials required and likely waste produced from the works.

The proposed works will require a Site Waste Management Plan (SWMP)

Table 1: Key Materials Required for Activities

Activity	Material Required	Origin/ Content
Site construction	• TS2010 surface course • AC20 bituminous binder • AC32 bituminous base	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. 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.

Table 2: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site construction	• Road planings	On-site investigations of the carriageway (including coring and testing) have yet to be undertaken. Any tar-contaminated planings (if produced) will require removal off site for treatment/disposal at a licenced waste facility. Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. All waste will be removed from site with appropriate documentation including Waste Transfer Notes (WTN).

Noise and Vibration

There are approximately seven residential properties within 300m of the scheme, the closest being The Bungalow, Drumine being approximately 80m southeast of the southern extent of the scheme. From the A96, views toward Drumine Cottages which are approximately 200m southeast of the A96, at the southern end of the scheme are obscured by mature trees and dense vegetation. Properties at the northern

extent of the scheme also benefit from screening due to trees and vegetation when view from the east.

Works are not located with a Candidate Noise Management Area (CNMA) or a Candidate Quiet Area (CQA).

According to Scotland Noise Map, the at the closest Noise Sensitive Receptor, The Bungalow, Drumine, the baseline noise levels are as follows:

- 52.9 $L_{Aeq\ 16h}$ (07:00-23:00)
- 48.2 L_{Night} (23:00 – 07:00)

Manual count point 10785 is located along the A96 within the scheme extents. This shows that the AADF in 2023 for all motor vehicles was 15,417 with 1,492 of those being HGVs.

Population and Human Health

A study area of 300m has been used for this assessment as the works are like for like maintenance repairs and are unlikely to impact receptors beyond 300m.

The scheme is located along the A96 between Nairn and Inverness and is surrounded by agricultural land. There are approximately seven residential properties within 300m. The closest is The Bungalow, Drumine, approximately 80m from the A96, which is visible from the carriageway.

There are no bus stops on the A96 within the scheme extents; however, it is used for access between Nairn and Inverness and the local wider area.

The scheme extents are not street lit.

According to the National Cycle Network and Scotland's Nature Agency indicate there are no National Cycle Routes or Core Paths adjacent to or within the extents of the scheme.

There are access/egress points to residential properties that are within the scheme extents along the carriageway.

No temporary or permanent land-take is required.

Road Drainage and the Water Environment

A desk-based study using SEPA's Water Classification Hub shows that Moray Firth (ID: 200171) is located approx. 30m north of the works location at its closest point. SEPA has given this waterbody an overall classification of 'good'.

Inverness and Ardersier groundwater (ID: 150807), the groundwater located within the scheme extends this has an overall status of 'good'.

The Indicative River and Coastal Flood Map by SEPA shows there is a low risk of surface water flooding, suggesting that each year there is a less than 0.1% of flooding along the carriageway within scheme extents.

Drainage on the A96 where works are to be undertaken consists of gullies which run along either side of carriageway.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – South West.

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

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

Mitigation

- The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2024) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
    - All vehicles will switch off engines when stationary; there will be no idling vehicles.
    - All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
    - Planing operations will be wetted to reduce dust arising.
    - Drop heights to haulage vehicles will be minimised where practicable.
    - Lorries will be sheeted when carrying dry materials.
    - Surfaces will be swept where loose material remains following planing
    - Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.

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

Biodiversity

Impacts

- A Habitats Regulations Appraisal has been undertaken for the works and concluded that there will be no Likely Significant Effects (LSE) to Loch Flemington SPA for the following reasons:
    - The habitat area of the designated site will not be reduced as a result of the scheme.
    - There will be no long-term disturbance to key species as a result of the scheme.
    - No habitat or species fragmentation will occur as a result of the scheme.
    - There will be no reduction in species density as a result of the scheme.
    - There will be no change in the key indicators of conservation value.
    - The scheme works will not reduce the ability of the designated site to cope with climate change.
- In the absence of control, the construction works could result in some indirect noise, water and air pollution impacts, as well as disturbance of protected species. However, these risks are appropriately minimised and mitigated through standard pollution and noise controls, and recommendations for protected species, which are part of the standard control measures for the proposed scheme.
- Due to the night-time programming, site lighting and additional noise from construction could temporarily disturb any surrounding habitats where nocturnal or protected species may be active within the local surrounding area.
- Due to the works being undertaken within the carriageway, there will be no impacts on the INNS located along the verge.

Mitigation

- A ‘soft start’ will be implemented on site each day. This involves switching on plant/vehicles sequentially, as opposed to simultaneously to ensure a gradual increase in noise for minimal disturbance.
- Site lighting will be directional and aimed away from sensitive ecological receptors including watercourses.
- Should a protected species be encountered or move on site, works will be temporarily halted until the animal has moved on, or until Amey’s Environmental Team can provide advice.
- Plant, vehicles and materials will be contained within areas of engineered ground and not stored on grass verges as far as reasonably practicable. If

required, reinstatement of any damaged areas will be undertaken upon completion of the scheme.

- Amey's Environmental Team will be contacted if:
    - There are any sightings of protected species on, or within close surroundings of the active works area;
    - Unforeseen site clearance, or additional construction activities are required; or
    - INNS are found within the work area.

- Where lighting is required, hoods will be used and lights directed at works and away from ecological receptors, to minimise disturbance to nocturnal species.
- In the event that protected species is noticed on site, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the sustainable solutions team.
- 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.
- In the event that an INNS is identified on site, all works will temporarily stop, and the environment team contacted.
- All site operatives will be briefed on the INNS toolbox talk before the works commence.
- All site workers will have received adequate training relevant to their role prior to working on the site, including specific environmental inductions and 'toolbox talks'.

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

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

Material Assets and Waste

Impacts

- The works will result in contribution to resource depletion through use of virgin materials.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- GHG emissions will be generated by material production and transportation to and from site.
- Potential tar-bound materials could be identified during the investigation coring.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Materials will be delivered on site at the time of being used.
- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates (if required) will also be completed and retained.
- 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.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- Tar generated as a result of the works will be classed as special waste and will be removed to a suitable licenced facility.

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 heavy works using plant and machinery such as the roller wagon and paver planer are required during night-time hours for both aspects of the works, which could cause disturbance for the nearby amenity users as there is little to no screening between the properties and the carriageway.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- Construction effects on noise and vibration will be localised, and the works are temporary and like-for-like in nature.
- There will be temporary adverse construction impacts due to noise/disruption, however, the scheme will improve safety and quality for road users and

pedestrians which will benefit road users in the long-term. There are not anticipated to be any permanent impacts on noise and vibration following the completion of works.

Mitigation

- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silence/mufflers.
- Residential properties within 300m that are likely to be impacted by the works will be notified via a letter drop and a communications strategy for road users will be implemented.
- The local authority environmental health team will be notified prior to the works commencing.
- The noise & vibration briefing will be delivered to all site operatives before works start and the contractor will assess the effectiveness of noise mitigation while on site.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery to minimise disturbance.

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

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

Population and Human Health

Impacts

- Core paths and the pedestrian access and cycleways surrounding the scheme will be unaffected and will remain open during the works.
- Assess and egress to properties that border the scheme may be affected.
- There is no requirement for temporary or permanent land take as the site works take place all within the carriageway boundary.

Mitigation

- TM restrictions/diversions and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.

- Site specific control measures regarding noise and vibration and air quality can be found in the relevant sections.

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

Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required.

Road Drainage and the Water Environment

Impacts

- If not adequately controlled, debris and run off from the works could be suspended in drainage systems and surrounding surface watercourses. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may adversely impact the water environment.
- There are not anticipated to be any permanent impacts on road drainage or the water environment following the completion of works.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This 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.
- The control room will be contacted if any pollution incidences occur.
- 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.

Providing all works operate in accordance with current best practice, the residual effect on the local water environment during construction is considered to be not significant.

In accordance with DMRB Guidance document LA 113: Road drainage and the water environment, no further assessment is required.

Climate

Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Warm mix asphalt (WMA) is being utilised for this project, offering a more sustainable alternative to traditional hot mix asphalt. By allowing production and paving at significantly lower temperatures, WMA reduces the energy required during manufacturing and application. This results in lower greenhouse gas emissions and a reduced carbon footprint, thereby contributing to a diminished overall impact on the climate.

Due to the limited scale and defined scope of the proposed works, which are confined to structural repairs and resurfacing of the existing road infrastructure, no significant effects on the climate are anticipated.

Vulnerability of the Project to Risks

As the works will be limited to the like-for-like replacement of the carriageway structure, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

The Traffic Management Plan ensures that there is no severance of community assets, access routes or residential developments.

All mitigation measures will be adhered to onsite which considers the vulnerability of the project to be low.

It has been determined that the project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment Cumulative Effects

The Highland Council granted planning to be undertaken at Brackley House, Gllanfield, Inverness for change of use to Class 4 and Class 6; erection of commercial building, formation of car park, siting of portable building (part in retrospect) and erection of security fencing.

Located approximately 200m southwest of the planned the planned works on the A96, any activities at Brackley House are restricted to normal working hours between 08:00 and 19:00 from Monday to Friday, 08:00 and 13:00 on Saturdays and no work should occur on Sundays or Bank Holidays in Scotland.

As the structural maintenance and resurfacing works on the A96 are to be undertaken at night, no significant or in-combination effects are anticipated with the above listed works at Brackley House.

The Scottish Road Works Commissioner's Interactive Map has not highlighted any works during the proposed timescale and at the location of the proposed works.

Amey's Currently Programme of works has not highlighted any other works during the proposed timescale at the location of the proposed works and surrounding area.

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 in combination effects are anticipated.

Assessments of the Environmental Effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment.

The following environmental surveys/reviews/consultations have been undertaken:

Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in June 2025.

Habitats Regulations Appraisal (HRA) undertaken by Ameys Ecology Team in June 2025.

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/is not 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, 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 can 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 (total area 1.05ha) and as a result will not require any land take and will not alter any local land uses.
- Loch Flemington Special Protection Area (SPA) is located approximately 650m southeast of the northern extent of the works. As the SPA is located with 2km and the proposed works may have direct connectivity to the site a Habitats Regulations Appraisal was undertaken. The appraisal concluded that there are no likely significant effects upon the protected species within the SPA. Overall, the works will not affect the integrity of the designated site.

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.

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.

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, July 2025

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot