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Environmental Impact Assessment Record of Determination

M90 Dron SB

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the M90 carriageway near the village of Dron within Perth and Kinross. The carriageway is presenting signs of continual deterioration with surface course and structural defects present throughout the bituminous carriageway material. Addressing these defects will provide an extended pavement life and will improve road safety and ride quality.

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

Materials:

- Bituminous surfacing materials (TS2010, EME2 binder/base);
- Thermoplastic road markings;
- Iron milled in road studs and shoes; and
- Thermoplastic reflective inserts.

Plant/Machinery/Vehicles:

- Road planer;
- 2CX excavator/pecker;
- Road paver;
- 20T tipper wagons;
- Extrusion liner; and
- Badger guillotine.

The works are programmed to commence on the 13th of July 2023 with the scheme proposed to last approx. 10 days (ending on 19th July 2023). Works are programmed to take place overnight with works being undertaken between 19:30 and 06:30. TM for the scheme will involve the use of a contraflow system.

Location

The scheme is located in a rural area of Perth and Kinross, on the M90 carriageway, to the west of the village of Dron. The National Grid Reference (NGR) start/end coordinates of the scheme are detailed below, while the scheme location is illustrated in Figure 1 and Figure 2:

- Scheme Start: NO 13541 16320
- Scheme End: NO 14650 15036

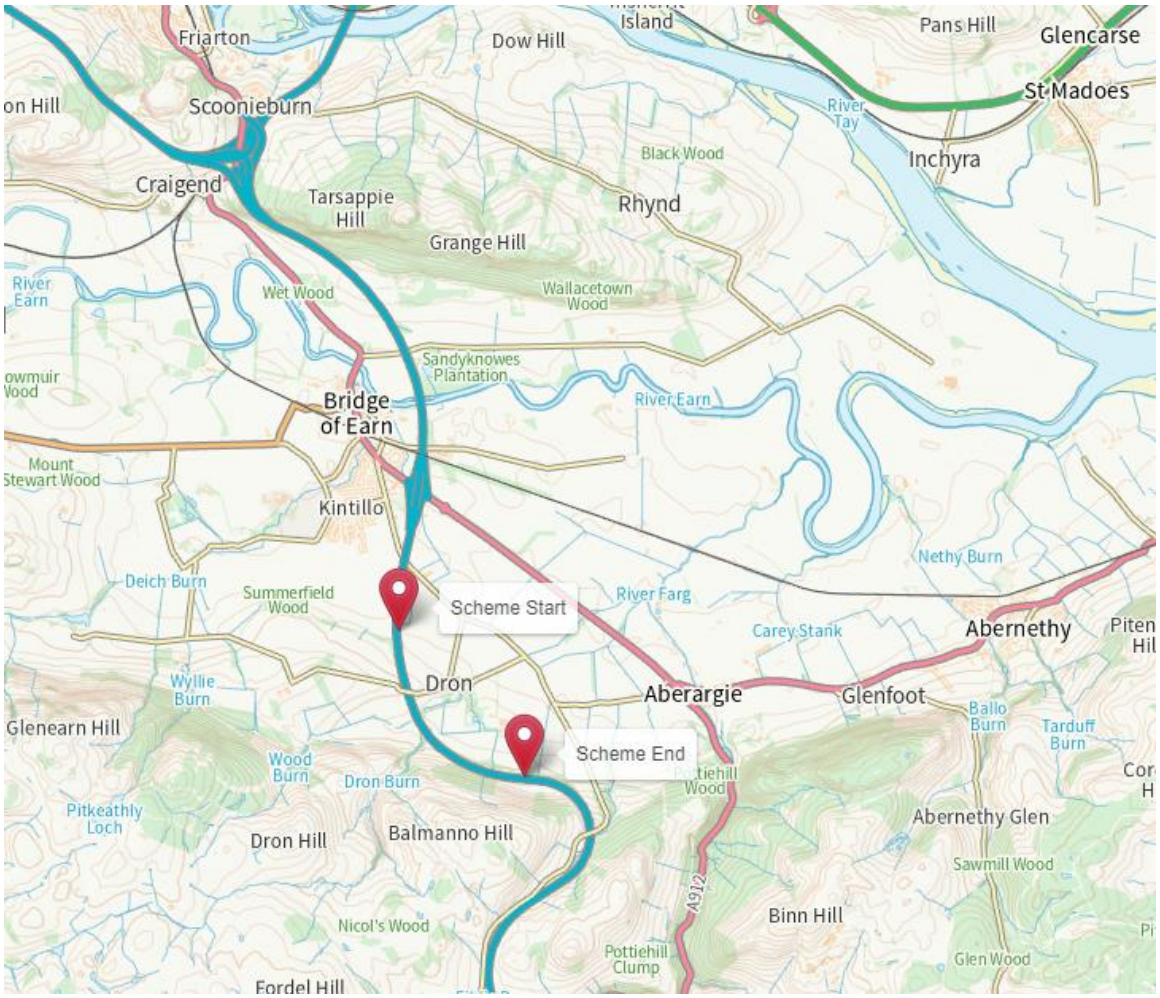

Figure 1: Location of the scheme within Perth & Kinross.

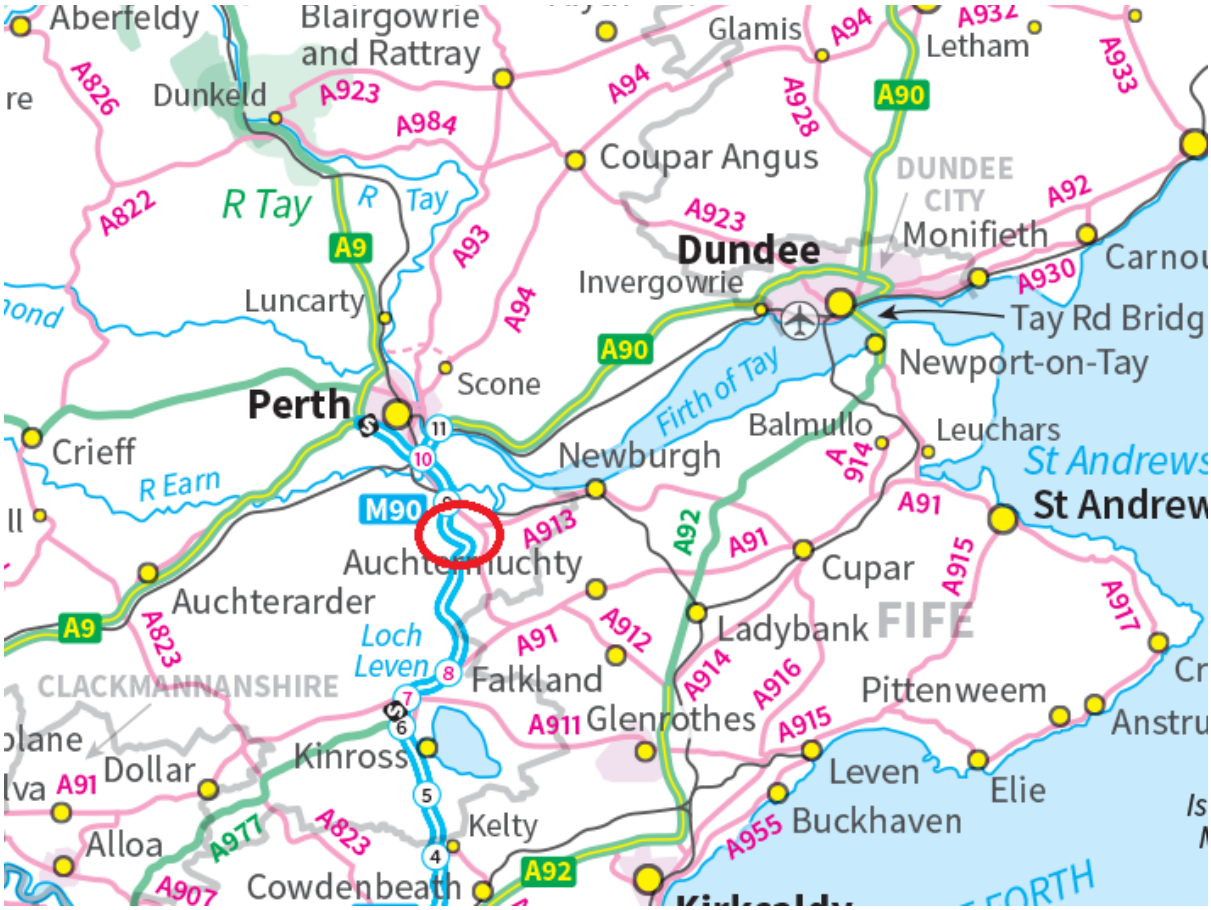

Figure 2: Location of the scheme within eastern Scotland.

Description of local environment

Air quality

The scheme is located within a rural area of Perth and Kinross, along the M90 carriageway to the west of the village of Dron and south of the village of Bridge of Earn. The scheme is surrounded by plantation, agricultural land and the village of Dron and its residential/commercial properties. Two residential properties are located within 200m of the scheme extents, both within the village of Dron. The closest of these is located approx. 150m from the scheme extents. No other sensitive receptors are present within 200m of the scheme.

Perth & Kinross Council has declared two Air Quality Management Areas (AQMAs) at Perth City and Crieff High Street. Perth City AQMA is declared for its levels of particulate matter of a diameter less than 10 micrometres (PM_{10}) and nitrogen dioxide (NO_2) and is located approx. 5km north of the proposed scheme extents. Crieff High Street AQMA is declared for its levels of PM_{10} and NO_2 and is located approx. 27km west of the proposed scheme extents.

In 2021, this section of the M90 carriageway (count point 20813) had an Annual Average Daily Flow (AADF) of 23,265 vehicles, with 2,509 of these being Heavy Goods Vehicles (HGVs).

Cultural heritage

A desktop study using PastMap has identified the following features of cultural heritage within 300m of the scheme:

- Balmanno Castle Historic Environment Record (HER) (Ref: MPK9692) – Located approx. 30m east of the proposed scheme extents; and
- Balmanno Garden and Designed Landscape (Ref: GDL00044) – Located approx. 270m east of the proposed scheme extents.

Landscape and visual effects

The surrounding landscape has been classified as rectilinear fields and farms, designed landscape and plantation using the HLA Map..

A desktop study using PastMap online interactive map has identified the Balmanno Garden and Designed Landscape (Ref. GDL00044) approx. 270m east of the proposed scheme extents.

Views of, and from the carriageway will be temporarily affected during construction due to the presence of works, TM 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. As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Biodiversity

The area surrounding the carriageway consists of woodland and scrub, with a mixture of semi-mature and mature trees present. An area of plantation woodland is present on the northbound verge approx. 220m north of the carriageway's southern extent. This woodland is not designated within NatureScot's Ancient Woodland Inventory. Areas of low-lying vegetation separate the woodland and scrub from the carriageway and the central reserve is vegetated sporadically.

A desktop study using NatureScot Sitelink has not identified any designated European sites, Sites of Special Scientific Interest (SSSI) or Local/National Nature Reserves within 2km of the scheme extents.

The National Biodiversity Network (NBN) Atlas has not indicated any records of Invasive Non-Native Species (INNS) within the proposed scheme extents however, occurrences of Japanese knotweed *(Fallopia japonica)* (one record), giant hogweed *(Heracleum mantegazzianum)* (one record), himalayan balsam *(Impatiens glandulifera)* (three records) and rhododendron *(Rhododendron ponticum)* (three records) have been identified within 2km of the scheme extents. The INNS have been identified at the same location approx. 100m east of the scheme's southern extent.

Geology and soils

The National Soil Map of Scotland lists the soils surrounding the scheme extents as brown earth. A desktop study using NatureScot Sitelink has not identified any Geological Conservation Review sites or SSSI's designated for their geological features within 2km of the site extents.

A desktop study using the British Geological Survey Map has identified the local geology types as the following:

Bedrock Geology

- Ochil Volcanic Formation - Basaltic-andesite (tas). Igneous bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.
- Ballagan Formation - Mudstone and siltstone. Sedimentary bedrock formed between 358.9 and 344.5 million years ago during the Carboniferous period.

Superficial Deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
- Alluvial Fan Deposits - Gravel, sand, silt and clay. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
- Glaciofluvial Sheet Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

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

Material assets and waste

Table 1: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	• Bituminous surfacing materials (TS2010, EME2 binder/base); • Thermoplastic road markings; • Iron milled in road stud shoes, thermoplastic reflective inserts; • Vehicle fuel; • Oil; and • Lubricant.	A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported

Activity	Material Required	Origin/ Content
		aggregates and increase the use of a wider range of sustainable aggregate sources.

Table 2: Key waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Road planings (inert bituminous materials); and • Remove iron/metal/plastic components.	Uncontaminated road planings generated as a result of the works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings.' Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As such, road planings generated as a result of the works may be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings.'

Noise and vibration

This section of the M90 carriageway is flanked by residential properties, arable farmland, pastoral farmland and woodland. In 2021, this section of carriageway (count point 20813) had an AADF of 23,265 vehicles with 2,509 of these being HGVs.

With regard to noise sensitive receptors, two residential properties are present within 300m of the scheme extents. The property closest to the scheme extents is located approx. 150m east of the scheme and the other is located approx. 200m east of the scheme in the village of Dron. Natural screening is present between the carriageway extents and the village of Dron in the form of a thin treeline and landscaping.

Baseline noise is likely to be influenced by vehicle traffic from the M90 carriageway and nearby agricultural activities. Scotland's Noise Map indicates that the modelled day-time noise levels (Lden) in the area surrounding the carriageway are approx. 70-80dB within 30m, 65-70dB within 130m and 60-65dB within 330m. Modelled night-time noise levels (Lden) surrounding the carriageway are approx. 65-75dB within 70m, 60-65dB within 100m and 55-60dB within 230m.

The scheme does not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan, Road Maps.

Population and human health

This section of the M90 carriageway is flanked by residential properties, arable farmland, pastoral farmland and woodland. Scotland's HLA Map classifies the land surrounding this section of the carriageway as a mixture of rectilinear fields and farms, designed landscape and plantation.

This section of the M90 carriageway is unlit and there are no laybys, bus stops or pedestrian footways within the proposed scheme extents. No access roads are present within the scheme extents however, three overbridges are present over the carriageway.

National Cycle Network Route 775 is located to the east of the scheme in the village of Dron approx. 550m distance at its closest point. National Cycle Network Route 775 crosses the M90 carriageway via a structure approx. 750m south east of the scheme's southern extent and underneath the carriageway approx. 630m north of the schemes northern extent. No core paths are located within 300m of the scheme extents.

Road drainage and the water environment

A desk study using the SEPA Water Classification Hub has not identified any watercourses classified under the Water Framework Directive (WFD) within 500m of the carriageway extents. The Dron Burn (390m north of the schemes southern extent) and Wood Burn (530m north of the schemes southern extent) are located flowing beneath the carriageway within the scheme extents however, these watercourses are unclassified under the WFD.

SEPA's Flood Map has identified no areas of the northbound or southbound carriageway of which are susceptible to flooding within the scheme extents. The area of the carriageway where the Dron and Wood Burn flow beneath has an approx. 10% chance of river water flooding each year.

The carriageway is drained by top-entry gullies in lane two throughout the full extent of the scheme however, an approx. 600m stretch of the carriageway is also drained via both northbound and southbound verge filter drains at the scheme's southern extent.

Climate

Carbon Goals

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

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (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 NE NMC network by 2028. Amey have set carbon goals for the NE 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 – North East.

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 lead to a temporary decrease in local air quality.
- TM may result in a slight increase in associated vehicle emissions within the surrounding road network and local areas, which may cause a temporary decrease in local air quality.
- The Perth City AQMA and Crieff High Street AQMA will not be impacted by this scheme due to the general distance from the scheme extents.

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 as outlined in the Guidance on the assessment of dust from demolition and construction (2014) published by the Institute of Air Quality Management (IAQM) will be followed:
    - All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
    - All vehicle engines will be switched off when stationary; there will be no idling vehicles.
- 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.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.

The residual significance of effect on air quality is deemed to be neutral. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required

Cultural heritage

Impacts

- Any work out with the existing highway boundary has the potential to encounter unrecorded buried archaeology. The works will however be restricted to the existing highway boundary.
- Construction activities have the potential to temporarily disturb the setting of the cultural heritage assets within 300m of the scheme due to the presence of plant, machinery and TM.

Mitigation

- Should the nature of the works change or additional excavation works be required, the Amey E&S team will be contacted prior to works commencing.
- 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 E&S Team will be contacted.
- Site operatives will be made aware of the cultural heritage designations within 300m of the scheme and their locations in regard to the scheme extents.
- All plant, machinery and materials will be stored within the highways boundary at all times.
- In the unlikely event that any buried archaeology is discovered, the works will cease and the Amey E&S team informed.

The residual significance of effect on cultural heritage is deemed to be neutral. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage no further assessment is required.

Biodiversity

Impacts

- During night-time programming, misdirected site lighting could cause temporary disturbance to any surrounding nocturnal species.
- During night-time programming, additional noise from construction activities could cause temporary disturbance to any surrounding nocturnal species.
- There is potential for protected species to be active within the surrounding area and for the works to result in disturbance to these species.
- There are records of INNS within 100m of the scheme extents. There is potential that the INNS may have spread into the scheme extents and could be further spread by the works.
- There is potential for site operatives to come into contact with Giant Hogweed within the scheme extents. Giant Hogweed has the ability to detrimentally impact health if contact is made with the species.

Mitigation

- All temporary lighting will be directional and pointed away from sensitive ecological receptors.
- In the event of observing a protected species on the live working site, all works will temporarily stop. The protected species will not be approached and the area isolated until the animal has moved on.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundary of the carriageway. No works or storage of plant, machinery, vehicles or equipment will take place within the grass verges.
- No works will be undertaken within 7m of any visible stand of INNS.
- If INNS are discovered within the scheme extents, the work will cease immediately and the Amey E&S team will be notified.
- No attempt will be made to cut, treat or remove INNS species.
- Areas containing INNS will be cordoned off and signs placed on site explaining why this has been undertaken.
- The INNS, Japanese Knotweed and Giant Hogweed briefings will be delivered to all site operatives prior to the works.
- Noise mitigation measures as outlined in the Noise and Vibration section will be adhered to during the works.

- Mitigation measures detailed in the Road Drainage and the Water Environment section below will be adhered to during the works.

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.
- Greenhouse gas (GHG) emissions will be generated by material production and transportation 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.
- Uncontaminated road planings arising from the works will be fully recycled in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- If any waste containing coal tar is identified during the works, this will be classed as special waste. This will require landfill disposal to a site capable of accepting coal tar contaminated waste.
- The disposal of special waste is also subject to obtaining a SEPA consignment note and providing advance notice of at least three days prior to any waste movement.

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 superior durability and 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.
- Works taking place during night-time hours could cause disturbance for residential properties in close proximity or connected to the scheme and for the nearby amenity users.

Mitigation

- Due to night-time programming, the Amey E&S team will contact Perth & Kinross Council's Environmental Health Team prior to the commencement of the works.
- Due to night-time programming, properties within 300m of the scheme extents will be notified in advance of the works. 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.
- Operatives will be briefed with the Noise & Vibration toolbox talk prior to the 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

- TM for the works will involve a contraflow system. This will likely result in temporary delays and longer journey times for road users and local residents.
- The scheme will have no impact on National Cycle Network Route 775 due to the general distance from the scheme extents.

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- All residential properties within 300m of the scheme, will be notified of the proposed works and works programme.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works and away from residential areas.

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 112: Population and Human Health no further assessment is required.

Road drainage and the water environment

Impacts:

- If not adequately controlled, debris and runoff from the works could be suspended in surface water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the surrounding water environment.
- Should flooding occur, this may delay the scheduled works.
- There is potential for pollutants to enter the Dron Burn and Wood Burn during the works if uncontained.

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 both during and following the works.

- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This will be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The Amey E&S control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted frequently, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so.
- All operatives working on site will be informed of the location of the Dron Burn and the Wood Burn prior to works commencing.
- All storage of materials/fuel and any refuelling activities (if required) will be more than 10m away from any watercourse at all times and placed on a hardstanding surface.
- 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.
- Bunds will be provided around drums up to 205 litres with 25% of their capacity.
- Bunds will be provided around bulk storage to a capacity of 110% of the stored fuel/oil.
- All operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents, namely, GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22.

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

Perth & Kinross's Planning Portal has not highlighted any relevant proposed developments or planning applications during the proposed timescale and at the location of the proposed works.

Amey's current programme of works has not highlighted any other works on the M90 that will be undertaken in conjunction with the scheme.

No other nearby schemes which may result in a combined effect on nearby receptors have been identified

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:

- An Initial Environmental Review of the scheme, undertaken by the Amey Environment and Sustainability Team in February 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 existing carriageway.

- 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.
- 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.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary 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:

- 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 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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