



**TRANSPORT
SCOTLAND**
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Environmental Impact Assessment Record of Determination

A9 After Greenloaning Junction Southbound

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Project Details

Description

The works are required to maintain the safety and integrity of the southbound (SB) A9 carriageway outside the village of Greenloaning, Perth and Kinross. This section of carriageway is currently exhibiting various areas of cracking, crazing and potholes, as well as wear and tear of road markings, missing road studs and damaged kerbs, channels and edgings.

Works will involve carriageway resurfacing utilising TS2010 surface course to varying depths dependent on condition, ranging from 40mm to 100mm across the length of the scheme.

The proposed construction activities will involve the following:

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

Materials Required for works are:

- TS2010 surface course;
- AC32 base;
- AC20 binder;
- Bitumen;
- Road paint; and
- Road studs.

The total area of the works is approximately 21,696m² (2.17ha) across the SB lane.

The proposed construction start date is the 20th July 2023. The duration is yet to be determined, however overnight working will be required.

Traffic management (TM) to be utilised will likely be in the form of an overnight convoy system.

Location

The scheme is located on the A9 carriageway SB just outside Greenloaning, Perth and Kinross. The works lie between the approximate National Grid References (NGR) detailed below, as illustrated in Figure 1.

- Scheme Start: NN 84069 07189
- Scheme End: NN 81849 05811

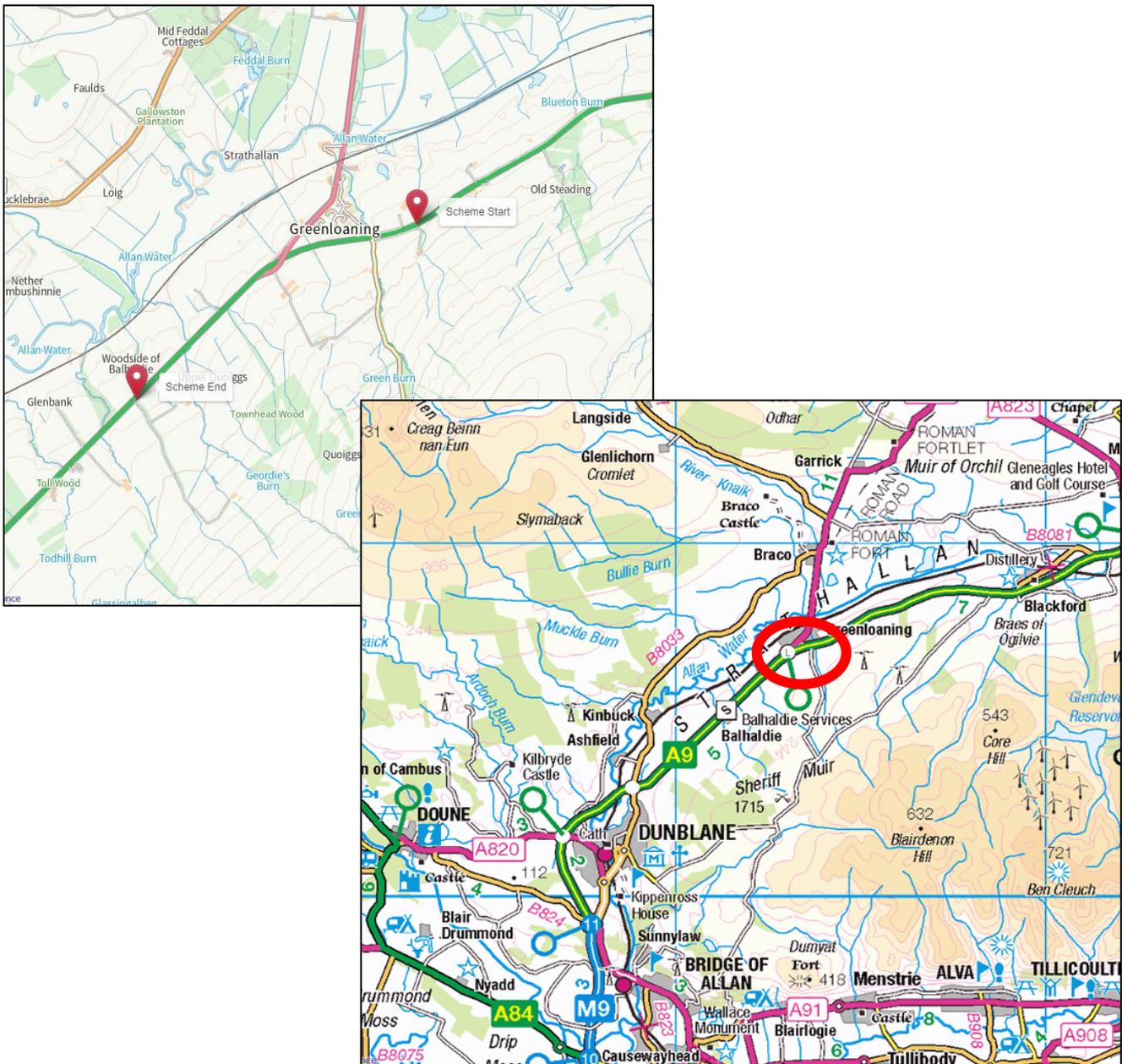


Figure 1. Scheme Location

Description of local environment

Air quality

The works are located within a rural setting of Perth and Kinross, just south of Greenloaning village, surrounded primarily by areas of agricultural land and small areas of residential land use.

There are approximately 70 residential properties within 300m of the works location, with the closest property (School house) located on Millhill Road in Greenloaning approximately 45m north of the works on the southbound carriageway of the A9.

The [Average Annual Daily Flow](#) (AADF) in 2021 for the main A9 carriageway within the scheme extents (site no. 724), accounted for 22,867 vehicles, with an average of 11% HGV.

The scheme does not fall within any [Air Quality Management Areas](#) (AQMAs) declared by Perth and Kinross council.

Cultural heritage

A desktop study using [PastMap](#) has identified three features of cultural heritage within 300m of the works, detailed below:

- Greenloaning Church: Category C listed building (Ref: LB5798) located approximately 80m north of the A9 carriageway.
- Greenloaning Inn: Category C listed building (Ref: LB5799) located approximately 300m north of the A9 carriageway in the town of Greenloaning.
- The Roundel: Burial Mound a scheduled monument (Ref: SM5325) is located approximately 200m south of the A9 carriageway.

No other features of cultural heritage were found within 300m of the works location.

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

It has been determined that the proposed scheme does not carry the potential to cause direct or indirect impact to cultural heritage. As such, impact has been assessed as being 'no change' and cultural heritage has therefore been scoped out of further assessment.

Landscape and visual effects

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

Historic Environment Scotland's [HLAMap](#) has highlighted the surrounding historic land use to comprise of fields, farmland, managed woodland and urban areas.

The works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. Views of, and from the road will be temporarily impacted during construction due to the presence of works, TM and plant. As the works are operating on a like-for-like basis, no permanent changes to landscape features are determined.

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

Biodiversity

The works are located within a rural setting of Perth and Kinross, just south of Greenloaning village, surrounded primarily by areas of agricultural land and small areas of residential land use.

A desktop study using [NatureScot's Sitelink](#) has identified South Tayside Goose Roosts RAMSAR and Special Protection Area (SPA) which are both designated for greylag goose (*Anser anser*), Pink-footed goose (*Anser brachyrhynchus*), wigeon (*Anas penelope*) and a non-breeding waterfowl assemblage, and Shelforkie Moss Special Area of Conservation (SAC) which is designated for active raised bog and degraded raised bog. All three sites are located approximately 1.9km northeast of the works.

Field Survey

An ecological walkover survey was undertaken by two competent ecologists on the 10th of May 2023 in order to identify any habitats or species constraints and opportunities. A summary of the main findings of the ecological desk study and site visit are detailed below.

Invasive Non-Native Species (INNS)

The INNS giant hogweed (*Heracleum mantegazzianum*) (NGR: NN 82582 06518) listed under Schedule 9 of the Wildlife and Countryside Act (WCA) 1981 (as

amended), was recorded approximately 15m northeast of the scheme extents. The stands of Giant hogweed were approximately 10x5m in diameter.

Bats

The surrounding habitats provide suitable opportunities for commuting, foraging and roosting bats. During the survey, no trees were recorded as having potential to support roosting bats. However, a concrete and steel bridge with concrete supports which crosses over the A9 carriageway within the scheme extents was recorded as having bat roost potential. The structure appeared to be in relatively good condition. A bearing shelf was present that led slightly into the structure but did not appear to lead into a larger cavity. The structure has been recorded as having low bat roost potential.

Geology and soils

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

A desktop study using [NatureScot's Sitelink](#) has not identified any geological sensitive sites within 2km of the scheme extents.

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

- Bedrock geology: Dunblane Sandstone Member - Sandstone. Sedimentary bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.
- Superficial deposits: Glaciofluvial Ice Contact Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed scheme does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

Table 1. Key materials required for activities.

Activity	Material Required	Origin/ Content
Site construction	<ul style="list-style-type: none"> • TS2010 surface course; • AC32 base; • AC20 binder; • Bitumen; • Road paint; and • Road studs. 	<p>A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course.</p> <p>TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical 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>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; • Studs; and • Road kerbs. 	<p>On-site investigations of the carriageway (including coring and testing) have been undertaken and did not highlight the presence of any coal tar in any of the 15 cores.</p> <p>As such, road planings generated as a result of the works may be recovered in accordance with the criteria stipulated within Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p> <p>Road studs will be recycled and reused where possible.</p>

Noise and vibration

The works are located within a rural setting of Perth and Kinross, just south of Greenloaning village, surrounded primarily by areas of agricultural land and small areas of residential land use.

The [AADF](#) in 2021 for the main A9 carriageway within the scheme extents (site no. 724), accounted for 22,867 vehicles, with an average of 11% HGV. Baseline noise

conditions at this location are likely influenced primarily by traffic travelling along the A9 and additionally by noise associated with nearby land uses.

There are approximately 70 residential properties within 300m of the works location, with the closest property (School House) located on Millhill Road in Greenloaning approximately 45m north of the works on the SB carriageway of the A9.

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

Population and human health

There are approximately 70 residential properties within 300m of the works location, with the closest property (School house) located on Millhill Road in Greenloaning approximately 45m north of the works on the southbound carriageway of the A9. The residential properties are partially screened from the A9 carriageway by vegetated grass banks and small amounts of trees.

No pedestrian footways, cycleways or core paths are located within the scheme extents.

One layby and one bus stop are located within the scheme extents on the SB carriageway.

No community facilities, or accesses to any community facilities are present within the scheme extents.

Road drainage and the water environment

A desktop study using SEPA's [Water Classification Hub](#) has not identified any classified watercourses within 300m of the scheme.

There are three unclassified watercourses present within the scheme extents, all of which flow through a culvert under the A9. Watercourse one, Geordie's Burn, (NGR: NN 82275 06258) is a fast-flowing stream with heavily vegetated banks. Watercourse two, Millstone Burn, (NGR: NN 83748 07078) is a fast-flowing stream with steep concrete banks. Watercourse three (NGR: NN 82571 06527) is a fast-flowing stream that originates as two separate streams but merges into one as it exits the culverts before passing under the A9.

SEPA's [Flood Map](#) has identified some areas (where the three watercourses cross under the A9 carriageway) at high risk (10% chance of occurrence in any one year)

of river water flooding within the scheme extents but no areas at risk of surface water flooding.

Road drainage is utilised in the form of top entry gullies and filter stones.

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 CO₂ 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 is 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

- The use of vehicles, plant and generators will result in emissions which will temporarily impact local air quality.
- On site construction activities carry the potential to produce airborne particulate matter and generate emissions that will have a temporary impact on local air quality.
- TM will likely lead to congestion for road users which may have a temporary impact on local air quality.

Mitigation

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

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

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

Biodiversity

Impacts

- Desk study indicates protected species are active within the local area and may be subject to temporary light/noise disturbance as a result of the works.
- Due to the toxicity of giant hogweed sap, there is an inherent risk posed to anyone working within close vicinity to these plants.
- The resurfacing works are not expected to impact upon the bridge with low bat roost potential, and bats that may be present within the structure are likely to be habituated to a moderate level of disturbance due to vehicular traffic. However, as works are taking place at night, this could result in disturbance via light, which may negatively impact this species group.
- The HRA screening within the Initial Environmental Review (IER) has found there is significant distance between the works and the RAMSAR, SAC and SPA sites, in addition, no direct ecological connectivity between the area of works and the sites. As such, it has been assessed that the proposed scheme does not carry the potential to cause Likely Significant Effects (LSE).

Mitigation

- Operatives will remain vigilant for the presence of protected species within or near the works. If a protected species is seen on or near the scheme, all works will be stopped until the animal passes by. The protected species will not be approached and the area will be temporarily isolated until the animal has moved on.
- Based on the current scheme design, works should not encroach into the vicinity of the stands of giant hogweed. However, appropriate controls and working methodologies to prevent the spread of INNS on and off site will be detailed in the IER Biodiversity section under site specific control measures. Giant Hogweed toolbox talk will be given to all site operatives.
- Site staff will receive toolbox talks on protected species and INNS prior to construction.
- Impacts from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- No works will be undertaken on the verges, including no vehicle/materials storage.

- Based on the current scheme design, works are not expected to impact upon the structure identified as having bat roost potential. Any updates to the design will avoid impacts to this structure.
- Directional lighting will be used for all construction activities where works are required at night to minimise the impact of temporary lighting on foraging and commuting bats and other nocturnal species. This will include avoiding light spill onto watercourses and adjacent woodland parcels, including the structure identified as having bat roost potential.
- Open excavations will be fenced off/covered to avoid species becoming trapped or injured. A mammal ladder (e.g. a wooden plank) will be erected to allow animals that have become trapped to escape. All excavations will be checked each morning to ensure no animals have become trapped overnight and an ecologist will be contacted for advice should any species be encountered;
- Consideration will be given to where spoil is stored. Mammal-proof fencing will be considered if spoil is to be stored on site for long periods of time;
- Chemicals, including fuel for equipment and machinery, will not be used within 20m of any waterbody; and
- No equipment will be stored within suitable protected species habitat.

Additional mitigation measures in *Noise and Vibration* and *Road drainage and the water environment* will be implemented.

It has been determined that the proposed scheme will not have direct or indirect significant effects to local Biodiversity.

Material assets and waste

Impacts

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

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- All road planings arising from the works will be fully recycled in accordance with SEPA's guidance on the Production for Fully Recovered Asphalt Road Planings.

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

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 will be utilised, which will reduce mid to high frequencies of traffic noise levels. Nearby receptors may benefit from reduced noise as a result of the scheme.
- Works will be undertaken during night-time programming. As such, residential properties within 300m of the works may experience temporary disturbance due to an increase in noise levels.

Mitigation

- Perth and Kinross Council Environmental Health Department has been notified of the works by the E&S Team, due to night-time programming.
- Residential properties within 300m will be notified in advance of the works via letter drop, providing details of timings, nature, and duration of the works.
- Impacts from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Plant and machinery will be switched off when not in use to reduce noise disruptions to the surrounding environment.
- Engine exhaust and vent silencers shall be used where possible.
- The noisiest works will be scheduled for before 11:00pm where feasible.

- The delivery of materials to the scheme extents will be made during daytime and early evening hours where reasonably practicable, to reduce noise associated by traffic.
- Operatives will avoid extraneous noise whilst onsite and will be briefed using the Amey Noise and Vibration environmental briefing.

With best practice mitigation measures in place, the residual significance of effect on 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.

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

Population and human health

Impacts

- TM will consist of lane closures and an overnight convoy system (with night-time working). TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- The bus stop within the scheme will be inaccessible during the works.

Mitigation

- Residential properties within 300m of the scheme will be notified prior to commencement of the works. This notification will contain details of expected nature, timings and duration of the works, in addition to any access restrictions.
- Advance traffic signs will be placed prior to works in an effort to minimise disturbance to vehicular travellers, and will inform road users of expected duration, timings, and any temporary TM arrangements/restrictions.
- Bus stop closures will be advertised and bus operators will be notified in advance of the works.
- Artificial site lighting will be directional and pointed away from residential properties.

Road drainage and the water environment

Impacts

- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may impact the water environment.

- If not appropriately controlled, debris and runoff from the works has the potential to enter nearby drains and watercourses and could detrimentally impact water quality.
- In the event of a flooding incident, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.

Mitigation

- Best practice, as detailed by SEPA's Guidance for Pollution Prevention (GPPs), will always be followed onsite. This will ensure that any potential debris/spills are not allowed to enter road drainage unchecked.
- 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, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers/shielding boards.
- Any pollution incidences will be reported to the Amey control room.
- Operatives will conduct regular checks of the work site, especially in periods of heavy wind and rainfall.
- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Bunds will be provided around drums up to 205 litres with a buffer of 25% of their capacity, and around bulk storage to a capacity of 110% of the stored fuel/oil.
- All plant and fuel storage at the site compound will be located on hardstanding and sited more than 10m from any watercourse.
- All plant and fuel 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.
- Weather reports will be monitored prior to and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and when run-off/drainage can be adequately controlled to prevent pollution.

Providing all works operate in accordance with 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.

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

Climate

Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

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

Vulnerability of the project to risks

As the works will be limited to the 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 scheme will not 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 does not highlight any other works in the area at the time of construction.

[Perth and Kinross Council's Planning Portal](#) does not highlight any proposed developments or planning applications on the A9 carriageway within 2km of the scheme.

Amey's current [programme of works](#) has highlighted the A9 Approach to Forteviot Junction NB resurfacing scheme which will be taking place at the same time as this scheme (A9 After Greenloaning Junction SB). Due to the two schemes being

separated by a distance of 21km and taking place on different sides of the carriageway, no significant cumulative effects are predicted.

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 determined to be no change and there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

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

- 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 to 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:

- The successful completion of the scheme will afford benefits to road 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. As a result, ambient noise levels will likely 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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