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# **Environmental Impact Assessment Record of Determination**

## **A737 Millikenpark to Howwood**

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## Project Details

### Description

The works are being undertaken to improve the quality of the road surface on the A737 between Millikenpark and Howwood, Renfrewshire. Resurfacing works are required to repair structural defects present within this section of the A737.

Construction activities will involve the implementation of Traffic Management (TM) followed by structural pavement inlays and crack, seal and overlay treatments to the existing carriageway footprint prior to TM being removed. These works will involve the following materials and plant/machinery/vehicles:

- TS2010 Surface Course;
- AC20 Bituminous Binder;
- AC32 Bituminous Base;
- Roller Wagon; and,
- Paver Planer.

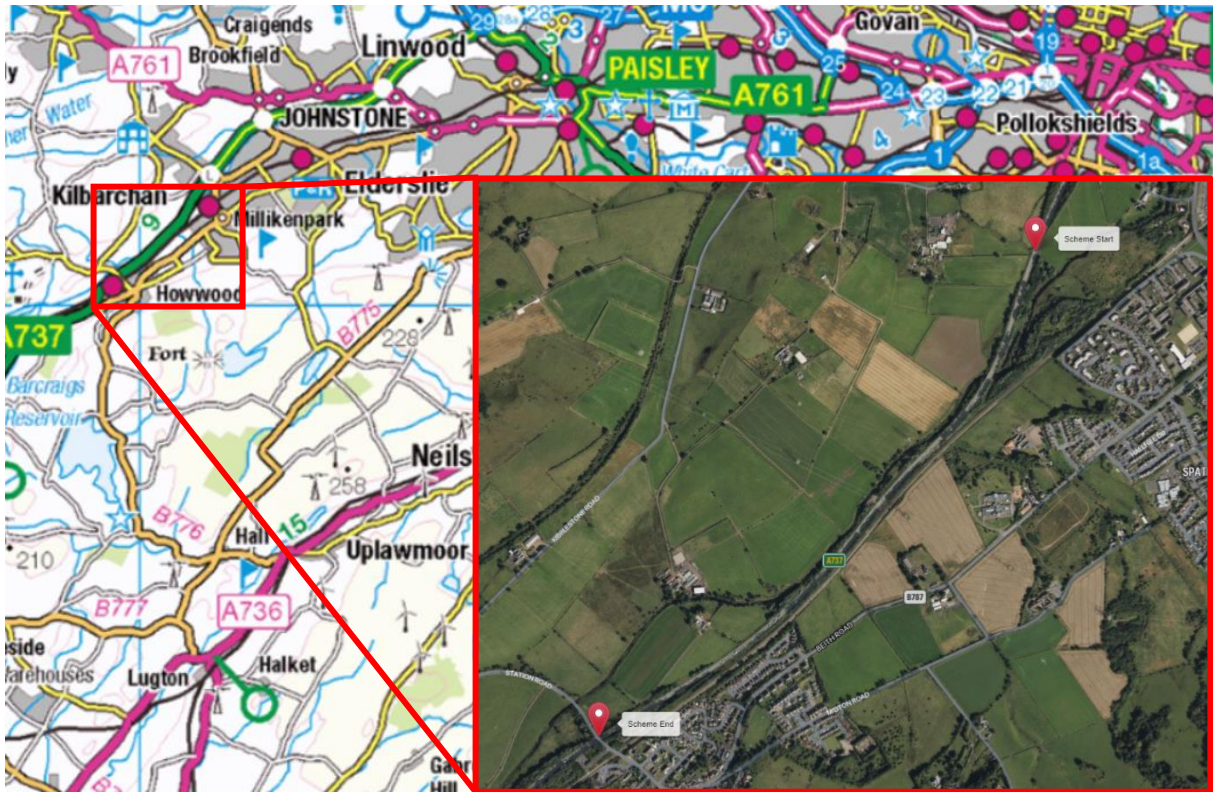
The works are currently scheduled to commence on August 1<sup>st</sup> 2023 and will take place during night-time hours. The TM is yet to be confirmed however it will likely consist of overnight road closures.

### Location

The scheme is approximately 2km in length, with an area of approximately 20,000m<sup>2</sup> and is located on a stretch of the A737 carriageway between Millikenpark and Howwood, Renfrewshire. The scheme has the following National Grid References (NGRs):

- Start: NS 40906 61963
- End: NS 39540 60556

Figure 1 illustrates the scheme extents.



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Figure 1 - Scheme Location.

## Description of local environment

### Air quality

This section of the A737 carriageway falls within a rural setting between Millikenpark and Howwood, Renfrewshire. There are over 100 residential properties within 300m of the scheme, the closest being approx. 30m southeast of the scheme extents. Corseford School is located approximately 220m east of the scheme extents. Howwood Village Hall is also located approximately 190m east of the scheme extents. There are various commercial properties located within 300m of the scheme extents, with the closest being 'Freedom Driving Centre', located approx. 90m southeast of the scheme extents.

In 2021, this section of the A737 had an [Annual Average Daily Flow \(AADF\)](#) of 43,438 vehicles, of which 2099 were heavy goods vehicles (HGVs).

Renfrewshire Council have not declared any Air Quality Management Areas (AQMA) within the scheme extents.

### Cultural heritage

A desktop study using [PastMap](#) found four Canmore Sites within 300m of the scheme extents, these are as follows:

- Howwood Station located approximately 60m southeast;
- Castle Semple located approximately 140m north;
- Castle Semple, East Lodge and Gates located approximately 230m north; and,
- Howwood, Main Street, Parish Church located approximately 270m south;

There are also six Historic Environment Records (HERs), which include the four Canmore Sites mentioned above and an additional two records. These records include the 'Corseford Coal and Limeworks' which is located approximately 60m south of the scheme extents, and 'Cultural Heritage Assessment: Replacement Overhead Line (Xf Route), Neilston, Renfrewshire to Windyhill, West Dunbartonshire' which extends through a section of the scheme extents. None of the identified HERs highlight features of cultural heritage within the scheme extents.

The works are restricted to the pre-existing carriageway and are like for like in nature. As such, works are not anticipated to impact upon features of cultural heritage that are within 300m of the scheme extents and therefore has been scoped out for further assessment.

## Landscape and visual effects

A desktop study using [NatureScot](#), [SiteLink](#) and [Past Map](#) was undertaken and have not highlighted any areas designated for landscape character within proximity of the scheme.

The [HLA Map](#) noted the area of land where works are to be undertaken as being rectilinear field and farms, with large urban areas to the north and south of the scheme extents. The works do not fall within any areas designated for their landscape quality.

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, no permanent changes to landscape features are predicted.

Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape and therefore has been scoped out for further assessment.

## Biodiversity

The scheme extents lie within a rural area with the surrounding habitats consisting of agricultural land, with sporadic woodland parcels. The Black Cart Water runs parallel to the scheme extents approximately 15m from the scheme extents and crosses underneath the A737. This river leads into Castle Semple Loch.

A desktop study using NatureScot's [SiteLink](#) highlighted the presence of the Site of Special Scientific Interest (SSSI) 'Castle Semple and Barr Lochs' located approx. 1.5km southwest of the scheme extents. This site is designated for a eutrophic loch habitat type and a breeding bird assemblage.

Transport Scotland's Asset Management Performance System (AMPS) notes that the presence of the Invasive Non-Native Species (INNS) Himalayan balsam (*Impatiens glandulifera*) within the verge surrounding the scheme extents.

A competent Ecologist has made the decision that with best practice mitigation measures and pollution prevention control methods in place, no site survey was required.

## Geology and soils

There are no features designated for geological qualities surrounding the scheme extents. [The National Soil Map of Scotland](#) identifies the local soil type to consist primarily of mineral gleys. The [British Geological Survey Map](#) identifies the bedrock geology of this area to consist of a mix of lower limestone and Lawmuir formations, with superficial deposits of Alluvium.

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

Table 1: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	Road surfacing (aggregate and binder) TS2010 Surface Course Road paint Road studs	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).

Table 2: Key Waste arising from activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	Road Planings	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.'



Activity	Waste Arising	Disposal/ Regulation
		<p>The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.</p> <p>No planings contain any traces of coal tar.</p>

## Noise and vibration

This section of the A737 carriageway falls within a rural setting between Millikenpark and Howwood, Renfrewshire. There are over 100 residential properties within 300m of the scheme, the closest being approx. 30m southeast of the scheme extents. Corseford School is located approximately 220m east of the scheme extents. Howwood Village Hall is also located approximately 190m east of the scheme extents. There are various commercial properties located within 300m of the scheme extents, with the closest being 'Freedom Driving Centre', located approx. 90m southeast of the scheme extents. Sporadic woodland parcels and tree rows exist surrounding the A737 carriageway which will act as natural screening and will lessen the noise levels that reach the surrounding residential and commercial properties.

In 2021, this section of the A737 had an [AADE](#) of 43,438 vehicles, of which, 2099 were heavy goods vehicles (HGVs).

This scheme is not located within any [Candidate Noise Management Area \(CNMA\)](#) or Candidate Quiet Areas (CQAs).

## Population and human health

The [Core Path](#) 'Station Rd link to NCN (HOW 16)' runs over the A737 via the Station Road overbridge above the southern section of the scheme extents.

There are no property accesses, cycleways, or bus stops within the scheme extents.

In 2021, this section of the A737 had an [AADE](#) of 43,438 vehicles, of which, 2099 were HGVs.

## Road drainage and the water environment

The Scottish Environment Protection Agency's (SEPA) Water Classification Hub has identified the River Black Cart Water (ID: 10747) flowing adjacent to the A737 and crossing underneath the carriageway within the scheme extents. SEPA has classified this waterbody as having an overall status of moderate.

The [Indicative River & Coastal Flood Map](#) by SEPA has identified a 10% risk of river flooding from the River Black Cart Water within the scheme extents. There are also several small areas with a 10% risk of surface water flooding within the scheme extents.

Drainage along this section of the A737 is provided through top entry gullies.

## 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 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

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a slight impact on local air quality.
- TM and construction activities may also lead to temporary congestion for road users which may have an impact on the surrounding air quality.

Construction effects on air quality will be localised, and the works are temporary and like-for-like in nature. Increased traffic delays as a result of the construction will be short-term and the increase in HGVs/machinery will be temporary during construction only.

The impacts identified will be a temporary for the duration of the works only and therefore no change is predicted on air quality.

#### Mitigation

The following best practice measures 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 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 and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

It has been determined that the proposed project will not have direct or indirect significant effects on local air quality; providing all works operate in accordance with current best practice, the residual effect on air quality is considered neutral.

The scope of works and the potential significance of effects does not warrant any further assessment as the Scheme does not meet the criteria (will not alter speed band or change road alignment) as set out in the DMRB LA105.

## Biodiversity

### Impacts

- There is potential for protected species to be active within the local surrounding area which may be disturbed by the works.
- Due to night-time programming, the commuting and foraging routes of nocturnal species may be impacted by the additional noise, vibration and artificial lighting.
- There is potential for spread of INNS within the scheme extents.

Construction effects on biodiversity will be localised, and the works are temporary and like-for-like in nature. As no vegetation cutbacks are required, it is unlikely there will be any significant effects on the surrounding biodiversity. While construction works may cause short-term disturbance to local biodiversity, this will be temporary and will not result in a permanent adverse impact.

### Mitigation

- All temporary lighting will be directional and pointed away from sensitive ecological receptors (such as surrounding woodland and fields) to minimise disturbance to nocturnal species.
- Staff will receive a toolbox talk on protected species.
- Where possible, soft starts will be used for plant and equipment to further reduce disturbance.
- If the scope of the works change and any vegetation clearance is required, then a nesting bird check will be required. The E&S Team will be informed of any change to the scope of works.
- All works will be undertaken within the carriageway boundary. No plant or equipment will be stored within the grass verge. All staff will be briefed with the Amey Invasive Plants environmental briefing.
- The E&S team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- Pollution controls and good practice measures to reduce impacts of works over the River Black Cart Water will be adhered to on site:
  - All plant and fuel storage will be more than 10m from any watercourse.
  - All fuel will be stored on bunds which will be sized to hold up to 110% of capacity of the largest tank or drum so ensure any leaks are captured.

- Drip trays will be placed under stationary plant.
- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- No refuelling will take place within 10m of any watercourse, including field drains and road drainage.
- Extra care will be taken to ensure no debris or dust from the works enters any watercourse or road drainage systems. Dust suppression, screens or other suitable measures will be put in place.
- Spill kits will be kept for rapid deployment on the worksite wherever fuel or oil or machinery is present.

With mitigation measures in place, the residual significance of effect to biodiversity is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

## **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.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- Greenhouse gas (GHG) emissions will be generated by material production and transportation to and from site.

### **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.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- 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.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.

- 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, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated GHG emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally. Not all materials will be able to be reused/recycled and will require landfilling.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface.
- All materials that can be, will be reused throughout the network.
- All waste will be stored in secure containers and segregated into different waste streams.
- All waste must be transport by suitable licenced contractor and must be accompanied by correctly completed waste transfer note (WTN).
- Waste must only be disposed of at suitably licenced waste management site.

With best practice mitigation measures in place, the residual significance of effect on material assets and waste is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

## Noise and vibration

### Impacts

- TS2010 road surfacing is shown to have noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby residential properties will benefit from improved road surfacing as a result of the scheme.
- As noise heavy works are required during night-time hours, then this could cause temporary disturbance, including sleep disturbance, for nearby residential properties.

### Mitigation

- Properties within 300m of the works will be notified in advance of the works via letter drop. Pre-notification will include details of proposed timings and duration of the works.
- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.

- Site staff will be briefed using a Noise and Vibration briefing prior to works commencing.

With best practice mitigation measures in place, the residual significance of effect on population and human health and noise and vibration is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

## Population and human health

### Impacts

- TS2010 road surfacing is shown to have superior durability compared to standard road surfacing mixes. Vehicle travellers and nearby residential properties will benefit from improved road surfacing as a result of the scheme.
- TM will likely cause traffic delays and increase congestion which may lead to driver frustration and longer journey times. Impacts will be temporary during the construction phase only.
- Some artificial lighting may spill over into the nearby residential areas, potentially causing sleep disturbance.
- Due to the relatively minor nature of the works, minor disturbance is predicted to nearby residential properties, therefore the impact is determined to be limited.
- No impacts are predicted on the core path as there is no interaction between the path and the works due to the path crossing over the carriageway on an overbridge.

### Mitigation

- Advance notice of the works and TM will be provided through the use of signage.
- Directional lighting will be used where works are required at night, this will include avoiding light spill over into the adjacent woodland and residential areas.
- Due to night works, Renfrewshire Council will be notified prior to works commencing.

It has been determined that the proposed project will not have direct or indirect significant effects on population and human health provided that mitigation measures and best practice is followed, the residual effect on population and human health is deemed neutral.



## Road drainage and the water environment

### Impacts

- If the area of works is not appropriately controlled, debris and run-off from the works has the potential to enter nearby watercourses and could detrimentally impact water quality.
- In the event of a flooding incident, the works will carry an increased risk of allowing fine sediments to become mobilised in surface water.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses, if not controlled.

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.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- Extra care will be taken to ensure no debris or dust from the works enters any watercourse or road drainage systems (this will be via the use of drain covers or similar). Dust suppression, screens or other suitable measures will be put in place. Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur.
- 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.
- Best practice will be implemented on site including measures to ensure that plant and vehicles are not left idling, and all fuel operated equipment is regularly serviced and is not generating excessive fumes.
- Works/plant use will be effectively managed to prevent dust creation. This will include, but not be limited to, the dampening down of cutting activities.
- HGVs will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains.

- All site operatives will be briefed on the [Guidance for Pollution Prevention \(GPP\)](#) documents (namely, GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22) prior to working on site. This guidance will be adhered to on site at all times.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs the residual significance of effect on the water environment is considered to be neutral. Therefore, 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 being emitted.
- 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.

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

Amey's current programme of works has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Renfrewshire Council's Planning Portal has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area.

## 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:

- An Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in June 2023.

## 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 20,000m<sup>2</sup> area of existing carriageway.
- The works will be temporary and localised and completed during night-time hours.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- 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.
- 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.

## 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 located within a designated or otherwise sensitive site as defined in Annex A.

## Characteristics of potential impacts 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.
- 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 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 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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