



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A77 Mosside**

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## Project Details

### Description

The works are being undertaken to improve the quality of the road surface on the A77 at Mossie. The current road surface is coming to the end of its life and needs treatment. There are surface defects which require fixing.

Construction activities will consist of the following:

- Installation of Traffic Management (TM);
- Inlay treatments of 40mm, 100mm, 240mm and 300mm in depth to remove the defects;
- Reinstatement of road markings and studs; and
- Removal of TM.

Plant equipment required:

- Roller wagon; and
- Paver planer.

Materials required will include:

- TS2010 Surface course;
- AC20 Bituminous binder;
- AC32 Bituminous base;
- Paint; and
- Road studs.

A programme of works is still to be confirmed; however, works are expected to commence in April 2024. Works are expected to be carried out during night-time hours.

TM is expected to involve a full weekend closure with an additional four overnight closures.

## Location

The scheme is located along a rural section of the A77 approximately 750m east of Kirkoswald, South Ayrshire.

The scheme is located at the following National Grid References (NGRs):

- Scheme start: NS 25020 08092
- Scheme end: NS 27044 08401

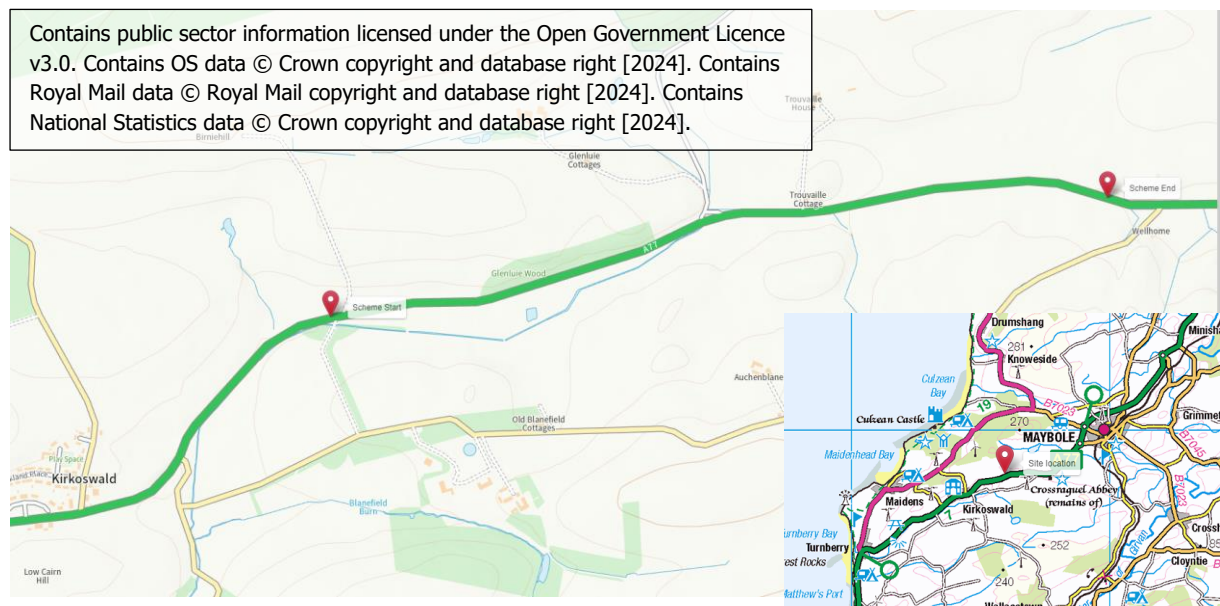


Figure 1: Proposed scheme

## Description of local environment

### Air quality

The proposed scheme is located along a rural section of the A77 approximately 750m east of Kirkoswald, South Ayrshire.

South Ayrshire has declared no [Air Quality Management Area's \(AQMA's\)](#).

There are approximately six residential properties located within 500m of the proposed scheme, with the closest being located 30m north.

There are no community features located within 500m of the proposed scheme.

In 2022 the Annual Average Daily Flow ([AADF](#)) for all vehicles along the A77 (Site 94025) was 7295, with 12% of those being Heavy Goods Vehicles (HGV's).

Baseline air quality levels are mainly influenced by traffic on the A77 and agricultural activities.

There are no sites registered on the [Scottish Pollutant Release Inventory](#) within 1km of the scheme.

### Cultural heritage

A desktop survey using [PastMap](#) revealed that there is one scheduled monument located within 300m of the proposed scheme:

- Crossraguel Abbey (Reference: SM90087)- 250m east.

There are no listed buildings or battlefields within 300m of the proposed scheme.

There is one Historical Environment Record (HER) located within 100m of the scheme:

- Archaeological Desk-Based Assessment: Maybole to Girvan High Pressure Natural Gas Pipeline, South Ayrshire (Reference: 4300)- located within the scheme extents. A new natural gas pipeline was required in 2010, Network Archaeology Ltd conducted a geophysical survey which identified abnormalities; due to these abnormalities' investigations were undertaken in the form of trial trenching. No significant archaeological features were identified.

There are no Canmore's located within 100m of the proposed scheme.

As works are like-for-like in nature and will remain within the carriageway, the designations listed above are not likely to be impacted by the works and therefore Cultural Heritage has been scoped out for further assessment.

## Landscape and visual effects

The proposed scheme is located along a rural section of the A77 approximately 750m east of Kirkoswald, South Ayrshire.

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

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 \(LCT\) 77 \(Low Hills\)](#), characterised by a 'stand-alone' band of relatively low hills, forming gentle undulating band with long ridges cut by valleys.

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

Through Scotland's environment web database two sections of ancient woodland have been identified:

- Glenue wood (ID: 9275 Long-established of plantation origin)- scheme is located within the area.
- Knockaniddling wood (ID: 9346. Long-established, of plantation origin)- 450m north.

## Biodiversity

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

Transport Scotland's Asset Management Performance System (AMPS) database highlights the presence of Rosebay willowherb (*Chamaenerion angustifolium*), creeping thistle (*Cirsium arvense*) and Broad leaf dock (*Rumex obtusifolius*) within

scheme extents. No Invasive Non-Native Species were identified within the scheme extents.

## Geology and soils

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

- Swanshaw Sandstone Formation - Sandstone.

### Superficial

- Alluvium - Clay, silt, sand and gravel.
- Peat - Peat.
- Hummocky (moundy) Glacial Deposits - Diamicton, clay, sand and gravel

### Soil

- Brown soils.

The scheme is not located within a Geological Conservation Review Site (GCRS).

As a result of the works taking place strictly within made ground within the A77 carriageway boundary, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

## Material assets and waste

Table 1: Key Materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> <li>• TS2010</li> <li>• AC20 bituminous binder</li> <li>• AC32 bituminous base</li> <li>• Road paint; and</li> <li>• Road studs.</li> </ul>	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



Activity	Material Required	Origin/ Content
		<p>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"> <li>• Road planings</li> <li>• There is no coal tar present.</li> </ul>	<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>As this scheme exceeds £350,000 it will require a site waste management plan.</p>

## Noise and vibration

There are approximately six residential properties located within 500m of the proposed scheme, with the closest being located 30m north.

There are no community features located within 500m of the proposed scheme.

In 2022 the [AADE](#) for all vehicles along the A77 (Site 94025) was 7295, with 12% of those being HGV's.

Using [Scotland Noise Map](#), modelled daytime noise levels (Lden) show levels of 70-75 dB within the carriageway, 65-70 dB within 30m, 60-65 dB within 60m and 55-60dB within 110m. Modelled night-time noise levels (Lden) show levels of approx. 60-65 dB within the carriageway, 55-60 dB within 30m, 50-55 dB within 60m and <50 dB within <100m.

Baseline noise is likely to be dominated by vehicle traffic from the A77 carriageway.

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 A77 approximately 750m east of Kirkoswald, South Ayrshire.

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

There are approximately six residential properties located within 500m of the proposed scheme, with the closest being located 30m north; these properties have a small level of screening between the properties and the carriageway in the form of a treeline.

Through [Scotland's environment web database](#), one core path was identified within 500m;

- Core path ID: SA32- this core path runs parallel to the scheme, at its closest it is 310m south and does not cross the scheme extents.

There are two residential properties which use the A77 as its sole access point to the properties, these are located at the following NGR's:

- NS 25046 08103
- NS 26250 08372

There is no streetlighting along the section of the A77 on which the proposed scheme is 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 one watercourse classified under the Water Framework Directive (WFD) within 500m of the proposed scheme; this is the Milton Burn and this watercourse has a WFD good condition status. Milton burn flows under the A77 within the scheme extents in the middle section of the scheme and then runs parallel along the scheme to the west.

The proposed scheme is located over two different ground waters, these are outlined below:

- Turnberry (ID: 150557) – WFD classification of good
- Girvan (ID:150607) - WFD classification of good.

[SEPA's Flood Maps](#) System has identified areas of the A77 within the scheme extents that are at a high risk (10% chance) of both surface and river flooding each year.

The proposed scheme is not located within (or hydrologically linked to) a Nitrate Vulnerable Zone as defined by the Scottish Government.

There are several smaller drains which run within 500m of the scheme.

There are six ponds located within 500m:

- Pond 1: located 50m south – NS 25546 08102
- Pond 2: located 290m northwest – NS 24760 08290
- Pond 3: located 370m south - NS 25382 07754
- Pond 4: located 410m north- NS 25389 08549
- Pond 5: located 410m north- NS 25424 08557
- Pond 6: located 360m north- NS 25768 08680.

## Climate

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 included a target of reducing CO<sub>2</sub> emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (GHG) by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

### Monitoring, Management and Opportunities

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

Amey (working on behalf of Transport Scotland) undertakes carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – south west.

## 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 (DMRB) LA 101 and LA 104 were included to form this assessment.

## Description of main environmental impacts and proposed mitigation

### Air quality

#### Impacts

- Onsite construction activities have potential to produce airborne particulate matter and to generate emissions 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.

#### 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.

## Landscape and visual effects

### Impacts

- The works are restricted to the scheme extents and the works are like for like, therefore the proposed works have no impact on the surrounding landscape.
- Views of, and from the carriageway will be temporarily impacted during construction due to the presence of works, TM and plant.
- 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; this includes the section that crosses the scheme extents.

### Mitigation

- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.

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 the potential for works (if uncontrolled) to spread INNS.

### Mitigation

- If any protected species are seen on site, all work will be temporarily stopped until the animal has moved out of the construction zone and its respected buffer zone. All sightings will be reported to the E&S Team and an ecologist is required to assess the situation before any work is to continue.
- The Amey control room will be contacted for the environmental record.
- Where possible all temporary directional lighting onto site will avoid overspill onto adjacent areas of potential habitat 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 undertaken on the grass verges. The works will be contained entirely within the carriageway.
- Amey, on behalf of Transport Scotland, have been asked to keep a record of various target species, including Rosebay willowherb which was found 200m Southwest of the proposed scheme.
- If any INNS are identified on site, all works will temporarily stop, and the environment team contacted.

With mitigation measures in place, no significant effects are predicted on 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.

### **Mitigation**

- All waste will be stored in secure containers and segregated into different waste streams.
- All waste will be transported by a 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.
- 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

- Noise heavy works will likely be required during night-time hours, which could disturb sensitive receptors within 300m of the proposed scheme.

### Mitigation

- 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 started sequentially.
- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers and regularly maintained.
- 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 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

- There will be no impact on land take from private land and/or community facilities as a result of the proposed scheme as all works will be contained within the carriageway boundary.

- Construction site lighting during night-time hours could cause disturbance for residential properties and other receptors with views of the works.
- Access to the properties may be impacted.

## Mitigation

- Signage of lane closure 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.
- South Ayrshire Council Environmental Health Team have been contacted in March 2024 to notify of night-time programming
- 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.
- Access to the properties will be maintained.

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

- If not adequately controlled, debris and runoff from the works could enter surrounding surface water environment. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage system, thus 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.

### 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 etc.

- The 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 in frequency, 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, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on and adhere to SEPA's Guidance for Pollution Prevention documents ([GPP](#)) (particularly GPP 1, GPP 5, PPG 6, and GPP 22).

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 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, 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.

South Ayrshire 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), 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 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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