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Environmental Impact Assessment Record of Determination

A9 Westerton to Aberuthven

Contents

Project Details

Description

The works are required to maintain the safety and integrity of the A9 carriageway between Westerton and Aberuthven, 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, channels and edgings.

The works will include resurfacing the carriageway using TS2010 surface course with depths varying from 40mm to 100mm depending on the condition along the length of the scheme.

The proposed construction activities for resurfacing 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 works is approximately 14,000m^2 (1.4ha) across the northbound side of the carriageway.

The proposed works are programmed to be completed within the next financial year (from April 2025) over a duration of 10 days, with overnight working required.

Traffic Management (TM) to be utilised in the form of night-time contraflow.

Location

The works are located on the A9 carriageway between Westerton to Aberuthven, Perth and Kinross, over a length of 2.1km with an approximate area of 14,000m^2. The National Grid References (NGRs) for the scheme are provided below and illustrated in Figure 1:

- Scheme Start: NN 96764 13716
- Scheme End: NN 97997 15330

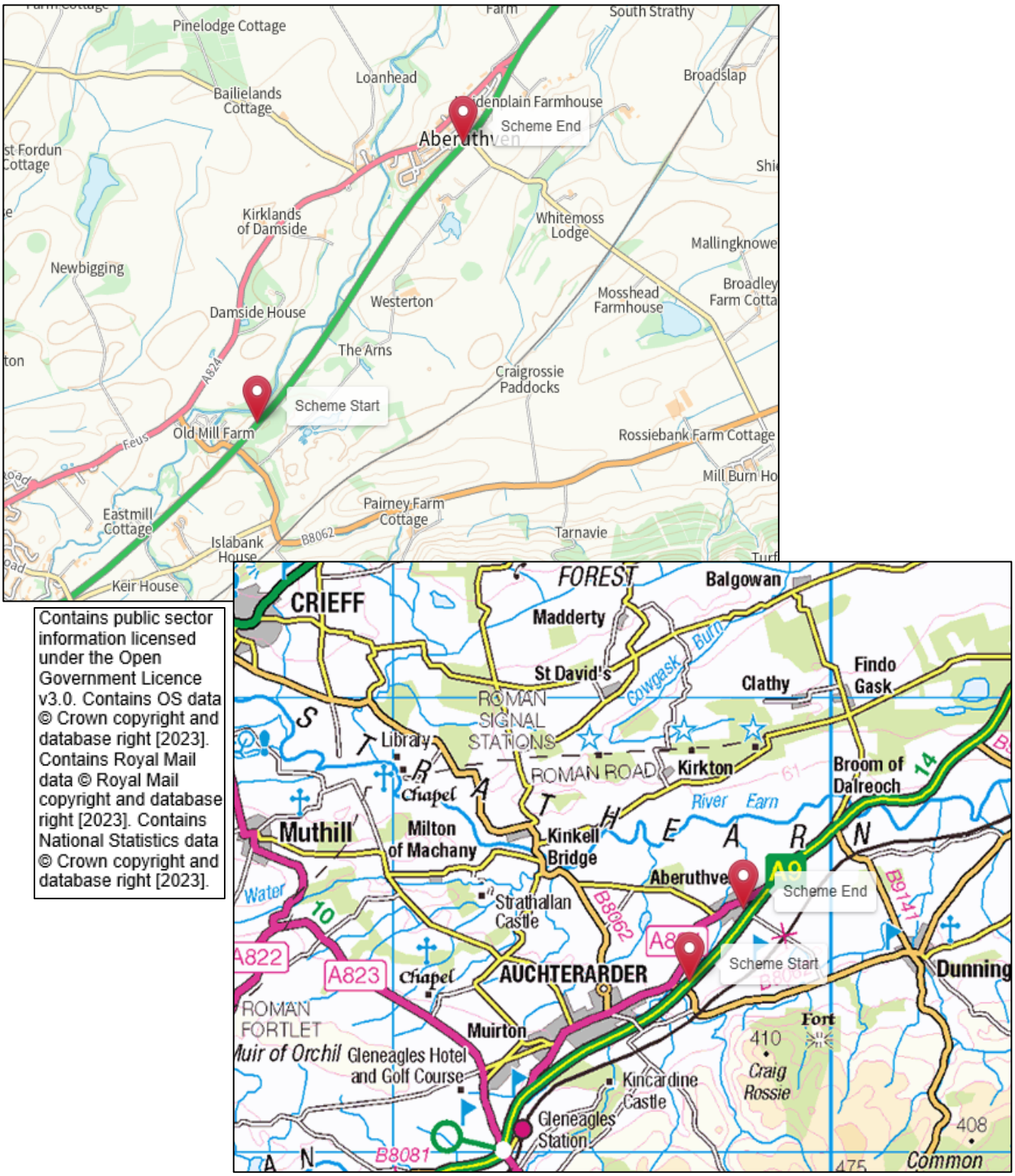

Figure 1. Scheme Location.

Description of local environment

Air quality

The surrounding area primarily consists of agricultural land use, managed woodland and small areas of residential areas. Local air quality is likely influenced by vehicular traffic from the busy A9 carriageway.

There are approximately 50 residential properties within 200m of the works, with the closest located in the village of Aberuthven on Park Terrace Road located approx. 30m northwest of the scheme.

Aberuthven Park and Football Field is located approx. 20m northwest of the works at its closest point.

Aberuthven Primary school is located approx. 100m northwest of the works.

The Annual Average Daily Flow (AADF) in 2023 for the main A9 carriageway outside the scheme extents accounted for 26,952 vehicles, with an average of 11.1% Heavy Goods Vehicles (HGV). (automatic count point 80347).

This scheme does not fall within an Air Quality Management Areas (AQMA).

No sites registered on Scottish Pollutant Release Inventory (SPRI) have been identified within 1km of the scheme.

Cultural heritage

A desktop study using PastMap has identified two designated features of cultural or historical significance within 200m of the works location. The details of these are as follows:

- Craiginver Aberuthven (Ref- LB5823) Category C Listed Building located approx. 100m north of the works.
- Smiddy Haugh Inn and two adjoining houses Aberuthven (Ref- LB5822) Category C Listed Building located approx. 130m northwest of the works.
- Rosewell Cottage Aberuthven (Ref, LB5821) Category C Listed Building located approx. 240m northwest of the works.

No non-designated features of cultural heritage have been identified within 100m of the works.

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. The works will be like for like in nature and will have no change to current visual setting of the listed buildings.

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

Due to the 'cut' of the carriageway and the trees and vegetation lining the verges, none of the nearby residential properties have view of the works.

The surrounding landscape has been classified as rectilinear fields and farms and urban areas using the HLA Map.

A desktop study using PastMap online interactive map and NatureScot's Sitelink resource has not identified any areas designated for their landscape quality within, or within 1km of the scheme extents.

NatureScot's Landscape Character Type mapping resource has indicated the landscape character present within the scheme extents to be that of 'Broad Valley Lowlands'. Scotland's Land Capability for agriculture map lists the area surrounding the scheme extents as 3.1 on the land capability for agriculture class scale.

Scotland's Ancient Woodland Inventory (AWI) has not identified any areas of Ancient Woodland within 500m of the works. No Tree Preservation Orders (TPOs) have been identified adjacent to, or within 500m of the 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.

The 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 immediate area surrounding the scheme extents contains areas of low-lying vegetation (such as grasslands) and small areas of managed woodland and scrub lining the carriageway.

Scotland's Ancient Woodland Inventory (AWI) has not identified any areas of Ancient Woodland within 500m of the works. No Tree Preservation Orders (TPOs) have been identified adjacent to or within 500m of the scheme extents.

A desktop study using NatureScot's Sitelink resource has not identified any designated sites within 2km of the works.

Amey's Environment Team's Northeast Invasive Non-Native Species (INNS) Map has identified a record of Giant hogweed (*Heracleum mantegazzianum*) located at NGR - NN 97767 15104 approx. 10m northwest of the works on the northbound verge of the A9 carriageway.

A search on Transport Scotland's Asset Management Performance System (AMPS) has highlighted that the target species common ragwort (*Jacobaea vulgaris*) and INNS rosebay willowherb (*Chamerion angustifolium*) can be found along the A9 verge within the scheme extents.

A field survey was scoped out by competent ecologists due to the nature of the works (resurfacing) and due to the fact that all works will be restricted to the existing carriageway boundary.

Geology and soils

The National Soil Map of Scotland has identified the local soil type as brown soils.

A desktop study using NatureScot Sitelink has not identified any Geological Conservation Review Sites (GCRS) or Sites of Special Scientific Interest (SSSI)'s designated for their geological features within 2km of the scheme extents.

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

Bedrock Geology:

Sheriffmuir Sandstone Member - Sandstone. Sedimentary bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.

Superficial Deposits:

Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago 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 project does not carry the potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated, and geology and soils has been scoped out of requiring further assessment.

Material assets and waste

The proposed scheme requires a Site Waste Management Plan (SWMP).

Table 1. Key materials required for activities.

Activity	Material Required	Origin/ Content
Site construction	• TS2010 surface course; • AC32 base; • AC20 binder; • Bitumen; • Road paint; • Road studs;	A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical stone mastic asphalt (SMA). 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.

Table 2. Key Waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site construction	• Road planings; • Studs; and • Road kerbs.	On-site investigations of the carriageway (including coring and testing) have been undertaken and did not discover the presence of coal tar within any of the cores. Therefore 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'.

Noise and vibration

The surrounding area primarily consists of agricultural land use, managed woodland and small areas of residential areas.

The AADF in 2023 for the main A9 carriageway just outside the scheme extents (site no. 80347), accounted for 26,952 vehicles, with an average of 11.1% HGV.

Baseline noise conditions at this location are likely influenced primarily by traffic travelling along the A9. Noise Map Scotland notes the Modelled night-time noise levels (Lngt) within the scheme extents range between 60-65dB.

There are approximately 80 residential properties within 300m of the works, with the closest properties located within the village of Aberuthven on Park Terrace Road located approx. 30m northwest.

Aberuthven Primary school is located approx. 100m northwest of the works.

Grand Eagles Luxury Lodge Park is located approx. 250m east of the works at its closest point.

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 100 residential properties within 500m of the works, with the closest properties located within the village of Aberuthven on Park Terrace Road located approx. 30m northwest. Due to the ‘cut’ of the carriageway and the trees and vegetation lining the verges, none of the nearby residential properties have view of the works.

Aberuthven Primary school is located approx. 100m northwest of the works.

Grand Eagles Luxury Lodge Park is located approx. 250m east of the works at its closest point.

Aberuthven Park and Football Field is located approx. 20m northwest of the works at its closest point.

There are no Walker, Cyclist or Horse-riding (WCH) provisions or national cycle routes within the scheme extents.

Core path ID: AUCH/130 is located approx. 30m northwest of the works at its closest point.

Road drainage and the water environment

A desktop study using the SEPA Water Classification Map has identified the Ruthven Water (ID: 6806), which flows parallel to the A9 carriageway for the full scheme extents at distance of 30m at its closest point. This watercourse is classified as having 'Moderate ecological potential' under the Water Framework Directive (WFD).

Road drainage along this section of the A9 consists of top entry gullies and filter stones.

SEPA's Flood Mapping system has identified an area at high risk (10% chance) of surface water flooding on the A9 carriageway each year within the scheme extents just south of Aberuthven.

The scheme is not located within a Nitrate Vulnerable Zone as defined by the Scottish Government.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

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

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

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.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance (Guidance – Environmental Impact Assessments for road projects (transport.gov.scot)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) LA 101 and LA 104 were used to form this assessment.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry a potential to produce airborne particulate matter, dust and generate emissions 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. This may result in a temporary deterioration in local air quality.
- The use of vehicles, plant and generators will result in emissions which will temporarily impact local air quality.

Mitigation

- Best practice and measures as outlined in the 'Guidance on the assessment of dust from demolition and construction (January 2024)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
    - The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
    - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles will be used to prevent wind whipping);
    - Cutting, grinding or sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
    - Drop heights from conveyors and other loading or handling equipment will be minimised;
    - Vehicles entering and leaving the work area will be covered to prevent escape of materials during transport;
    - Equipment will be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
    - When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.

- Other mitigation that will be adhered to include:
    - Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
    - Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
    - Where possible, materials will be sourced locally.
    - Surfaces will be swept where loose material remains following planing.

No significant effects are predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Biodiversity

Impacts

- It is considered possible that protected species may be present within the proposed works extents and could be adversely impacted by the noise disturbance from the works in the absence of mitigation.
- Due to all works restricted to the carriageway boundary, it is unlikely that giant hogweed, common ragwort or rosebay willowherb will be disturbed.

Mitigation

- If a protected species is seen on or near the scheme, all works will be stopped and the Environment team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- When in use, any artificial light will be directional and directed at the area of works as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland/structures).
- No vehicles, machinery or materials will be parked/stored on any soft verges.
- Effects 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.
- Operatives will avoid extraneous noise whilst on site and will be briefed using Noise and Vibration briefing.
- In the unlikely event that an INNS is identified on site, all works will temporarily stop and the Environment Team contacted.
- As part of the NMC contract, Amey, on behalf of transport Scotland, have been asked to keep a record of various target species, including rosebay willowherb and common ragwort. Works will not be carried out in the carriageway verge. If

this is not possible and works are likely to result in the spread of this species through disturbance, the Amey's Landscaping Team will be consulted.

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.
- 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.
- It is Amey policy to reuse or recycle as much waste material as possible. Where recycling is not feasible, waste material will be removed to a licenced waste facility.
- Materials will be delivered on site at the time of being required.
- Any non-contaminated 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.
- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates (if required) will also be completed and retained.

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 and luxury lodges may experience temporary disturbance due to an increase in noise levels.
- There are no anticipated permanent impacts on noise and vibration following the completion of works.

Mitigation

- Perth and Kinross Environmental Health Department has been notified of the works by the E&S Team, due to night-time programming.
- Residential properties within 300m and luxury lodges 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 will 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 were 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.

Population and human health

Impacts

- TM will consist of lane closures and a contraflow system (with night-time working). TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity.
- The core path mentioned above will not be impacted by the works due to all works restricted to the carriageway boundary.

Mitigation

- 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.
- Artificial site lighting will be directional and pointed away from residential properties and lodges.

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 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 (GPP5 and GPP6), 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.
- 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.
- Storage and mixing of concrete will take place at least 10m away from watercourses.
- No washout from concrete mixing will be allowed to enter the water environment and will be taken off site for appropriate treatment.
- 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.

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 A95 carriageway within 2km of the scheme.

Amey's current programme of works has not highlighted any other works on the A9 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 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 Environmental Scoping Assessment of the scheme, undertaken by the Sustainability Solutions Team at Amey in February 2025.

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 involves the improvement of a road and the completed works, along with any areas occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other facilities or stores required during 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 boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No in-combination effects have been identified.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment. No impacts on the environment are expected during the operational phase as a result of works.
- By removing the carriageway defects this will provide this part of the A9 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions, and positive operational impacts for road users.

Location of the scheme:

- Works are not located within an area designated for its specific landscape character or quality.
- 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 located within or within 2km of a European designated site.

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 and better road drainage.
- 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.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.

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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