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Environmental Impact Assessment Record of Determination

A75 Hightae Roundabout to Rhonehouse

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A75 carriageway where surface defects (fretting/chip loss) and structural defects(rutting/longitudinal/transverse/cracking) have been identified from Hightae Roundabout to Rhonehouse.

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

Construction will involve installing concrete inlays and a replacement of around 1.5km of filter drain material along the A75 from Hightae Roundabout to Rhonehouse in Castle Douglas, Dumfries and Galloway.

The scheme covers an area of approximately 1.15ha.

Construction activities will consist of the following:

- Implementation of Traffic Management (TM);
- Milling out the existing material to the proposed treatment depth of 40mm, 90mm and 165mm along with a 320mm partial reconstruction inlay;
- Inlays using TS2010 surface course 10mm aggregate and AC binder and base if required;
- Install road markings and studs; and
- Removal of TM.

This will involve the following plant/machinery:

- Roller wagon;
- Paver planer;
- Mini digger; and
- Tipper.

The works are currently programmed to be completed June 2024 during night-time hours, with a convoy traffic management system in place day and night-time.

Location

The scheme is located along the A75 in Castle Douglas, Dumfries and Galloway and can be found at the following National Grid Reference (NGRs) (Figure 1):

- Start: NX 75053 61281
- End: NX 74422 60710

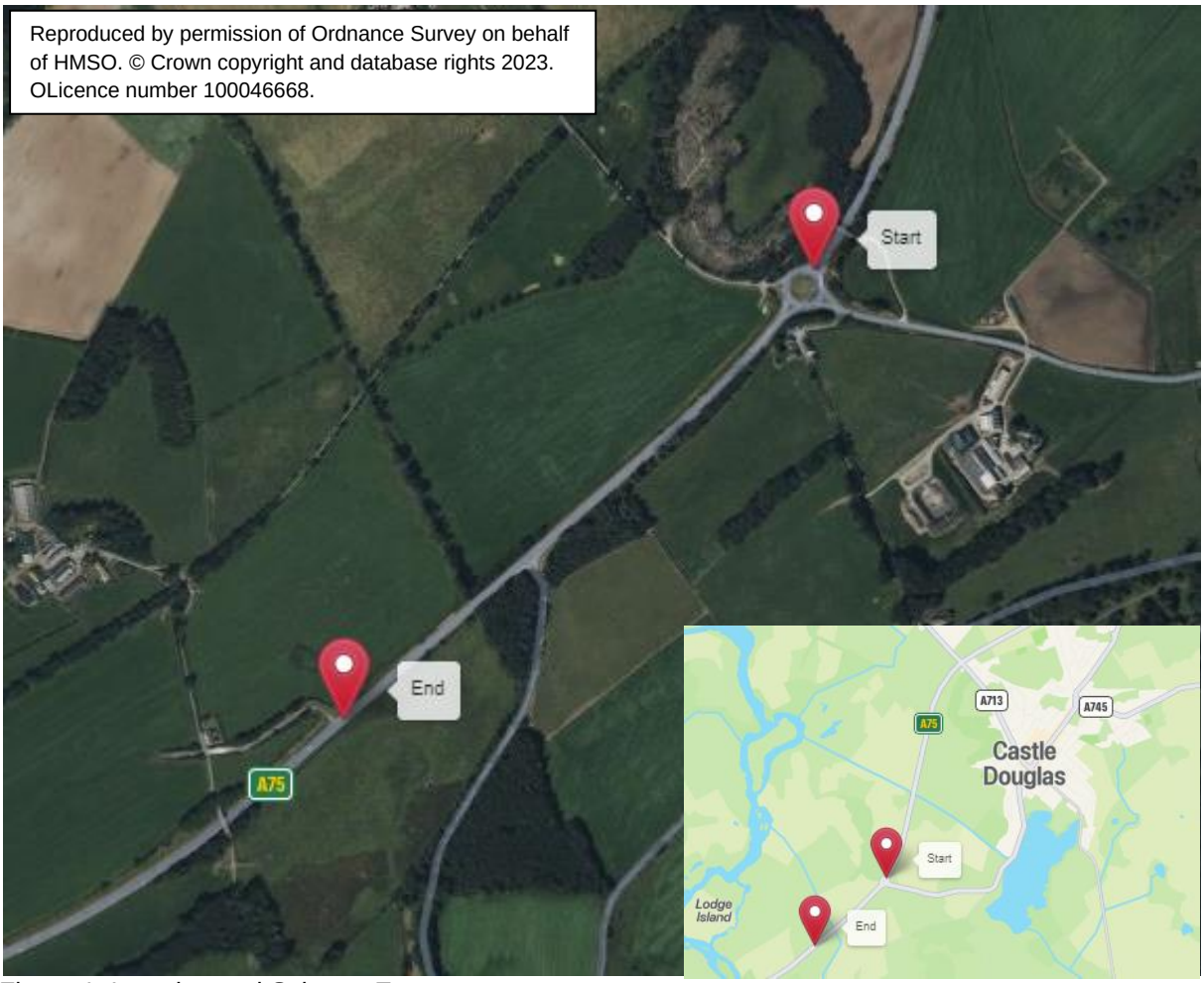

Figure 1: Location and Scheme Extents.

Description of local environment

Air Quality

The scheme is located in a rural area surrounded by shrubs and agricultural fields along the A75 in Castle Douglas, Dumfries, and Galloway. There are two residential properties located within 200m of the scheme which are attached to farms that will likely use the A75 as an access road.

Baseline air quality is mainly influenced by vehicles travelling along the A75 motorway.

In 2022, the Average Annual Daily Flow (AADF) for all vehicles on the A75 where works are to be undertaken (manual count point 92154) was 5,989 with 15.6% of those being Heavy Goods Vehicles (HGVs).

Dumfries and Galloway Council has not declared any Air Quality Management Areas (AQMA) within the scheme extents.

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

According to PastMap, there are no designated cultural heritage features (World Heritage Sites, Scheduled Monuments, Battlefields, and Conservation Areas) located within 300m of the works, however several non-designated cultural heritage features have been located within 200m of the works, these include:

- Kelton, Tollhouse Canmore (Ref: 71279) & Historic Environmental Record (HER) (Ref: MDG8657) located approximately 20m east.
- Mill Burn Canmore (Ref: 332765), (Ref: 332767), (Ref: 332768) & (Ref: 332769) and HER (Ref: MDG26325), (Ref: MDG26478), (Ref: MDG26479) (Ref: MDG26414) located approximately 30m southeast.
- Kelton Lodge Canmore (Ref: 332786) & HER (Ref: MDG26283) located approximately 40m east.
- Midtown Canmore (ref: 332772) and HER (MDG26352) located approximately 110m southeast.
- Hightae / Midtown Mill Canmore (Ref: 332782), (Ref: 332785) & (Ref: 332784) and HER (Ref: MDG26282), (Ref: MDG26416) & (Ref: MDG26354) located approximately 120m southeast.

- Threave Estate Canmore (Ref: 332918) and HER (Ref: MDG26315) located approximately 150m north.
- Lodge Cottage Canmore (Ref: 332764) and HER (Ref: 332763) located approximately 160m northwest.
- Lodge Of Kelton, Cottages / Kelton, Lodge Cottages Canmore (Ref: 181553) and HER (Ref: MDG17174) located approximately 180m.

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

A desktop study using Scotland's Environment Map has highlighted that the scheme is not situated with a National Park (NP) or National Scenic Area (NSA). It has however highlighted that there are several unnamed ancient woodlands located within 500m of the scheme, the closest one being 50m north from the scheme.

PastMap notes that the Threave Gardens (Ref: GDL00372) Garden & Designed Landscape is located approx. 420m south of the scheme. The Threave Gardens is an attractive garden which is now a horticultural training facility for the National Trust for Scotland, as well as providing the setting for some notable architectural features.

The Scottish Landscape Character Assessment map has identified the land character type as Drumlin Pastures. The Drumlin Pastures Landscape Character Type is in low lying areas of the Machars, and Castle Douglas areas of Dumfries and Galloway. Drumlin pastures are particularly distinctive landforms created by glacial deposition.

The Historic Land Use Assessment (HLA) Map highlights that the landscape use is Rectilinear Fields and Farms.

Biodiversity

Sitelink notes there are two European designated sites located within 2km of the scheme extents:

- Loch Ken and River Dee Marshes RAMSAR (8435) located at its closets point approx. 680m west of the scheme extents.
- Loch Ken and River Dee Marshes Special Protection Area (SPA) (8528) located at its closets point approx. 680m west of the scheme extents.

The National Biodiversity (NBN) Atlas has highlighted the following Invasive Non-native Species (INNS) within 1km of the scheme extents:

- Japanese knotweed (*Fallopia japonica*)

However, none were noted within the scheme extents.

Amey's Southwest Database notes there are no INNS located within the scheme extents.

A search of Transport Scotland Asset Management Performance System (AMPS) notes Rosebay willowherb (*Chamaenerion angustifolium*) is located along the A75 within the scheme extents.

A field survey was ruled out and a desktop study was deemed sufficient due to the nature of the works and that all works will be restricted to the existing carriageway boundary.

Geology and soils

Sitelink notes there are no Geological Conservation Review Sites (GCRS) within 2km of the scheme extent. There are also no geological SSSI's located within 200m of the works.

Scotland's Soil Map has highlighted that the soil located within the scheme extents consists of Brown earths with noncalcareous gleys.

A desktop study using the British Geological Survey Map was used to identify local geology type within the scheme extents. No data is recorded for the Superficial geology however the Bedrock Geology consist of Bedrock geology: Carghidown Formation - Wacke. 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

Proposed materials are listed within Table 1 below.

Table 1: Key Materials Required for Activities.

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 • Road paint and studs • Lubricant • Vehicle fuel • Oil • Silted filter material	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 source. A proportion of RAP is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.

Anticipated wastes are listed with Table 2 below.

Table 2: Key Waste Arising from Activities.

Key Waste Arising from Activities		
Activity	**Waste Arising**	**Disposal/ Regulation**
Site Construction	• Asphalt plannings (after coring no tar was present within the road cores) • Silted filter stones	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'.

Key Waste Arising from Activities		
		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. Coal tar has not been highlighted as being present due to previous investigation works and the age and make-up of the current scheme extents.

This scheme is in excess of £350k, therefore a Site Waste Management Plan (SWMP) is required.

Noise and Vibration

The scheme is located within a rural area surrounded by shrubs and agricultural fields along the A75 in Castle Douglas, Dumfries, and Galloway. There are two residential properties located within 300m of the scheme, the closest one being 160m west of the scheme, however there are large areas of vegetation which will act as acoustic screening while the works are ongoing.

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

Baseline noise levels are influenced by vehicles travelling along the A75 into Castle Douglas and other towns throughout Dumfries and Galloway. The road surface is in poor condition which has potential to elevate the ambient noise levels.

No noise modelled data is available for the scheme extents (Scotland's Noise Map).

In 2022, the AADF for all vehicles on the A75 where works are to be undertaken (manual count point 92154) was 5,989 with 15.6% 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.

The scheme is located along in a rural area surrounded by shrubs and agricultural fields along the A75 in Castle Douglas, Dumfries, and Galloway. The residential properties are attached to farms that use will likely use the A75 as an access road.

According to Dumfries and Galloway Council there is one core path (BUIT/155/8) located within 300m of the scheme. This is located 20m south of the scheme located towards the start of the scheme extents.

There are no National Cycle routes or Horse-riding routes located within 300m of the scheme.

There are two bus stops located along the A75 within the scheme extents which run services to Stranraer and Kirkcudbright. Due to its rural location, there are no streetlights located along the scheme extents.

Road Drainage and the Water Environment

SEPA's water classification hub highlights the closest classified watercourse located within 500m of the scheme extents, is the river Dee (Loch Ken Outlet to Tongland) (ID: 10545) located approx. 750m west of the scheme. This has an overall status of 'moderate ecological potential.'

Mill Burn flows under the scheme extents at NGR: NX 74594 60867. SEPA's Flood Maps highlights a high likelihood of surface water flooding located at this area, suggesting that each year this area has a 10% chance of flooding.

Castle Douglas (ID: 150672) groundwater within the scheme extents has an overall ecological status as 'good'. This is not listed as drinking water protected area. The scheme is not located within a Nitrate Vulnerable Zone as defined by the Scottish Government.

Drainage along the A75 within the scheme extents includes filter drains located at 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 being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.

Mitigation

The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2024) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

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

- Views of and from the road will be temporarily affected during construction due to the presence of works, traffic management and plant.
- As the works are minor and operating on a like-for-like basis and will be restricted to the existing carriageway, there will be no direct or indirect impacts to the Garden & Designed Landscape. No permanent changes to landscape features are predicted.

Mitigation

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

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

- Activities undertaken onsite could potentially have a temporary adverse impact on biodiversity in the area as a result of construction vehicles and plant onsite which may cause disturbance to protected species and pollution of habitats.
- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species.
- Mill Burn flows directly into Loch Ken and River Dee which are European designated sites. A Habitats Regulations Appraisal (HRA) has been undertaken and concluded that the works will not have likely significant effects on the European sites.

Mitigation

- Site operatives will receive Water Pollution Prevention and a protected species toolbox talk before works commence.
- All European designated sites will be briefed as part of the handover to site operatives prior to works commencing detailing the protected species and best practice measures.

- Where lighting is required, hoods will be used and lights directed at works and away from ecological receptors, to minimise disturbance to nocturnal species.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking underside for the presence of any mammals prior to commencing works. In addition, ensure there is a gradual increase in noise levels from plant.
- In the event that protected species is noticed on site, works will temporarily be 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.
- In the event that an INNS is identified on site, all works will temporarily stop, and the environment team contacted.

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 project 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.
- 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.

Mitigation

- Materials will be sourced 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 at a suitably licenced waste management facility.

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

- Construction activities associated with the proposed works have the potential to cause noise and vibration impacts to nearby sensitive receptors, through the use of planer, paver, roller wagon and small excavator during night-time hours.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- Construction effects on noise and vibration will be localised, and the works are temporary and like-for like in nature. There will be temporary adverse construction impacts due to noise/disruption, however, the scheme will improve safety and quality for road users and pedestrians which will benefit road users in the long-term. There are not anticipated to be any permanent impacts on noise and vibration following the completion of works.

Mitigation

- Due to night-time programming, Dumfries and Galloway Council will be notified in advance of the works.
- The noisiest works (planing) will be completed before 23:00 where feasible.
- 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.

- No plant, vehicles or machinery will be left idling when not in use.
- The noise and vibration briefing will be delivered to all site operatives before works start.

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

- During construction vehicle users may experience delays due to the presence of TM both daytime and night-time, which may lead to driver frustration.
- Core path (BUIT/155/8) will not be impacted during the works and full access will be available.
- There will likely be impacts such as delays to the bus services that run through the scheme extents.
- There is no requirement for temporary or permanent land take as the site works take place all within the carriageway boundary.
- Access to the local residential properties and farms is unlikely to be impacted by TM.
- 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.
- Bus services will be notified advising of any proposed works and expected restrictions.

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

- There is potential for temporary impacts on the water environment if the area of works is not adequately controlled. Debris and run off from the works could be mobilised into drainage systems and surrounding watercourses such as Mill Burn.
- 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.
- 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 adversely impact the water environment.
- Should flooding occur, this may delay the scheduled works.
- The works will have a long-term benefit to road users and pedestrians on the A75 as the works are being undertaken to improve drainage.

Mitigation

- No discharges into any watercourses or drainage systems will be permitted.
- 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 will be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The 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.
- 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 run-off/drainage can be adequately controlled to prevent pollution.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended).
- Site operatives will be given the Water Pollution Prevention toolbox talk prior to works.

Providing all works operate in accordance with current best practice, 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 and like-for-like filter drain replacement, 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

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.

Ameys Currently Programme of works has not highlighted any ongoing works during the proposed timescale at the location of the proposed works and surrounding area.

Dumfries and Galloway Councils planning portal has not highlighted any further works located within proximity of the scheme extents that are going to affect further TM or have an impact on the wider community.

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 April 2024.
- A Habitats Regulations Appraisal undertaken by the Ecology Team at Amey in April 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:

- 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 and the drainage 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 1.15ha 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 (total area 1.15ha) and as a result will not require any land take and will not alter any local land uses.
- Mill Burn flows under the scheme extents at NGR: NX 74594 60867, which flows directly into Loch Ken and River Dee which are European designated sites. A Habitats Regulations Appraisal (HRA) has been undertaken and concluded, that the works will not have likely significant effects on the European 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 April 2024.
- A Habitats Regulations Assessment Stage One Report undertaken by the Ecology Team at Amey in April 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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