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Environmental Impact Assessment Record of Determination

A78 Corraith Road to Hillhouse Northbound

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A78, Corraith Road to Hillhouse Northbound, in Loans, South Ayrshire, covering an area of 1.6 hectares. Resurfacing works are required to repair structural defects that have been identified on the carriageway, including, fretting, chip loss, rutting, cracking (both longitudinal, transverse).

The construction activities will involve structural inlays using TS2010 surface course, ranging in depths between 10mm and 300mm. Construction activities will be as follows:

- Implementation of Traffic Management (TM);
- Removal of road studs;
- Milling out the existing material to the proposed treatment depths by road planer;
- Laying of inlays using TS2010 surface course 10mm aggregate and AC binder and base if required;
- Application of a tack coat to enhance the bond between layers;
- Sealing of construction joints to prevent water ingress and future deterioration;
- Reinstatement of road markings, linings and studs, and;
- Removal of TM.

The following (but not limited to) plant/machinery/vehicles may be used throughout the scheme:

- Planer will be used to remove the road surface.
- Paver will be used to lay the new road surface.
- Roller will flatten and compact the road material.

The proposed works are scheduled to be completed within this financial year, by the end of March 2025. The works are expected to require approximately seven night shifts.

Traffic Management details are yet to be confirmed; however, it is anticipated that the works will require overnight full closures of the northbound carriageway. A diversion route is proposed, directing traffic the B746 and A759 through Loans, continuing north toward Meadowhead Roundabout.

Location

The scheme is located along a semi-rural section of the A78 in Loans, South Ayrshire. The scheme extents can be found at the following National Grid References (NGRs):

- Scheme Start - NS 35041 30897
- Scheme End - NS 34430 32462

The A78 is bordered by dense vegetation along the roadside, which gradually becomes sparser towards the southern extent of the scheme. This opens up views of the surrounding agricultural landscape and distant wooded areas. To the west of the corridor lies the town of Loans, with residential properties, including Stable Wynd housing development situated approximately 30m from the road. This section of the road runs through a cutting, further separating the residential area from the highway.

Please refer to Figure 1: Scheme Location Map below for the detailed location of the scheme.

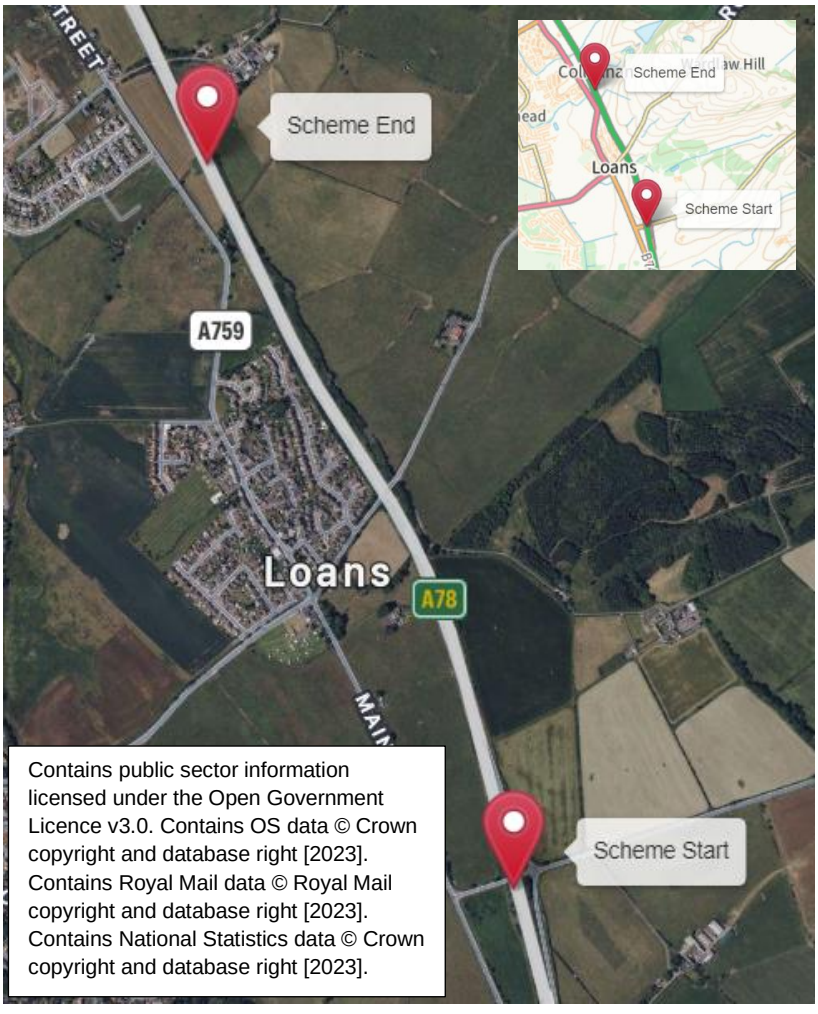

Figure 1: Location and Scheme extents

Description of local environment

Air quality

The A78 carriageway is bordered by dense vegetation and mature deciduous trees, with vegetation becoming sparse towards the southern scheme extents of the scheme. Agricultural fields surround the works to the north, east and south, while residential properties to the west form the town of Loans.

Approximately 66 residential properties are located within 200m of the scheme extents, with the nearest property located 30m southwest on Stable Wynd. There are no other sensitive air quality receptors that lie within 200m of the works area.

The baseline air quality in the area is primarily influenced by the traffic on the A78 carriageway. This is evident from the nearest manual count point, located on the A78 within the scheme extents, (count point ID: 10757), showing that in 2023, the Annual Average Daily Flow (AADF) for all vehicles was recorded as 18,725 with 876 of these being Heavy Goods Vehicles (HGVs).

Due to the diversion route, traffic flow along the B746 will also influence local air quality. Manual count point 80273, located along the B746, shows that in 2023, the AADF for all motor vehicles was 4,616 with 55 of these HGVs.

South Ayrshire Council have not declared any Air Quality Management Areas (AQMAs) within 200m of the scheme extents.

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

Cultural heritage

A desk-based assessment has been undertaken using Pastmaps to identify cultural heritage assets within the vicinity of the scheme. A study area of 300m has been used for designated cultural heritage assets, and an area of 200m area for non-designated cultural heritage assets.

The assessment found no designated sites within 300m of the scheme extents. However, non-designated cultural heritage assets within 200m are detailed in Table 1.

Table 1: Non-designated cultural heritage assets

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Archaeological Evaluation: Barassie, Troon	3817	Historic Environment Record (HER) - Archaeological Event Record	Approx. 88m west of the scheme extents
Troon, Loans, Crossburns	41998	Canmore - Farm Building(S) (Period Unassigned)	Approx. 180m west of the scheme extents
Troon, Loans, Crossburns	6569	HER - Farm Buildings	Approx. 180m west of the scheme extents
Loans, Crossburn	41997	Canmore - House (Period Unassigned)	Approx. 96m west of the scheme extents
Troon, Loans, Crossburn	6568	HER - House	Approx. 96m west of the scheme extents

As works involve like-for-like structural inlays with no groundbreaking or excavation required, there will be no impact on any identified cultural heritage assets. Therefore, this aspect has been scoped out for further assessment.

Landscape and visual effects

The A78 carriageway is bordered by dense vegetation and mature deciduous trees, with vegetation becoming sparser toward the southern end of the scheme. Agricultural fields are located to the north, east and south of the works area, while residential properties to the west form part of the town of Loans and Troon.

The landscape is primarily urbanised to the west, but includes several areas of green spaces such as sports fields, parks and gardens, including the Fullarton Fairy Trail.

According to Scotland's Historic Land Use Assessment (HLA) Map, the land within the scheme extents has been previously used as 'Motorway and Major Roads'.

Scotland's Environment Web has not highlighted any Gardens & Designed Landscapes, National Scenic Areas, Tree Preservation Orders (TPOs) or any Ancient Woodland within 500m of the scheme extents.

According to the Scottish Landscape Character Type (LCT) Map, the LCT within the scheme extents can be classed as '60 - Low-Lying Coast'. Key characteristics of this landscape type includes low lying areas and sandy beaches with urbanised areas.

The views from the carriageway are mostly of mature trees. Due to vegetation sparsity in some areas along the A78, some residential properties will have views of the works, particularly along Main Street and Commonwealth Drive. No businesses or recreational areas will have views of construction.

Biodiversity

A desktop study using NatureScot's Sitelink online research tool has not identified any European designated sites within 2km of the scheme extents or any national designations, such as Sites of Special Scientific Interest (SSSI) within 200m of the scheme extents.

According to the National Biodiversity Network (NBN) Atlas, there are no protected species within 500m of the scheme extents.

Transport Scotland's Asset Management Performance System (AMPS) has identified the following target species and INNS along the verge of the A78 within the scheme extents:

- Rosebay willowherb (*Chamerion angustifolium*)
- Japanese knotweed (*Fallopia japonica*)
- Creeping thistle (*Cirsium arvense*)
- Common ragwort (*Jacobaea vulgaris*)

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource. As a result, the need for a field survey was scoped out due to the nature of the works and that all works will be restricted to the existing carriageway boundary.

Geology and soils

SiteLink notes there are no Geological Conservation Review Sites (GCRS) within 2km of the scheme extents. There are also no geological SSSI's located within 200m of the works.

According to Scotland's Soils Map, the soil type within the scheme extents can be identified as 'Non-calcareous gleys'. The national land capability for agriculture can be classed as both '3.1' and '4.2'. This land is capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range. Short grass leys are common, and production is primarily on grassland with short arable breaks of forage crops.

The British Geology Viewer has highlighted that the geology within the scheme extents along the A78 consists of the following:

Bedrock Geology

- Scottish Upper Coal Measures Formation - Sedimentary rock cycles, coal measure type. Sedimentary bedrock formed between 315.2 and 308 million years ago during the Carboniferous period.

Superficial Deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

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 scheme does not require a Site Waste Management Plan (SWMP) as the total value is under £350,000.

Table 2 and 3 below outlines the materials required for the scheme and waste expected to be produced during the works.

Table 2: Key Materials Required for Activities

Activity	Materials Required	Sources
Construction	• TS2010 surface course • AC20 bituminous binder • AC32 bituminous base • Tack Coat • Aluminium/glass/reflective lenses for road studs • Road marking paint • Fuels and Oils	• 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. • 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

Activity	Materials Required	Sources
		range of sustainable aggregate sources. • Materials will comprise mostly of virgin aggregate, however, some material that is being removed will be recycled on site and then reused, therefore, a small percentage of material is recycled in situ.

Table 3: Key Waste Arising from Activities

Activity	Waste Produced	Disposal
Construction	• Asphalt planings • Road studs • Road marking paint	• 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.

Tar bound materials were not identified during the investigation coring.

Noise and vibration

The area surrounding the scheme extents is semi-rural with approximately 90 residential properties within 300m of the scheme extents. The nearest property is located 30m southwest on Stable Wynd. Other visual receptors include the following:

- Highgrove House Hotel located approximately 298m east of the scheme extents.
- The Loans Inn located approximately 250m west of the scheme extents.
- No 2 Troon Road Bed and Breakfast located approximately 245m west of the scheme extents.

Approximately 40 residential properties lie within 100m of the works.

As the A78 road carriageway runs through a cutting, these receptors (within 100m) will benefit from natural screening, which will help reduce vibration effects. Therefore, no significant vibration impact is expected for these properties due to the natural screening provided by the cutting.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (2019-2023).

Baseline noise and vibration levels are primarily influenced by traffic on the A78 carriageway. Scotland's Noise Map has recorded that the noise level (Lden) during daytime hours, ranges from approximately 60dB to 71dB. During night-time hours, the noise level (Lden) ranges from approximately 53dB to 61dB.

The nearest manual count point along the A78 is 10757 located within the scheme extents. This shows that in 2023, the AADF for all motor vehicles was recorded as 18,725 with 876 of these being HGVs.

Due to the diversion route, traffic flow along the B746 will also influence local air quality. Manual count point 80273, located along the B746, shows that in 2023, the AADF for all motor vehicles was 4,616 with 55 of these HGVs.

Population and human health

A study area of 300m was used in this assessment as works are unlikely to impact any receptors beyond 300m.

There are approximately 90 residential properties within 300m of the scheme extents, with the nearest property located 30m southwest on Stable Wynd. Other visual receptors include the following:

- Highgrove House Hotel located approximately 298m east of the scheme extents.
- The Loans Inn located approximately 250m west of the scheme extents.
- No 2 Troon Road Bed and Breakfast located approximately 245m west of the scheme extents.

The following core paths are situated within 300m of the scheme extents:

- Core Path SA7 is located approximately 244m north.
- Core Path SA6 is located approximately 274m west.
- Core Path SA5 is located approximately 260m west.

There are no National Cycle Network Routes or any Horse-Riding Routes within 300m of the scheme extents.

There are no streetlights, access/egress points to residential properties, bus stops or footpaths within the scheme extents.

There is one layby within the scheme extents located at NGRs: NS 34917 31514.

Road drainage and the water environment

According to the Scottish Environment Protection Agency (SEPA)'s Water Classification Hub, there are no watercourses recorded within 500m of the scheme extents. However, there are multiple unclassified watercourses surrounding the scheme extents, these are unnamed.

SEPA's Flood Risk Map has highlighted that there are areas within the scheme extents that are susceptible to a 10% chance of surface water flooding. No areas have been identified within the scheme extents that are likely to experience river or coastal water flooding.

The groundwater within the scheme extents has been identified as Kilmarnock groundwater, (ID: 150662), which has an overall 'poor' quality.

The drainage within the scheme extents where works are to be undertaken consists of catchpits, gullies and filter stones.

The scheme is not located within a Nitrate Vulnerable Zone (NVZ).

Climate

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce 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, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS 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 are working towards a contractual commitment to have carbon neutral depots on the 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 lead to an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- During construction there is the potential for an increase in dust and emissions from plant and machinery. This is likely to cause a slight deterioration in air quality within the local area. These impacts will last for the duration of the works only.
- Due to the diversion route travelling along the B746 and A759, air quality along this stretch of road may decline due to the increased volume of vehicles. This will impact residential properties within 200m of these routes.
- Post construction there will be no change to the traffic volume, speed or road alignment as works are like-for-like.
- All identified impacts will be temporary, lasting only for the duration of the works, with no lasting change expected in air quality.

Mitigation

The Guidance on the assessment of dust from demolition and construction (2024), published by the Institute of Air Quality Management (IAQM), ,includes the following mitigation relevant to this scheme,:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- Site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable.
- 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 undertaken prior to works.

No significant effects are anticipated and therefore no further assessment in accordance with DMRB Guidance document LA 105: Air Quality 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.
- There will be a temporary impact upon visual receptors of the carriageway, such as residential properties particularly along Main Street and Commonwealth Drive, due to construction activities occurring on the A78.
- As works are like-for-like, there will be no significant change to the landscape.

Mitigation

- Throughout all stages of the works, the site will be maintained in a clean and tidy condition, with materials, equipment, plant and waste appropriately stored to minimise 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.

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

- The works will be confined to the carriageway boundary on previously engineered ground. As such, the proposed works will not result in the alteration or removal of existing habitat along the A78, nor will they involve working in water.
- During night-time programming, misdirected site lighting and an increase in noise and vibration could cause disturbance to any surrounding nocturnal species or protected species.

- If there is any disturbance to the verge of the A78, works have the potential to cause the spread of Transport Scotland target species and INNS including Rosebay willowherb, Japanese knotweed, Creeping thistle and Common ragwort.

Mitigation

- A 'soft start' will be implemented on site each day. This will involve a gradual increase in noise levels from plant.
- Vehicles, plant, machinery 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.
- Works will not be undertaken within 7m of Japanese knotweed. Where this is not possible, consultation with Amey's Ecology Team will be required and a Method Statement will be prepared.
- As part of the NMC contract, Amey, on behalf of transport Scotland, have been asked to keep a record of various target species, including Rosebay willowherb and Common ragwort. Where works are required within areas of target species, the Amey Landscaping Team will be consulted so that the relevant management plan can be implemented.
- 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 watercourses, to minimise disturbance to nocturnal species.

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.

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.
- The works will result in contribution to resource depletion through use of virgin materials.
- There will be an increase in waste sent to landfill if waste materials are not recycled or reused.

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 when required, rather than being stockpiled.
- 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 will also be completed and retained.
- Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As such, 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.
- 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.
- Longevity and lifecycle of road markings will be improved as an additional layer will be added on top of the paint, therefore reducing impacts from moving vehicles.
- 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.

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

- Works will likely be undertaken during night-time programming. As such, any residential properties within 300m may experience temporary disturbance due to an increase in noise and vibration levels.
- Properties within 25m of the B756 and A759 will experience increased noise and vibration level due to the increase in traffic caused by the construction diversion route.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and

nearby receptors will benefit from the improved road surfacing as a result of the scheme.

- There are no anticipated permanent impacts on Noise and Vibration following the completion of works.

Mitigation

- Due to night-time programming, Amey's Energy Transition & Sustainability Team have notified South 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.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- 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.
- Unnecessary revving of engines will be avoided and equipment will be switched off when not in use.
- Drop heights of materials will be minimised.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The noisiest works will be completed before 23:00 where feasible.
- Amey's environmental briefing on Noise and Vibration will be delivered to site operatives prior to construction.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration are considered to be not significant. 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).
- There will be no impact on land take from private land and/or community land or facilities as a result of the scheme.
- Due to night-time programming, construction site lighting during night-time hours could cause disturbance for residential properties in close proximity.

- Access to the residential properties, community assets and businesses identified will not be impacted by the works.
- Core paths identified will not be impacted by the works.
- The layby within the scheme extents will be temporarily closed during construction.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Any change of schedule will be communicated to local residents throughout the work programme.

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, 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.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site during and 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 must be contacted if any pollution incidences occur, 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.

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.
- 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

As the works will be limited to the like-for-like resurfacing of the carriageway, 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.

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

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

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

According to Amey's Current Works Schedule and the Scottish Road Works Commissioner, there are no works scheduled to be carried out within the proposed works time and location.

South Ayrshire Council's Planning Portal also does not indicated any scheduled works that will be carried out the proposed works location and time.

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 and sensitive receptors.

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 January 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 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:

<u>Characteristics of the scheme:</u>

- 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 1.6 hectares.) 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.
- The scheme is not situated in whole or in part in a sensitive area.

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

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Energy Transitions & Sustainability Team at Amey in January 2025.

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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