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Environmental Impact Assessment Record of Determination

A701 Johnstonbridge Junction to M74 Including Roundabouts

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A701 Johnstonbridge Junction and the two M74 roundabouts. An investigation on the carriageway has highlighted surface defects (fretting/chip loss) and structural defects (rutting/longitudinal/transverse/cracking).

The works are required to repair defects to improve the quality and safety for road users, and to minimise risk of flooding to the carriageway during adverse weather.

The construction will involve installing concrete inlays and the following:

- Implementation of Traffic Management (TM);
- Milling out of existing material by road planer;
- Loader used to collect and move excess material within work area;
- Sweeper to collect loose material;
- Waste material will be removed from site;
- New materials will be laid, including binder, bituminous asphalt and tack bond and compressed using a road paver and compacted by a roller;
- Road markings and road studs will be applied where necessary; and
- TM removal.

Machinery and plant required will include a roller wagon and paver planer.

The proposed construction is programmed to be completed within this financial year (April 2024 to March 2025). The TM is currently anticipated to consist of total closures over-night and will most likely be between 5 – 10 nights.

The scheme covers an area of approximately 21,000m^2.

Location

Scheme Location

The scheme is located along the A701 and covers two roundabouts in Dumfries and Galloway. The National Grid References (NGR) of the scheme are detailed below, while the scheme location is illustrated in Figure 1:

Mainline (A701)

Start: NT 07888 02953

End: NT 08279 00725

West Roundabout: NT 07826 02941

East Roundabout: NT 07868 03146

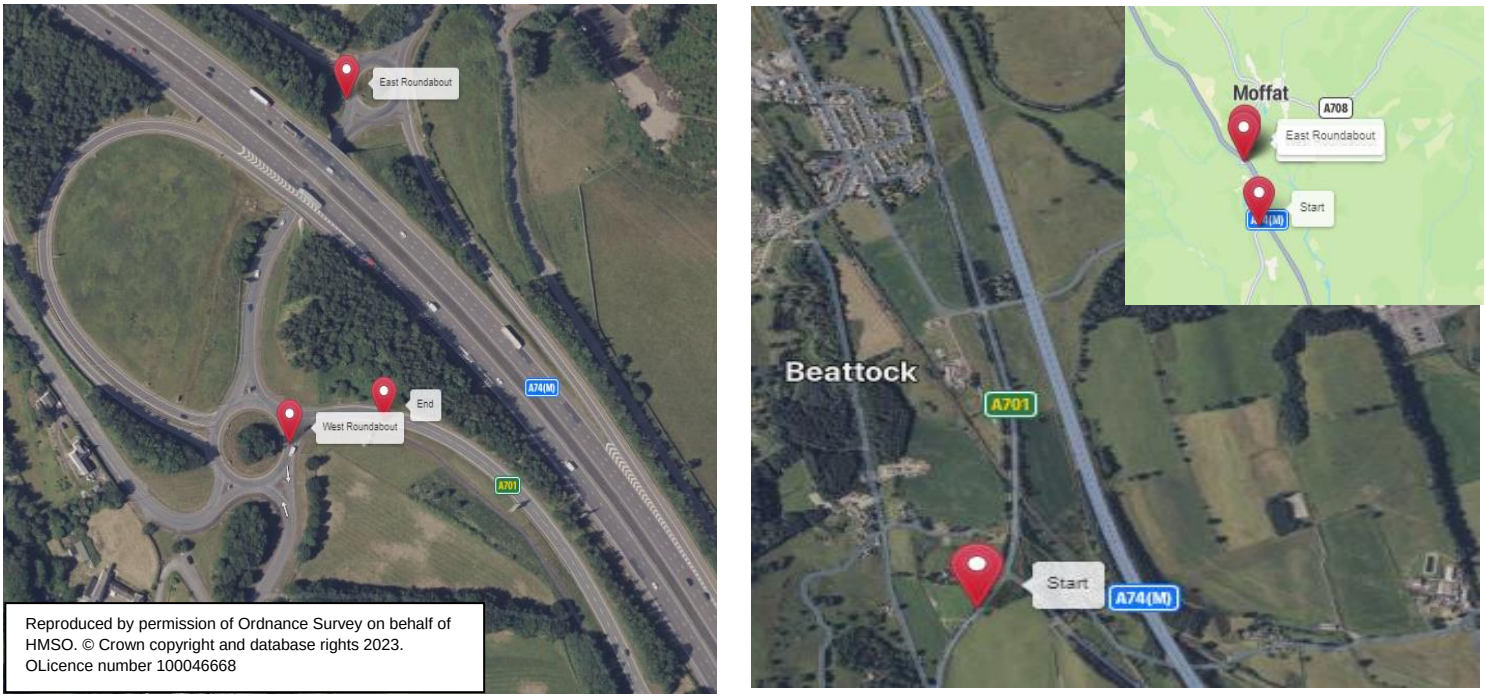

Figure 1: Scheme Location Plan

Description of Local Environment

Air Quality

The scheme is located along the A701 in Dumfries and Galloway in a predominately rural area. There are approximately 100 residential properties located within 200m of the scheme, the closest one being 30m west from the works. Additional receptors within 200m include the following:

- Ellee's Cottage located 70m west.
- Telford Manor House and Mews Cottages located 90m west.
- Kirkpatrick Juxta Parish Church 90m west.

Dumfries and Galloway Council have not declared any Air Quality Management Areas (AQMA).

The closest manual count point (10875) along the A701 shows that the Annual Average Daily Flow (AADF) of Traffic in 2022 for all motor vehicles was 5834 with 226 of those being Heavy Goods Vehicles (HGVs).

According to the Scottish Pollutant Release Inventory (SPRI) there are no registered sites for air pollutant releases located within 1km of the works.

Cultural Heritage

A desk-based assessment was undertaken using Pastmap with a study area of 300m was used for designated cultural heritage assets. These are as follows:

- Kirkpartrick Juxta Parish Manse Listed Building (Ref: LB9891) approximately 66m west.
- Beattock Village, The Old Brig Inn, Hotel and Outbuildings Listed Building (Ref: LB9908) approximately 82m south.
- Kirkpatrick Juxta Former Parish Manse and Outbuildings Listed Building (Ref: LB9892) approximately 100m west.
- Beattock Village, Evan Bridge Listed Building (Ref: LB9907) approximately 150m south.
- Beattock Village, Beattock Bridge Listed Building (Ref: LB9905) approximately 150m south.
- Beattock Village, Beattock House Hotel and Gatepiers to North and to South Listed Building (Ref: LB9906) 170m west.
- Beattock Village, Beattock School Listed Building (Ref: LB9840) 230m west.

The following non-designated cultural heritage asset were identified within 100m of the site:

- Beattock, A74 Bridge Canmore (Ref: 279656) and Historical Environmental Record (HER) (Ref: MDG24039) located within the scheme extents.
- Bankend, Beattock HER (Ref: MDG309) located 8m east.
- Murtholm HER (Ref: MDG10427) located 13m east.
- Broomlands House Canmore (Ref: 90121) located 50m east.
- Beattock Canmore (Ref: 48409) located 60m east.
- Kirkpatrick-Juxta, Saint Patrick's Church Canmore (Ref: 196500) and HER (Ref: MDG4622) located 70m west.
- Kirkpatrick-Juxta, Parish Manse Canmore (Ref: 87609) and HER (Ref: MDG20884) located 70m west.
- Skellywell Mill/Evan Water HER (Ref: MDG10034) located 80m west.
- Beattock Village, The Old Brig Inn, Hotel and Outbuildings (Lochhouse Farm) HER (Ref: MDG20901) located 80m south.
- Beattock, Old Brig Inn Canmore (Ref: 214727) located 90m south.
- Beattock/Beattock Village HER (Ref: MDG317) located 90m west.
- Beattock, Motorway Bridge Canmore (Ref: 279657) and HER (Ref: MDG24040) located 100m east.
- Beattock, Old Manse, Outbuildings Canmore (Ref: 256100) located 100m west.

The resurfacing works that are located within the existing carriageway boundary does not present any direct or indirect impact to cultural or archaeological features.

Therefore, no change is anticipated therefore Cultural Heritage has been scoped out as requiring further assessment in accordance with DMRB LA 106.

Landscape and Visual Effects

The A701 carriageway within the scheme extents is partially visible from agricultural properties, however, natural screening including woodland and scrub limit the visibility of the carriageway from the surrounding residential areas.

A desktop study using Scotland's Environment Web has highlighted that there are no Tree Preservation Order (TPO)s, however there are several ancient woodlands located within 500m of the scheme, the closest one being 'Marchbankwood' located 240m southwest from the scheme. The scheme is not situated with a National Park (NP), National Scenic Area (NSA) or a Garden and Designed Landscape.

The Landscape Character Type (LCT) Map shows that the scheme is considered 'middle dale'. The Middle Dale – Dumfries & Galloway Landscape Character Type is found above the Lower Dale – Dumfries & Galloway landscapes, in the interior of the county. They are generally located between the Upland Fringe – Dumfries & Galloway character types in Dumfriesshire.

The Historic Landscape Assessment (HLA) Maps shows that the land just outwith the scheme extents has previously been used for Motorway and Major Roads, Rectilinear Fields and Farms, and Managed Woodland.

Biodiversity

The scheme is located in a rural area in Dumfries and Galloway with Evan Water runs underneath the scheme at NGR: NT 08075 02733.

A desktop study using NatureScot's Sitelink resource has not identified the presence of any designated European sites within 2km of the scheme extents. This resource has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 1km of the scheme extents. No hydrological connectivity links the scheme extents to any European or nationally designated sites. The scheme does not meet any of the criteria regarding the requirement for a Habitats Regulation Appraisal (HRA).

There is no evidence of Invasive Non-Native Species (INNS) located within 500m of the scheme.

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool records Rosebay willowherb (*Chamaenerion angustifolium*) and Common ragwort (*Jacobaea vulgaris*), along the A701 carriageway within the scheme extents.

An ecological walkover survey was undertaken by two Amey Ecologists on 17th May 2024. The field survey was undertaken following the methods outlined by the Joint Nature Conservation Committee (2010).

Geology and Soils

Sitelink notes there are no Geological Conservation Review Sites (GCRS), geological SSSIs or Local Geodiversity Sites (LGS) within 200m of the scheme extents.

Scotland's Soil Map has highlighted that the soil located within the scheme extents consists of Alluvial Soils.

A desktop study using The British Geology Viewer shows that the geology within the scheme extents consist of:

Superficial deposits

- Alluvium - Silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.
- Glaciofluvial Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

Bedrock geology

- Queensberry Formation - Sandstone, mudstone, siltstone and conglomerate. Sedimentary bedrock formed between 443.8 and 433.4 million years ago during the Silurian period.
- Hartfield Formation - Sandstone, pebbly sandstone and angular pebble-grade conglomerate. Sedimentary bedrock formed between 298.9 and 272.3 million years ago during the Permian period.
- Selcoth Formation - Sandstone, mudstone and siltstone. Sedimentary bedrock formed between 443.8 and 433.4 million years ago during the Silurian period.

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

Material Assets and Waste

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

Table 1: Key Materials Required for Activities.

Activity	Material Required	Origin/ Content
Site Construction	• Road surfacing (aggregate and binder); • TS2010 surface course; • AC20 bituminous binder; • AC32 bituminous base; • Bitumen; • Road paint and studs; • Lubricant; • Vehicle fuel; • Oil; • Road studs; and,	TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical 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 source. A proportion of RAP is used in asphalt production. Typical RAP values for base

Activity	Material Required	Origin/ Content
	• Road thermoplastic paint.	and binder are 10% - 15% with up to 10% in surface course.

Table 2: Key Waste Arising from Activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Asphalt plannings	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'. No coal tar is expected to be found due to previous investigation works and the age and make-up of the current scheme site.

Noise and Vibration

The scheme is located along the A701 in a rural area of Dumfries and Galloway. There are approximately 300 residential properties located within 300m of the scheme the closest one being 30m west from the works. The other receptors within 300m include:

- Ellee's Cottage located 70m west.
- Telford Manor House and Mews Cottages located 90m west.
- Beattock Manor Lodge Park located 243m west.
- Beattock Village Hall located 223m west.
- Beattock Primary School 240m west.
- Kirkpatrick Juxta Parish Church 90m west.

The scheme is not located within a Candidate Nosie Management Area (CNMA) as defined by the Transportation Noise Action Plan.

Baseline noise levels are influenced by vehicles travelling along the A701 into Beattock and other towns throughout Dumfries and Galloway. The road surface is in poor condition which has potential to elevate the ambient noise levels.

Scotland's Noise Map shows that the nose along the A701 where construction will take place ranges from 65 => x < 70dB during daytime hours and 55 => x < 60 dB during night-time hours.

The closest manual count point (10875) along the A701 shows that the AADF of Traffic in 2022 for all motor vehicles was 5834 with 226 of those being HGVs.

Population and Human Health

A study area of 300m has been used for this assessment as it is unlikely there will be any significant impacts on receptors beyond 300m.

National Cycle route 74 is located along the A701 to the west that runs the full length of the scheme. There are no Horse-riding routes located within 300m of the scheme extents.

Dumfries and Galloway core path plan shows that there are several core paths located within 300m of the scheme. These include:

- Beattock to A701 (MOFF/262/1) which runs along the A701 15m to the west.
- Southern Upland Way (UNNO/504/16) which crosses the A701 at NGR: NT 08078 02725.

There are no bus stops located along the A701 and due to its rural location, there are no streetlights located along the scheme extents.

Road Drainage and the Water Environment

The Scottish Environment Protection Agency (SEPA) water classification hub shows that Evan Water (ID: 10703) runs under the scheme extents at NGR: NT 08075 02733. This has an 'poor' overall ecological status. SEPA flood maps shows that where Evan Water crosses the scheme extents there is a high likelihood of flooding, suggesting that each year in this area there is 10% chance of flooding.

The ground water located within the scheme extents is Annandale Sand and Gravel (ID: 150739) which has an overall status as 'good'. The scheme is not located within a Nitrate Vulnerable Zone as defined by the Scottish Government.

Drainage on the A701 where works are to be undertaken consists of gullies which run along either side of the carriageway.

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 includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases 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.

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 and generate emissions that may have a temporary impact on local air quality levels.
- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- An increase in the use of HGVs during construction for delivering site materials will likely have an impact on air quality within the local area.

Mitigation

Best Practicable Means and Best Practice Guidelines of reducing dust and emissions will be followed as outlined in the 'Guidance on the assessment of dust from demolition and construction (January 2024)' published by the IAQM, which includes the following mitigation relevant to this scheme:

- 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.

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

Landscape and Visual Effects

Impacts

- Views of and from the road will be temporarily affected during construction due to the presence of works, traffic management and plant.

Mitigation

- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.
- Should the scope or location of the works change, the Amey Sustainability Solutions Team will be notified immediately to undertake another assessment.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the resurfacing and drainage works are unlikely to be significant.

Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- During night-time programming, misdirected site lighting and additional noise could cause disturbance to any surrounding nocturnal species or protected species.
- All works will be restricted to the A701 carriageway surface and will not entail any verge working or vegetation clearance. There are no earthworks, permanent (or temporary), land-take, accommodation works or site clearance, and there is no requirement to import topsoil.

Mitigation

- Any artificial lighting will be pointed directly at the works as to minimise impact on nocturnal species. If any protected species are discovered during works, all work will cease, and a member of the Sustainability Solutions Team will be contacted.

- In the unlikely event that protected species is noticed on site, works will be temporarily suspended until the animal has moved on. Any sightings will be reported to the Sustainability Solutions Team.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- 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 cause the spread of this species, if works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.

With the above mitigation measures and best practice being adhered to, the residual effect on local biodiversity is considered not significant.

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.
- Tar bound materials were not identified during the investigation coring.

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.
- Materials will be delivered on site as and when required to ensure the correct quantities to prevent the disposal of unused materials.
- 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.

- 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.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- A SWMP will be prepared to include details on: the quantity and type of waste produced, how the waste produced will be minimised, how materials unsuitable for reuse, recycling or recovery will be disposed of, a comparison against the Scottish Government's targets for waste reduction and recycling, and details of compliance with waste duty of care legislation.

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

- There will be an increase in noise levels during construction due to the use of heavy plant and machinery and an increase in HGVs.
- There is unlikely to be any disturbance to residential properties and receptors within the local area.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.
- Noise heavy works such as the use of heavy machinery and milling out works are required during night-time hours, which could cause disturbance for the nearby amenity users. It is also anticipated that noise heavy works could cause day-time disturbance.

Mitigation

- Due to night-time programming, Dumfries and Galloway Council will be notified in advance of the works.

- Residential properties within 300m that are likely to be impacted by the works will be notified via a letter drop.
- 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.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The noisiest works will be completed before 23:00 where feasible.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and Human Health

Impacts

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- There will be no impact on land take from private land and/or community facilities as a result of the scheme.
- Access to the residential properties identified will not be impacted by the works.
- Core paths, pedestrian footways and cycleways will not be impacted by the works.
- Due to night-time programming, construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- Any change of schedule will be communicated to local residents throughout the work programme.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

With best practice mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant.

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 run off from the works could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the distant water environment, in particular Evan Water.
- 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.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
    - The control room will be contacted if any pollution incidences occur.
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual effect on the local water environment during construction is considered to be not significant.

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.

Vulnerability of the Project to Risks

As the works will be limited to the like-for-like resurfacing of the carriageway there will be no change in vulnerability of the road to risks, or in severity of major accidents/disasters that would impact on the environment.

The Traffic Management Plan ensures that there is no severance of community assets, access routes or residential developments.

All mitigation measures will be adhered to onsite which considers the vulnerability of the project to be low.

Assessment Cumulative Effects

According to Dumfries and Galloways planning portal , there are no further works located within proximity of the scheme extents that are going to affect further TM or have an impact on the wider community.

Ameys current works website does not show any ongoing schemes along the A701 during the proposed timescale at the location of the proposed works and surrounding area.

The Scottish Road Works Commissioner Interactive Map 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. Considering the nature and scale of the maintenance works being undertaken no in combination effects are anticipated.

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 and sensitive receptors. The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Sustainability Solutions Team at Amey in May 2024.
- A Preliminary Ecological Walkover Report undertaken by the Ecology Team at Amey in May 2024.

Statement of case in support of a Determination that a statutory EIA is not required.

This is a relevant project under 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:

- 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.
- 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 in the area.

- No impacts on the environment are expected during the operational phase as a result of works. 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 will decrease post construction.
- Construction activities are restricted to the approximate 2.1ha of existing carriageway.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- 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 within the existing carriageway boundaries (approximate area 2.1ha) and as a result will not require any land take and will not alter any local land uses.
- The scheme is not located within any European designated sites.

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during night-time hours with traffic management in place during the daytime.
- The risk to major accidents or disasters is considered low.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- 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.
- No in-combination effects have been identified.

References of Supporting Documentation

- An Initial Environmental Review of the scheme, undertaken by the Sustainability Solutions Team at Amey in May 2024.
- A Preliminary Ecological Walkover Report undertaken by the Ecology Team at Amey in May 2024.

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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