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Environmental Impact Assessment Record of Determination

A75 Drummore Roundabout to Merklandsyde

Contents

Project Details

Description

The works are required to maintain the safety and integrity of the A75 between Drummore roundabout and Merklandsyde, covering an area of 11,700m^2. The works will involve resurfacing and installation of inlays to address structural defects and prevent further deterioration of the carriageway.

Construction will include the installation of concrete inlays at depths ranging from 30mm to 300mm, along a section of the A75. The surface will be milled off to these depths then resurfaced using a paver to match the same thickness of the material removed. A hot applied bitumen sealant will be used to seal the seal the junctions between the new and existing materials at both ends of the scheme.

Construction activities include:

- Implementation of Traffic Management (TM);
- Milling out of existing material
- 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

The following plant/machinery/vehicles may be used throughout the scheme:

- Planer;
- Wagon(s);
- Sweeper
- Bitumen tank;
- Extrusion liner;
- Paint tanker;
- Paver; and
- Roller(s).

The proposed construction is programmed to be undertaken and completed within this financial year (April 2024 to March 2025) over six nights. Traffic management

will consist of overnight road closures and a large diversion route travelling south along the B794 and along the A711.

Location

The scheme is located along the A75 at the Drummore Roundabout to the west of Dumfries in Dumfries and Galloway with an overall area of approx. 11,700m^2. The scheme extents can be found at the following National Grid Reference Points:

Start: NX 90311 74814

End: NX 89051 74679

Please see below Figure 1: Scheme Location plan

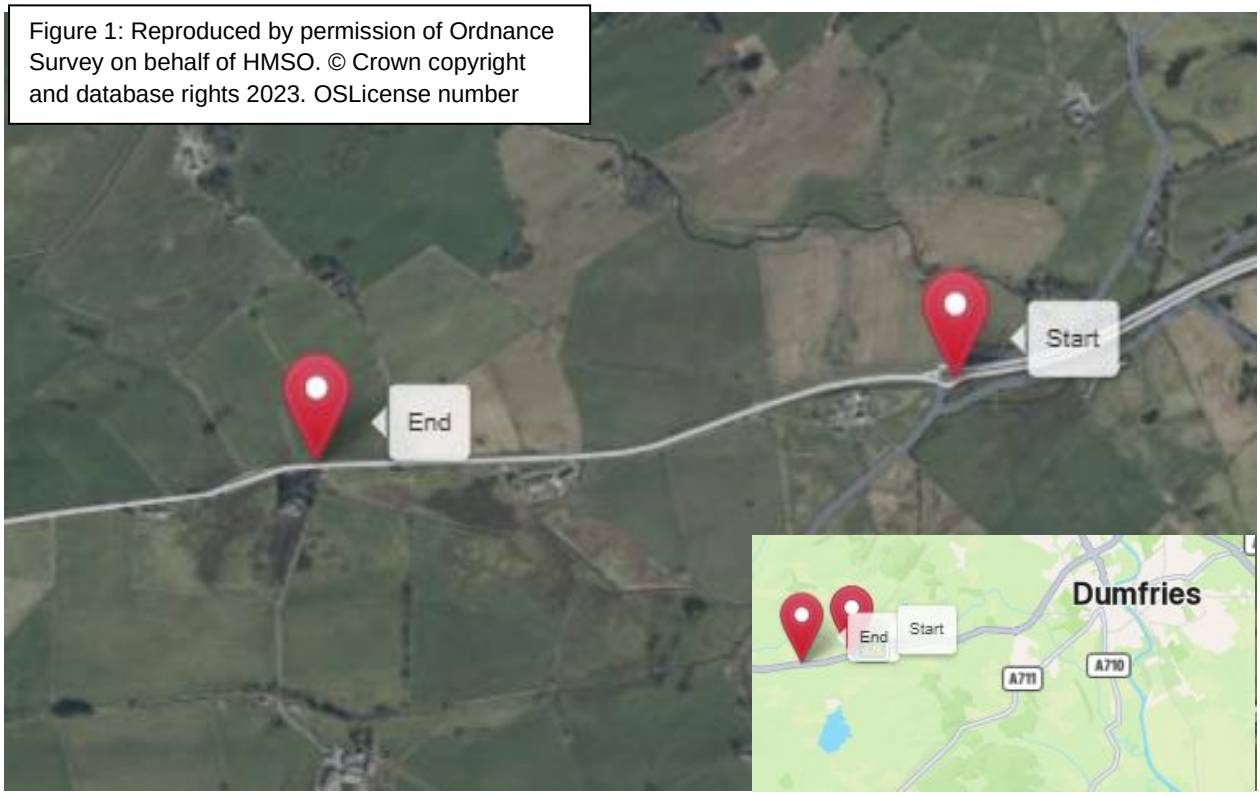

Figure 1: Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database rights 2023. OSLicense number

Description of Local Environment

Air Quality

The scheme is predominantly surrounded by agricultural fields and dense vegetation. There are two residential properties located within 200m of the scheme extents, with the closest being approximately 20m south from the A75. There are no other sensitive air quality receptors within 200m.

Dumfries and Galloway council have not declared any Air Quality Management Area (AQMA).

Baseline air quality is influenced by vehicle traffic along the A75. The closest manual count point (10740) approx. 4km west shows that the Annual Average Daily Flow of Traffic (AADF) in 2023 for all motor vehicles along the A75 is 15747 with 1700 of those being heavy good vehicles (HGVs).

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

Cultural Heritage

A desk-based assessment was undertaken using Pastmap. A study area of 300m was used for designated cultural heritage assets and an area of 200m was used for non-designated cultural heritage assets. See Table 1 and Table 2 below for full details.

Table 1: Designated Cultural Heritage Assets within 300m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Drummore Farmhouse, Retaining Wall and Gatepiers	Ref: LB9714	Listed Building (Category B)	Located approx. 25m south.

Table 2: Non-Designated Cultural Heritage Assets within 200m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Drummore Farmhouse	Ref: 214838	Canmore	Located approx. 25m south

All works will be undertaken within the carriageway boundary and there is no connectivity between the features and the scheme as the works consist of resurfacing, therefore no impacts are anticipated on cultural heritage.

Landscape and Visual Effects

The scheme is located in a rural area, with the surrounding landscape primarily consisting of agricultural fields and dense vegetation including trees and shrubs.

According to Scotland's Environmental Web, there are no Tree Preservation Orders (TPO) or ancient woodlands located within 500m of the scheme extents. The scheme is not situated within a National Park (NP), National Scenic Area (NSA) or within a Garden & Designed Landscape.

The Historic Landscape Assessment (HLA) Map indicates that the scheme lies within land previously classified as Rectilinear Fields and Farms.

The Scottish Landscape Character Type (LCT) Assessment Map shows that the scheme is located in land classified as Drumlin Pastures. This Landscape Character Type is located 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 views from the road are primarily of the surrounding agricultural fields that border the carriageway; however, some residential properties may have a view of the scheme where there is no vegetation screening. Views of, and from the road will be temporarily affected during construction due to the presence of works, traffic management and plant.

Biodiversity

Sitelink does not highlight any European designated sites located within 2km of the scheme extents. Sitelink 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.

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool has highlighted the following target species along the verge of the carriageway, these include Rosebay willowherb (*Chamaenerion angustifolium*) and Common ragwort (*Jacobaea vulgaris*).

The scheme and the surrounding habitat have been reviewed by a senior ecologist using desktop resources. Based on this review and the nature of the works, which

will be confined to the existing carriageway boundary, the need for a field survey has been scoped out.

Geology and Soils

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

The British Geology Viewer notes the geology of the soil within the scheme extents consists of the following:

Superficial deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
- Alluvium - Silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.

Bedrock geology

- Carghidown Formation - Wacke. Sedimentary bedrock formed between 443.8 and 433.4 million years ago during the Silurian period.

Scotland's Soils Map notes that the soils located within the scheme extents comprise of brown earth.

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

Table 3: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	• Bituminous surfacing materials (TS2010 binder/base); • Vehicle fuel;	• TS2010 Surface Course allows a wider array of aggregate sources to be considered when

Activity	Material Required	Origin/ Content
	• Road marking materials and studs; • Oil; and • Lubricant.	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. • All of the materials listed will contain a % of recycled material.

Table 4: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Asphalt planings	Uncontaminated road planings generated as a result of the works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. Following on-site coring investigations and testing,

Activity	Waste Arising	Disposal/ Regulation
		no coal-tar was identified within the surfacing of the carriageway within the scheme extent. 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. Due to the general size, nature and value of the scheme, a Site Waste Management Plan (SWMP) will be required for the scheme.

Noise and Vibration

The scheme is predominantly surrounded by agricultural fields and dense vegetation. There are five residential properties located within 300m of the scheme extents, with the closest being approximately 20m south from the A75. There are no other noise sensitive receptors within 300m.

Baseline noise is influenced by vehicle traffic along the A75. The closest manual count point (10740) approx. 4km west shows that the AADF in 2023 for all motor vehicles along the A75 is 15747 with 1700 of those being HGVs. Scotland Noise Map notes that the noise within the scheme extents ranges from 70dB – 60dB LDAY during daytime hours and 66dB – 58dB LNGT during nighttime hours.

According to Transportation Noise Action Plan (TNAP) 2019-2023 the scheme extents are not located within a Candidate Noise Management Area (CNMA).

Population and Human Health

A study area of 300m has been used in this assessment as works are unlikely to impact receptors beyond 300m.

There are five residential properties located within 300m of the scheme extents, with the closest being approximately 20m south from the A75. There are no community facilities or assets within 300m.The closest community facilities are located in Dumfries which is located approx. 6km east from the start of the scheme. There are two residential properties that uses the A75 as their only access point, therefore, local access will be granted.

According to Core Path Scotland, there are no core paths located within 300m of the scheme extents. Additionally, there are no National cycle Routes or Bridleways within 300 of the works. There are two bus stops located along the A75 within the scheme extents that run services to and from Castle Douglas, Stranraer and wider towns within Dumfries and Galloway.

The A75 carriageway within the proposed scheme extents is not street-lit, contains no pedestrian footways. However, several laybys located along the scheme extents.

Other land uses within 300m include agricultural fields used for agricultural purposed, located adjacent to the A75 carriageway. There are field access points along the stretch of the scheme that could potentially be used for farming activities.

Road Drainage and the Water Environment

According to Scottish Environment Protection Agency (SEPA)'s water classification hub there are two watercourses located within 500m of the works, these include:

- Lochfoot Burn (ID:10601) located approx. 60m south from the start of the scheme with a moderate ecological potential.
- Cargen Pow/Bogrie Lane (ID:10600) located approx. 200m northeast from the start of the scheme, also with a moderate ecological potential.

SEPA Flood Maps has not highlighted any river or surface water flooding within the scheme extents.

The groundwater within the scheme extents is Cargenbank groundwater (ID: 150542) which has a 'good' overall ecological potential. This is not listed as drinking water protected area. The scheme is not located within a Nitrate Vulnerable Zone.

Drainage along the A75 within the scheme extents consist of filter stones which runs along wither side of the carriageway.

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 – South West.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance (Guidance – Environmental Impact Assessments for road projects (transport.gov.scot)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges (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 such as planing of the surface and mobile machinery, have the potential to produce airborne particulate matter and generate emissions that may have a temporary negative impact on local air quality levels.
- The implementation of TM during the scheme may lead to a temporary increase in vehicle emissions due to idling vehicles and increased congestion. However, no permanent changes to air quality are anticipated.
- Taking into account the nature and scale of the works and the following mitigation measures below, the risk of significant impacts to air quality are considered to be low, and any impacts will be for the duration of the works only.

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 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 spillages will be cleaned up 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.
- 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 anticipated and no further assessment in accordance with DMRB Guidance document LA 105: Air Quality 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. The works will be undertaken during night-time hours therefore the impacts on the views will be minimal.
- As the works are minor, short duration, operate on a like-for-like basis and are confined to the existing A75 carriageway boundary, no permanent changes to landscape features and views are anticipated. No residual impacts of the visual appearance on the Drumlin pastures.

Mitigation

- During construction the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will be confined to necessary areas and will avoid encroaching on land and areas where work is not required including for general operations, equipment/containers storage and parking.

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

Biodiversity

Impacts

- Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species, and pollution of habitats. However, works are restricted to the A75 carriageway boundary and the number of construction vehicles and construction operatives required onsite is low.
- Any protected species in the area are likely to be accustomed to road noise on the A75 and the scheme is of relatively short duration. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low.
- During night-time programming, a temporary short-term noise increase and misdirected site lighting from construction activities could cause disturbance to any surrounding protected species.

Mitigation

- Site personnel will remain vigilant for the presence of any protected species, throughout the works period. In the unlikely event that protected species is noticed on site, works will be temporarily suspended and sightings will be reported to the Energy Transition & Sustainability Team.
- Where lighting is required, hoods will be used and lights directed at works and away from sensitive ecological receptors, to minimise disturbance to nocturnal and protected species.
- 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.
- 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.
- All operatives will be briefed through a toolbox talk for protected species prior to works commencing.

With the above mitigation measures and best practice being adhered to, 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 use of virgin aggregates in the scheme will contribute to the depletion of natural and finite resources, as well as the loss of biodiversity.
- Energy requirements for the scheme, including the use of non-renewable fossil fuels for materials and personnel transport, as well as plant operation will contribute to greenhouse gas (GHG) emissions.
- The TS2010 surfacing proposed for the scheme has an estimated design life of 20 years, reducing the maintenance on this section of road over that period.

Mitigation

- Due to the scale and cost of the proposed scheme, a SWMP will be required to effectively manage waste generated during these works.
- 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.
- All waste will be transported by a suitable licenced contractor and will be accompanied by correctly completed waste transfer note.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The use of TS2010 surface course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay.

With mitigation measures in place, no significant effects are predicted as a result of the material assets required and the wastes being produced.

Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and Vibration

Impacts

- Due to the transient nature of the works, noise and vibration levels throughout the duration of the scheme will be temporary and localised therefore, reducing impacts on local receptors.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- There are no anticipated impacts on noise and vibration following the completion of works.

Mitigation

- The Amey Environment team has contacted Dumfries and Galloway Council's Environmental Health Team to notify of the works due to night-time programming.
- The noisiest works (planing) will be completed before 23:00 where feasible.
- The use of a soft start to the works, whereby plant/machinery is turned on sequentially as opposed to simultaneously will be implemented.
- The drop height of materials will be minimised.
- 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.
- Amey's environmental briefing on noise and vibration will be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted on Noise and Vibration as the works will be transient.

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

Population and Human Health

Impacts

- Construction site lighting during night-time hours could cause disturbance to residential properties in close proximity, and for the nearby amenity users.
- No temporary or permanent land take is required, as all works will occur within the carriageway boundary.

- Vehicle travellers and nearby receptors will benefit from reduced road noise due to the improved road surfacing delivered by the scheme.
- Nearby residents of surrounding settlements may experience travel disruption due to presence of TM and a large diversion route, which may lead to increased journey times.
- Access to the agricultural field adjacent to the A75 may be temporarily impacted by TM; however, this is unlikely due to the nighttime scheduling of the works.
- Access to the residential property located along the A75 within the scheme extents may be temporary impacted during construction hours.
- No impacts are anticipated on the bus stop located within the scheme extents as they will remain open during daytime hours.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area via radio and letterbox drop, in an effort to minimise disturbance to vehicular travellers and agricultural businesses in the local area.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Site specific control measures regarding noise and vibration and air quality can be found in the relevant sections (above).
- Local access will be granted at all times to properties using the A75 as access points within the scheme extents.

With mitigation measures in place, no significant effects associated with Population and Human Health are predicted.

Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required

Road Drainage and the Water Environment

Impacts

- 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.
- There is not anticipated to be any permanent impacts on road drainage or the water environment following the completion of works.

- 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.

Mitigation

- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment including debris, dust, and hazardous substances, including
  - spill kits will be available at all times.
  - funnels and drip trays will be used when transferring fuel etc.
  - no fuel will be stored onsite.
- Any debris that could potentially be suspended in surface water and wash into the local water environment will be removed from the site during and after the works.
- Visual pollution inspections of the working area will be conducted regularly, especially during heavy rainfall and wind conditions.
- Weather reports will be monitored before and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only resume when safe to do so, ensuring that run-off/drainage can be adequately controlled to prevent pollution.
- The Amey control room will be contacted immediately if any pollution incidents occur (24 hours, 7 days a week).

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs noted above, 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 generated through the use of machinery, vehicles and materials (both recycled and virgin) required for the scheme, as well as through transportation to and from the 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.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be neutral.

Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the Project to Risks

As the works will be limited to the like-for-like replacement of the carriageway structure, 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 project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters

Assessment Cumulative Effects

The Scottish Road Works Commissioner's Interactive Map and Ameys Currently Programme of works has not highlighted any works during the proposed timescale and at the location of the proposed works.

A search on Dumfries and Galloway Planning Portal does not identify any works that will conflict with the proposed works.

Assessments of the Environmental Effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment.

The following environmental surveys/reviews/consultations have been undertaken:

- Environmental Scoping Assessment (ESA) undertaken by Amey's Sustainable Solutions Team in March 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 is 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.
- 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 significant effects 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.
- 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 and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part within a sensitive area

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during nighttime hours with traffic management in place
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- 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. Measures will be in place to ensure appropriate removal and disposal of waste.
- No in-combination effects have been identified.

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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