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# **Environmental Impact Assessment Record of Determination**

**A737 NB Kilbarchan  
Overbridge to B789 inc. On-slip  
and Off-slip & SB B789  
Overbridge to Kilbarchan**

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## Project Details

### Description

Works are required to maintain the safety and integrity of an approx. 2.4 km stretch of the A737 carriageway as the existing surface course has reached the end of its serviceable life. The section of road has been split into two separate schemes: NB from the Kilbarchan Road overbridge (OB) to B789 OB including the on slip and off slip to the A737, and SB from the B789 OB to Kilbarchan road off slip.

Works will involve carriageway resurfacing utilising TS2010 surface course to varying depths dependent on condition across the length of the scheme.

The proposed construction activities are likely to involve the following:

- Milling of existing bituminous material by road planer;
- Hand-held jackhammer and compressor for breaking up surfaces not accessible by planer;
- Loader/excavator used to collect and move excess material;
- Base/binder material laid and compressed (where required);
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Mechanical sweeper to collect loose material;
- HGV for removal and replacement of material; and
- Road markings replaced using an extrusion tool.

The total area of the works is approximately 25,256 m<sup>2</sup> (2.5 ha).

The works are currently programmed to operate in January 2023, with exact duration and timings yet to be confirmed.

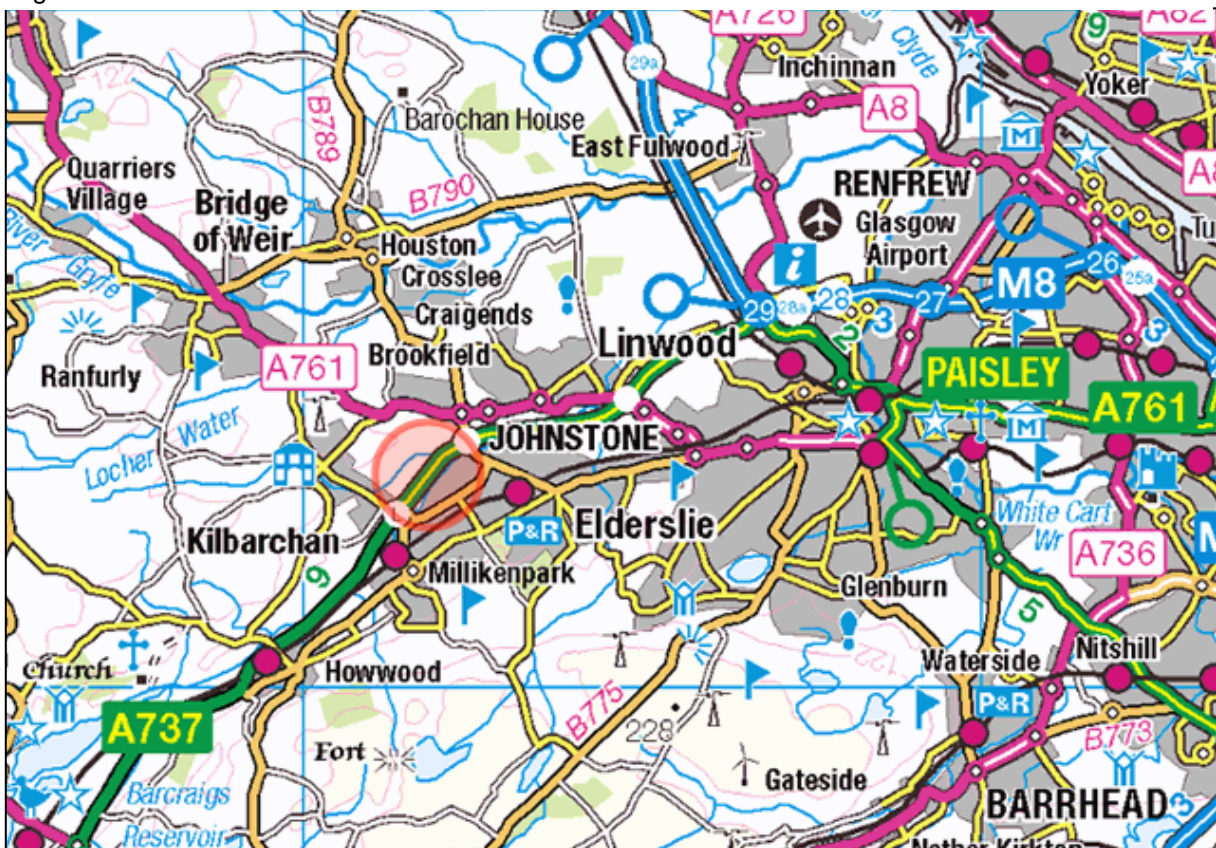
Traffic management (TM) for this scheme will involve overnight closures of the A737 mainline and on/off slips, which will be facilitated by an appropriate diversion route which is yet to be determined.

### Location

The scheme is located in a semi-rural area, on the boundary of an industrial urban section of the A737 carriageway between Kilbarchan and Johnstone, Renfrewshire. The National Grid References (NGR) are:

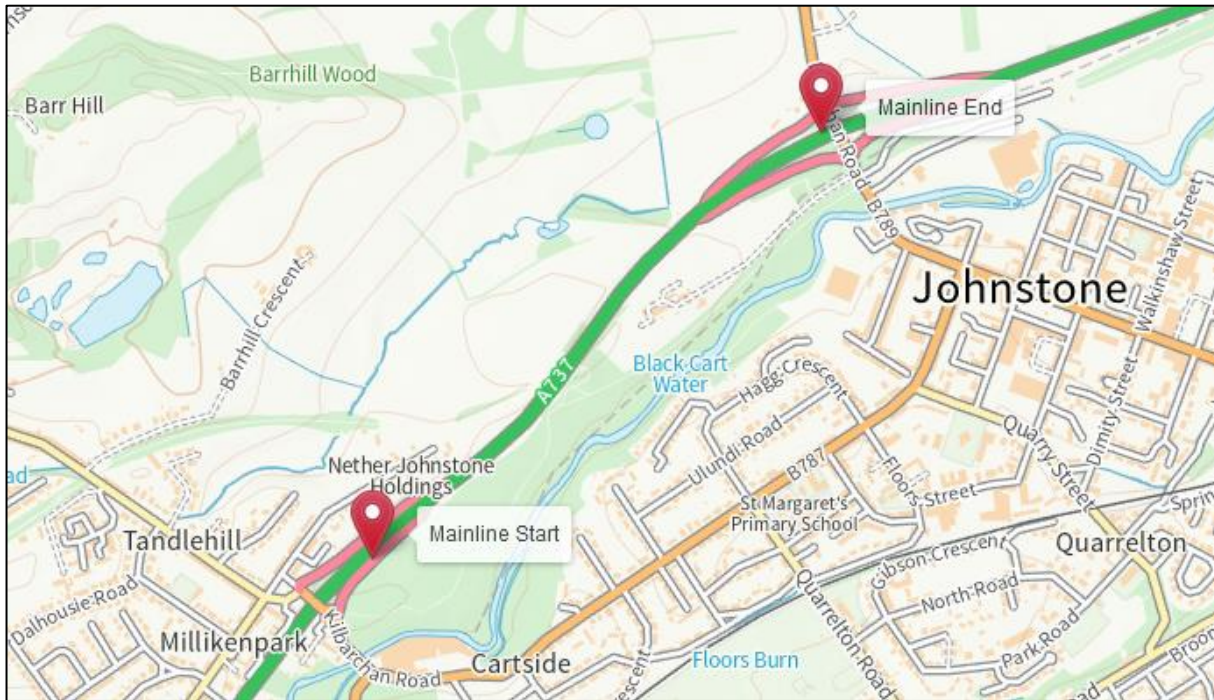
- NB Main line:
  - Start: NS 41424 62721
  - End: NS 42319 63573
- NB Onslip Start: NS 41284 62680
- NB Offslip End: NS 42317 63624.
- SB Scheme:
  - Start: NS 42348 63554
  - End: NS 41483 62776

Figure 1: Scheme Location



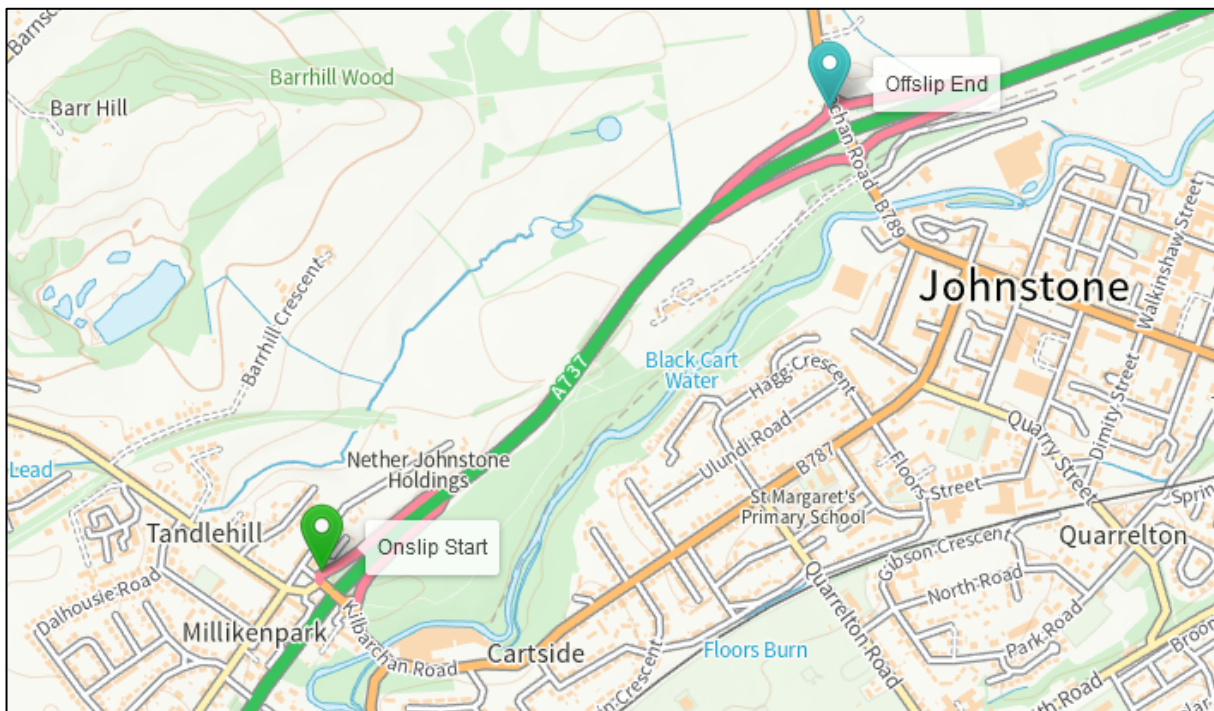
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Figure 3: Scheme Extents – A737 Mainline



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Figure 2: Scheme Extents - A737 On/Off Slips



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## Description of local environment

### Air quality

The scheme extents lie within a semi-rural area. The A737 carriageway mainline is bordered with deciduous woodland habitat and the Black Cart Water runs parallel at 150-400 m distance to the mainline.

[Average Annual Daily Flow](#) (AADF) in 2020 for the main A737 carriageway within the scheme extents accounted for 37,493 vehicles, with an average of 4.8% heavy goods vehicle (HGV).

Renfrewshire has declared three [Air Quality Management Areas](#) (AQMAs) with one within proximity to the scheme. Johnstone Highstreet AQMA is designated in relation to a likely breach of the nitrogen dioxide (NO<sub>2</sub>) annual mean objective. The AQMA covers the High St in Johnstone, the main road that runs through the town centre and is approximately 180m distance from the SB scheme.

### Cultural heritage

A desktop study using [PastMap](#) has identified the following features of cultural heritage within proximity of the scheme extents:

- [Cart Bank Laundry](#) (LB143742) approximately 150m southwest of the on-slip entrance
- Cartside Terrace, Waterside (LB12835) is a Category B listed building approx. 200m south of the southbound on-slip entrance
- Cartside Mill Office Block, Milliken Park (LB43481) is a Category B listed building approx. 250m south-west of the on-slip entrance
- Milliken Tower (LB12803) located approximately 200m north of the A737 carriageway within the SB scheme extents (Category C).

All works will be located within the existing carriageway boundary and will not impact any areas of land that have not previously been subjected to engineering activity.

It has been determined that the proposed project does not carry the potential to cause direct or indirect impact to cultural heritage.

As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

## Landscape and visual effects

A desktop study using [NatureScot Sitelink](#) and [PastMap](#) online interactive map has not highlighted any areas designated for landscape character within 300m of the works.

Historic Environment Scotland's [HLAMap](#) has highlighted the surrounding landscape to consist of a combination of fields, farmland and managed woodland.

Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. 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 operating on a like-for-like basis, no permanent changes to landscape features are predicted.

As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

## Biodiversity

The scheme extents lie within a semi-rural area. The A737 carriageway mainline is bordered with deciduous woodland habitat and the Black Cart Water runs parallel at 150 - 400 m distance to the mainline.

Amey's Invasive Non-Native Species (INNS) database has highlighted three records of *Rhododendron ponticum* on the A737, approximately 250 m from the mainline start.

## Geology and soils

The [National Soil Map of Scotland](#) has identified the local soil type as brown soils.

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

Along the mainline of the A737:

- Superficial deposits:
  - Till, Devensian - Diamicton. Sedimentary superficial deposit.
  - Alluvium - Clay, silt, sand and gravel. Sedimentary superficial deposit.
- Bedrock geology:

- Lawmuir Formation - Sedimentary rock cycles, Strathclyde group type. Sedimentary bedrock.
- Kilbarchan Sills - Microgabbro. Igneous bedrock.
- Main Hosie Limestone - Limestone. Sedimentary bedrock
- Lower Limestone Formation - Sedimentary rock cycles, clackmannan group type.
- Limestone Coal Formation - Sedimentary rock cycles, clackmannan group type.

A737 NB On-slip:

- Superficial deposits: Raised Marine Deposits, Devensian - Clay, silt, sand and gravel.

As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils.

As such, impact has been assessed as being ‘no change’ and has been scoped out of requiring further assessment.

## Material assets and waste

Table 1 – Key Materials Required for Activities

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> <li>• TS2010 surface course</li> <li>• AC32 Base</li> <li>• AC20 Binder</li> <li>• Bitumen</li> <li>• Road paint</li> <li>• Road studs</li> </ul>	<p>A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course.</p> <p>TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA. As a result the use of TS2010 will reduce the usage of imported aggregates, and increase the use of a wider range of sustainable aggregate sources.</p>

Table 2 – Key Waste Arising from Activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> <li>• Road planings</li> <li>• Studs</li> <li>• Road kerbs</li> </ul>	On-site investigations did not highlight presence of any tar-containing material within any cores taken from within the scheme extents.



Activity	Waste Arising	Disposal/ Regulation
		As such, all road planings generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document ' <a href="#">Guidance on the Production of Fully Recoverable Asphalt Road Planings</a> '.

## Noise and vibration

The section of the A737 carriageway falls within a semi-rural setting between Kilbarchan and Johnstone.

[Average Annual Daily Flow](#) (AADF) in 2020 for the main A737 carriageway within the scheme extents accounted for 37,493 vehicles, with an average of 4.8% heavy goods vehicle (HGV).

Baseline noise is likely to be influenced by vehicle traffic from the A737 carriageway and nearby agricultural and urban activities.

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

## Population and human health

The A737 is a main route connecting local areas such as Johnstone, Kilbarchan, Elderslie, Linwood and Bridge of Weir to Glasgow and further east via the M8. As such, air quality is affected due to the daily use of the carriageway by road vehicle users.

No non-motorised provisions exist adjacent to the carriageway within the scheme extent.

No accesses or on/off slips exist within the scheme extent.

Traffic management for this scheme will involve overnight closures of the mainline and on/off slips, which will be facilitated by an appropriate diversion route.

There are several residential properties on Miliken Road, 10m distance from the onslip, running parallel to it. There are agricultural lands surrounding the scheme on the OB border, and the Nether Johnstone Farm premises is located 70m SE from the mainline. Towards the northern scheme extent, the road connects to a retail outlet with commercial premises which might operate during unsocial hours (10:00 PM to

6:00 AM) such as Morrisons and ALDI. Smith & McLaurin Ltd manufacturers is located 100 m from the off slip which might operate during unsocial hours.

A pedestrian footway is located on the elevated B789 carriageway at the northern scheme extent, which features two traffic light controlled pedestrian crossings.

An overbridge carries a [Core Path \(ID: NCR/4\)](#) over the A737 approximately 500m from the Southern scheme extent.

[National Cycle route](#) no.7 is located within proximity of the scheme and follows the same route as the Core Path above.

## Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA) [River Basin Management Plan Interactive Map](#) has identified Black Cart Water as a river (ID: 10747) which runs parallel to the SB A737 carriageway and is approximately 150 m distance at its closest point. SEPA has classified this waterbody as having an overall status of 'Moderate'.

Kilbarchan Burn (unclassified by SEPA) flows below the A737 carriageway within the scheme extents.

The [Indicative River & Coastal Flood Map](#) by SEPA has highlighted a medium and high surface water flood risk within the scheme extents. SEPA has also highlighted a high risk of river flooding associated with the Black Cart Water.

The drainage for the scheme consists of top entry gullies and filter drains.

## 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<sub>2</sub> 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 (GHG) 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.

#### Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

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.

## Description of main environmental impacts and proposed mitigation

### Air quality

#### Impacts

- TM for this scheme will involve overnight closures of the A737 mainline and on/off slips, which will be facilitated by an appropriate diversion route which is yet to be determined.
  - Traffic management may increase congestion in local environments.
  - There is potential for the diversion route to result in increased traffic within the nearby AQMA.
- On site construction activities carry a potential to produce airborne particulate matter that may have a slight impact on local air quality levels.

#### Mitigation

- All works shall operate in accordance with current best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2014) published by the IAQM, which includes the following mitigation relevant to this scheme:
  - When not in use plant and vehicles will be switched off; there will be no idling vehicles.
  - All plant and fuel-requiring equipment utilised during construction shall be well maintained in order to minimise emissions, as per manufacturing and legal requirements.
  - Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
  - Planing operations will be wetted to reduce dust arising.
  - Drop heights to haulage vehicles and onto conveyors will be minimised.
  - Lorries will be sheeted when carrying dry materials.
  - Surfaces will be swept where loose material remains following planing.
- Johnstone Highstreet (B789) between Canal Road and Napier Street is designated as an AQMA. Any diversion routes shall be planned to avoid this area where possible.

Providing all works operate in accordance with current best practice, the residual impact for air is considered no change.

It has been determined that the proposed project will not have direct or indirect significant effects to local air quality.

## Biodiversity

### Impacts

- There is potential for protected species to be active within the local surrounding area.
- In the event of night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species.
- In the event of night-time programming, additional noise from construction activities could cause disturbance to any surrounding nocturnal species.
  - Due to presence of permanent carriageway lighting on the A737 carriageway for the full scheme extent, and impact is considered limited.

### Mitigation

- Operatives will remain vigilant for the presence of protected species within or near the works. If an animal is spotted, all works shall temporarily halt until the animal has moved on, and any sightings shall be reported to the E&S Team.
- Oil, fuels and other potential pollutants or poisonous materials will be stored safely on site.
- On site light sources will be kept to a minimum, and only used as required:
  - When in use, any artificial site lighting will be kept directional to the works area as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland).
  - When not in use or required, light sources shall be switched off to reduce impact on nocturnal species.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers shall be checked at regular intervals to ensure efficiency.
- Site operatives shall be briefed using the Amey Invasive Plants; Common Mammals; Red Squirrels briefings prior to works, which is provided within site documentation as included in the Initial Environmental Review (IER).
- See additional noise mitigation measures in *Noise and Vibration and Road drainage and the water environment*.

On the condition that best practice is adhered to, residual impact to local biodiversity is considered no change as a result of the works.

It has been determined that the proposed project will not have direct or indirect significant effects to biodiversity.

## Material assets and waste

### Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- GHG emissions will be generated by material production and transporting to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

### 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.
- Road planings generated will be recovered by a licenced contractor for reuse and/or recycling in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.

Temporary impact during construction is considered negligible adverse, with residual impact considered no change.

It has been determined that the proposed project will not have direct or indirect significant effects to the consumption of material assets or creation of waste.

## Noise and vibration

### Impacts

- TS2010 road surfacing will be utilised, which should reduce mid to high frequencies of traffic noise levels. Nearby receptors may benefit from improved reduced noise as a result of the scheme.
- Works will be undertaken during night-time programming. As such, residential and sensitive properties in proximity may experience a level of disturbance due to increase in baseline noise levels, including potential disruption to sleep.

### Mitigation

- Renfrewshire Council's Environmental Health Department will be notified in advance of the works by the E&S Team, due to night-time programming.
  - This will be undertaken during weekly notification issue to all Local Authorities for the upcoming Amey programme of works.

- Residential properties in proximity will be notified in advance of the works, providing details of timings, nature, and duration of the works.
- Effects from noise shall 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.
- Plant and machinery will be switched off when not in use to reduce noise disruptions to the surrounding environment.
- Engine exhaust and vent silencers shall be used where possible.
- The noisiest works will be scheduled for before 11:00pm where feasible.
- The delivery of materials to the scheme extents shall be made during daytime and early evening hours where reasonably practicable, to reduce delivery trips required and noise associated by traffic.
- Operatives will avoid extraneous noise whilst onsite and will be briefed using the Amey Noise and Vibration environmental briefing.

Provided that best practice measures are followed, it is predicted that residual impact from noise will be negligible beneficial, with temporary minor adverse impact predicted during construction.

It has been determined that the proposed project will not have direct or indirect significant effects to local noise and vibration.

## **Population and human health**

### **Impacts**

- Traffic management (TM) for this scheme will involve overnight closures of the mainline and on/off slips, which will be facilitated by an appropriate diversion route which is yet to be determined.
  - Closure and diversion route may result in increased travel times and driver frustration for users of the A737 carriageway.
- TS2010 road surfacing will be utilised. TS2010 can improve the skid resistance of the road.
- The use of TS2010 is shown to have superior durability to standard road mixes as such this will extend the life span of the carriageway preventing the need for reoccurring routine maintenance and associated levels of disruption.

### **Mitigation**

- Advance traffic signs will be placed prior to works in an effort to minimise disturbance to vehicular travellers, and will inform road users of expected duration, timings, and any temporary traffic management arrangements/restrictions.

Provided that best practice measures are followed, it is predicted that residual impact to population and human health will be no change, with temporary minor adverse impact predicted during construction.

It has been determined that the proposed project will not have direct or indirect significant effects to local population and human health.

## **Road drainage and the water environment**

### **Impacts**

- 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 affect the water environment if not effectively controlled.
- If not appropriately controlled, debris, sediment and run off from the works has the potential to enter nearby drains and watercourses and could detrimentally impact water quality.
- In the event of a flooding incident, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Should flooding occur, this may delay the scheduled works.

### **Mitigation**

- Best practice, as detailed by SEPA Guidance for Pollution Prevention (GPPs), will always be followed onsite. This will ensure that any potential sediments/spills are not allowed to enter road drainage unchecked.
- Appropriate measures shall be implemented onsite to prevent any potential pollution to the natural water environment (e.g. debris, dust and hazardous substances). This will include, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers/shielding boards.
- Any pollution incidences will be reported to the Amey control room.
- Operatives will conduct regular checks of the surrounding ground/drains for any spillages/leakage regularly, especially in periods of heavy wind and rainfall.
- All debris which has the potential to be suspended in surface water and wash into the local water environment shall be cleaned from the site following the works.
- Weather reports shall be monitored prior to 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 when run-off/drainage can be adequately controlled to prevent pollution.

Providing all works operate in accordance with site control measures and SEPA Guidance for Pollution Prevention (GPP) the residual impact for water is considered no change.



It has been determined that the proposed project will not have direct or indirect significant effects to the water environment.

## 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 shall not be left on when not in use to minimise and prevent unnecessary emissions being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

It has been determined that the proposed project will not have direct or indirect significant effects to climate.

## Vulnerability of the project to risks

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

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

## Assessment cumulative effects

The [Scottish Road Workers Commission](#) Interactive Map does not highlight any other works in the area at the time of construction.

[Renfrewshire Council's Planning Alert Portal](#) does not highlight any proposed developments or planning applications on the A737 carriageway within proximity to the scheme.

Amey's current [programme of works](#) has not highlighted any planned nearby schemes which may result in a combined effect on nearby receptors. The SB carriageway resurfacing will occur sequentially to the NB scheme.

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.

## **Assessments of the environmental effects**

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

The following environmental surveys/reviews have been undertaken:

- A design Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in September 2022.

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

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

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

### Characteristics of the scheme:

- Construction activities are restricted to the approximate 25,256m<sup>2</sup> (2.5ha) area of existing carriageway.
- At end of life, components can be recycled, reducing waste to landfill.
- 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.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.

### Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.

- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

**Characteristics of potential impacts of the scheme:**

- No significant residual impacts are predicted. Disruption due to construction activities are not expected to be significant and will be mitigated as far as is reasonably practicable.
- 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.
- The successful completion of the scheme will afford benefits to residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.

## 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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Published by Transport Scotland, December 2022

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