



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A75 Haugh of Urr

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Project Details

Description

The works are required to repair structural defects that have been identified on a stretch of the A75 carriageway west of Haugh of Urr, Dumfries. The treatment will involve an inlay treatment of TS2010 (Site class 1 and site class 3) surface course. AC20 binder and AC32 base will also be used in this scheme. Road marking will also be reapplied as necessary. The scheme length is 1283m and the approximate area is 11,400m³.

Construction activities will consist of the following:

- Installation of Traffic Management (TM);
- Mill out old surface course;
- Inlay treatments of between 105-140mm in depth to remove the defects;
- Reinstatement of road markings, linings, and studs; and,
- Removal of TM.

The plant and equipment required includes the following:

- Roller wagon; and,
- Paver planer.

Materials required will include:

- TS2010 Surface course;
- AC20 Bituminous binder; and,
- AC32 Bituminous base.

The proposed construction is programmed to be completed within the 2024/2025 financial year (April 2024 to March 2025). The works are expected to be completed over 10 nights under a night-time convoy.

Location

The proposed scheme is located along a rural section of the A75 west of Haugh of Urr, Dumfries. [Scotland's Historic Land-Use Map](#) classifies the surround land around the proposed scheme as rectilinear farms and fields.

The approximate National Grid References (NGRs) are detailed below:

Scheme start: NX 79607 67830

Scheme end: NX 79406 66572

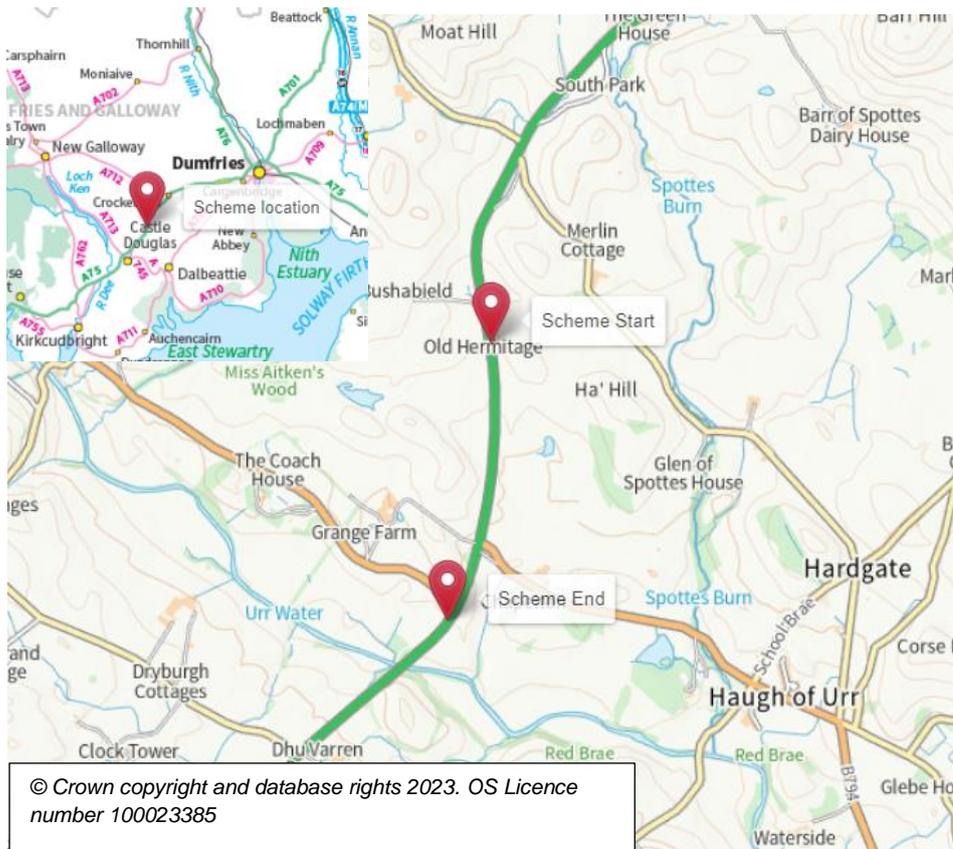


Figure 1: Proposed Scheme Location

Description of local environment

Air quality

The scheme is located along a rural section of the A75 west of Haugh of Urr, Dumfries with baseline air quality levels mainly influenced by traffic on the A75 carriageway.

There are approximately two residences within 200m, with the closest being located 10m from the proposed scheme start (NX 79607 67830). These properties have a small level of screening in the form of trees. The scheme does not fall within any [Air Quality Management Area's \(AQMA's\)](#) declared by Dumfries and Galloway Council.

There is no traffic data available within the proposed schemes extents. The closest point (Site 80377) is located 1.3km north along the A75. In 2022 the Annual Average Daily Flow ([AADF](#)) for all vehicles along the A75 (Site 80377) was 9,001, with 12% of these vehicles being Heavy Goods Vehicle (HGVs).

There are no registered sites registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) for air pollution within 1km of the scheme extents.

Cultural heritage

A desktop study has been undertaken using the [Pastmap](#) resource which identified the following designated cultural heritage assets (listed buildings) within 300m of the proposed scheme:

- Chapelton Steading and Old Grain Barn. Reference: LB16802- 280m east.

The [Pastmap](#) resource has identified the following non-designated cultural heritage assets within 100m of the proposed scheme outlined below:

- Chapelton (Canmore). Ditch, pit, coin and unidentified pottery. Reference 78598- 80m east.
- Old Hermitage (Historical Environment record HER). Enclosure. Reference: MDG12794- 20m west
- Chapelton (HER). Pit, Ditch, Findspot. Reference: MDG4743- 20m east.
- Chapelton (HER). Chapel. Reference: MDG4150- 50m east
- Bridge Of Urr (HER). Road. Reference: MDG13098- 80m north

There are no World Heritage Sites, Battlefields, Garden and Designed Landscapes, or Scheduled Monuments within 300m of the proposed scheme.

Landscape and visual effects

The scheme is located in a predominately rural area with large areas of farmland either side of the carriageway. Views to and from the road will be visually impacted for the duration of the works due to the presence of TM, plant, machinery and non-road mobile machinery (NRMM).

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.

[The Scottish Landscape Character Type Map](#) notes that the scheme is located within [Landscape Character Type \(LCT\) 160](#), narrow wooded valley- Dumfries and Galloway; this land type is formed in areas of more resistant solid geology where the extents of glacial and fluvial erosion have been limited to narrow incised channels.

[Scotland's Ancient Woodland Inventory](#) has identified several areas of ancient woodland the surrounding area of the scheme, however none are directly adjacent to the proposed scheme extents; the closest area of ancient woodland (unnamed- ID: 7595) is 400m east of the scheme.

[Scotland's Historic Land-Use Map](#) classifies the surrounding land around the proposed scheme as rectilinear farms and fields.

A desktop study using [Pastmap](#) has highlighted no Garden and Designed Landscapes within 300m of the proposed scheme.

Biodiversity

[Scotland's Historic Land-Use Map](#) classifies the surrounding land as rectilinear farms and fields.

A desktop study has been undertaken using [SiteLink](#) and no European designated sites have been identified within 2km of the scheme.

NBN Atlas records highlight the presence of the following Invasive Non-Native Species (INNS) within 1km of the proposed scheme:

- Japanese knotweed – (*Fallopia japonica*) - not located within the scheme extents.

Transport Scotland's Asset Management Performance System (AMPS) records highlight the presence of the following injurious weeds within the scheme extents:

- Rosebay willowherb – (*Chamaenerion angustifolium*)
- Common ragwort – (*Jacobaea vulgaris*)
- Broad doc leaf- (*Rumex obtusifolius*)

[Scotland's Ancient Woodland Inventory](#) (AWI) has identified several areas of ancient woodland the surrounding area of the scheme, however none are directly adjacent to the proposed scheme extents; the closest area of woodland is 400m east of the scheme.

Through [Scotland's environment web database](#), it was found that there are no trees within 1km of the proposed scheme with Tree Protection Orders (TPO's).

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resources. The works are of a transient nature and works are to be contained within the carriageway and in turn, a site visit was scoped out. The nature of the works has resulted in the assessment that no significant effects are likely and, as a result, an ecological site survey has been scoped out.

Geology and soils

A desktop study using [Nature Scot's Sitelink](#) found that there are no Geological Conservation Review Sites present within 2km of the site extents.

A desktop study was undertaken using [Britain's Geology Viewer](#) and [Scotland's Soils Map](#). Baseline conditions for geology and soil in the area are detailed below:

Bedrock Geology

- Carghidown Formation - Wacke.
- Kirkmaiden Formation - Wacke.

Superficial

- Glaciofluvial Deposits - Gravel, sand and silt.
- Till, Devensian - Diamicton

Soil

- Mineral gleys

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact

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

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Table 1 below illustrates the materials required to undertake the works.

Table 1: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • TS2010 • AC20 bituminous binder • AC32 bituminous base • Road paint; and • Road studs. 	<p>TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.</p> <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>Road studs will be obtained from recycled sources where possible.</p> <p>Road paint will be obtained from primary sources.</p>

Table 2: Key waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Road planings • Coal tar 	<p>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'.</p> <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>If any road planings are found to be contaminated with coal tar the waste will be classed as special waste.</p> <p>Due to the value of the scheme being less than £350,000, a Site Waste Management Plan (SWMP) will not be required.</p>

Noise and vibration

The scheme is located along a rural section of the A75 west of Haugh of Urr, Dumfries with baseline noise levels mainly influenced by traffic on the A75 carriageway.

There are approximately four residences within 300m, with the closest being located 10m from the proposed scheme start (NX 79607 67830). The majority of these properties have a small level of screening in the form of trees.

There is no traffic data available within the proposed schemes extents. The closest point (Site 80377) is located 1.3km north along the A75. In 2022 the Annual [AADF](#) for all vehicles along the A75 (Site 80377) was 9001, with 12% of these vehicles being HGVs.

Using [Scotland Noise Map](#), it was identified that no modelled noise data exists for the road where the proposed scheme is located, nor is there any data near the scheme to be representative of the surroundings.

The scheme is not located within a [Candidate Noise Management Area](#) (CNMA) as defined by the Transportation Noise Action plan, Road Maps.

Population and human health

The proposed scheme is located along a rural section of the A75 west of Haugh of Urr, Dumfries. There are approximately four residences within 300m, with the closest being located 10m from the proposed scheme start. The majority of these properties have a small level of screening in the form of trees.

There are no other community facilities within 500m of the proposed scheme.

The [Scotland's environment web database](#) has identified no core paths or cycle paths within 500m of the proposed scheme.

There are two bus routes which travel along the A75, the 502/501 (Dumfries - Castle Douglas).

There is no streetlighting along the section of the A75 on which the proposed works are to take place.

Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA's) [Water Environment Hub](#) has identified the Urr water which flows 250m south of the proposed scheme extents. The Urr Water has an overall classification of good condition under the Water Frameworks Directive (WFD).

Using [SEPA's Flood Maps](#) there are sections throughout the proposed scheme that are vulnerable to surface flooding (high risk - 10%).

The scheme falls within the Galloway ground the scheme is not located within a [Nitrate Vulnerable Zone](#).

Drainage along the scheme is a combination of filter drains and Grip drains.

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act included a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

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

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

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

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

Mitigation

- The following best practice as outlined in the [Guidance on the assessment of dust from demolition and construction \(2024\)](#) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
 - When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
 - Drop heights into haulage vehicles and onto conveyors will be minimised where practicable.
 - Planing operations will be wetted to reduce dust arising.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the air environment (e.g., debris, dust, and hazardous substances). This will include the appropriate storage of all waste products.

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

Cultural heritage

Impacts

- Works will be contained within the carriageway boundary, on previously excavated land and will not detrimentally affect the listed buildings, HER's or Canmore sites listed in the cultural heritage baseline section.
- It is unlikely there are any unidentified archaeological finds within the scheme extents.

Mitigation

- All site operatives will be informed of the locations of the cultural heritage assets listed in the cultural heritage baseline section.
- Should works encounter any materials of archaeological interest (i.e. discoloured soils or material finds such as ceramics or bone) works will cease and the Amey Sustainability Solutions team will be notified immediately.
- Works and storage of plant/machinery/vehicles will be contained within the carriageway boundary at all times throughout the scheme.
- Should the nature of the works change or additional excavation works be required, the Amey Sustainability Solutions team will be notified.

No significant effects are predicted on cultural heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Landscape and Visual

Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties with views of the works, and for the sensitive receptors.
- As the works are minor and no permanent changes to landscape features and land use are anticipated the impact of the scheme is expected to be minimal. Works will be restricted to the existing carriageway and will not impact upon the surrounding local landscape and visual amenity.

Mitigation

- Throughout the works period, the site will be kept clean and tidy with materials, equipment, plant and wastes appropriately stored, reducing temporary adverse landscape and visual effects as much as possible.
- If during the works, there is damage to grass verges then the verge will be reinstated to its previous condition.
- Site lighting will be directed away from residential properties.

No significant effects are predicted on the landscape and visual effects. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual effects, no further assessment is required.

Biodiversity

Impacts

- Due to the night-time programming, site lighting and additional noise from construction could temporarily disturb any surrounding nocturnal or protected species that may be active within the local surrounding area.
- There is potential to spread injurious weeds within the scheme extents.
- As the proposed scheme is expected to remain within the carriageway it is not expected to detrimentally impact the ancient woodland present within 1km of the proposed scheme extents.

Mitigation

- If any protected species are observed on site, all work will be temporarily stopped until the animal has moved out of the construction zone. All sightings will be reported to the Sustainability Solutions team. NatureScot will be consulted for further advice as required.
- Where possible all temporary lighting will be positioned away from sensitive ecological receptors in an aim to reduce any disturbance to nocturnal species.
- Storage of plant, machinery, vehicles, and equipment will be restricted to the boundaries of the carriageway. No storage of plant, machinery, vehicles, and equipment will be within the grass verges.

With mitigation measures in place, no significant effects are predicted on local biodiversity. 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.
- The use of TS2010 will reduce the use of imported aggregates and increase the use of a wider range of sustainable aggregate sources.
- There is potential for impacts during the works as a result of the improper storage or disposal of waste and unnecessary production of waste.

Mitigation

- All waste will be stored in secure containers and segregated into different waste streams.
- All waste will be transported by suitable licenced contractor and will be accompanied by a correctly completed waste transfer note (WTN). Waste will only be disposed of at a suitably licenced waste management site.
- If any road planings are found to be contaminated with coal tar the waste will be classed as special waste and will be removed to a licenced facility.
- 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](#).
- 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 on climate change.

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

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby residential properties will benefit from improved road surfacing because of the scheme.
- Noise heavy works will likely be required during night-time hours, which could disturb sensitive receptors within 300m of the proposed scheme.
- The works are not likely to change the existing baseline noise levels post construction for any sensitive receptors.

Mitigation

- Due to night-time programming, Amey Sustainability Solutions team will notify Dumfries and Galloway Council's Environmental Health Team prior to the commencement of the works.
- The noisiest works will be completed before 23:00 where feasible.
- No plant, vehicles or machinery will be left idling when not in use.
- The drop height of materials will be minimised.
- Plant and vehicles will be fitted with silencers/mufflers and started sequentially to minimise noise disturbance.
- Due to night-time programming, properties affected by the scheme will be notified in advance of the works. Pre-notification will include details of proposed timings, duration of the works and will also include a 24hr contact number should members of the public wish to contact the Amey control centre in relation to the scheme.
- The Noise and Vibration briefing will be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration, no further assessment is required.

Population and human health

Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties with views of the works, and for the sensitive receptors.

- There will be no impact on land take from private land and/or community facilities as a result of the scheme, as all works will be contained within the carriageway boundary.
- TM will likely cause traffic delays and increase congestion which may lead to longer journey times. Impacts will be temporary during the construction phase only.
- Bus routes will experience possible delays due to the TM that is in place.

Mitigation

- Signage of lane closures will be clear and visible to the public.
- Site lighting will be directed away from residential properties.
- TM arrangements and any expected travel delays will be publicised within the local and wider area.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Properties affected by the scheme will be notified in advance of the works. Pre-notification will include details of proposed timings and duration of the works.

With best practice mitigation measures in place, no significant effects on population and human health are predicted. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required.

Road drainage and the water environment

Impacts

- There is a risk that debris and runoff from the works could enter surface water and groundwater if it is not controlled effectively.
- The scheme will not entail any in-stream works.
- 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 negatively affect the surrounding 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 following the works.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous

substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel.

- The Amey control room will be contacted if any pollution incidences occur to initiate spillage response procedures. SEPA will be informed of any incident as soon as possible using the SEPA Pollution hotline.
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior to and during the works with all construction activities temporarily halting in the event of adverse weather/flooding event. The works will only continue when it is deemed safe to do so and run-off/drainage can be adequately controlled to prevent pollution.
- Storage of hazardous material, oil and fuel containers shall be distanced more than 10m away from any watercourses.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, no significant effects are predicted on the water environment. 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 occur 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.
- The requirement for additional lighting will be reduced as far as reasonably practicable.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, no significant effects are predicted on climate. 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 replacement of the carriageway surface, 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 works within the scheme extents.

Dumfries and Galloway Council [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 (IER) of the scheme, undertaken by the Environment and Sustainability (E&S) Team at Amey in March 2024.

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:

- At end of life, components can be recycled, reducing waste to landfill.
- 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.
- As the works will be limited to the like-for-like replacement of the carriageway surfacing, 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. 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.

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:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- 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.
- Pollution prevention measures will be implemented.
- The waste hierarchy will be adhered to.

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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