transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A702 Damhead to Hillend

Contents

Project Details 3
Description 3
Location 4
Description of local environment 4
Air quality 4
Cultural heritage 6
Landscape and visual effects 6
Biodiversity 9
Geology and soils 10
Material assets and waste 11
Noise and vibration 11
Population and human health 12
Road drainage and the water environment 12
Climate 13
Policies and plans 14
Description of main environmental impacts and proposed mitigation 14
Air quality 14
Cultural Heritage 15
Landscape and visual effects 16
Biodiversity 16
Material assets and waste 18
Noise and vibration 20
Population and human health 22
Road drainage and the water environment 23
Climate 25
Vulnerability of the project to risks 25
Assessment cumulative effects 26
Assessments of the environmental effects 27
Statement of case in support of a Determination that a statutory EIA is not required 27
Annex A 29

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on the A702 carriageway. The works will consist of carriageway resurfacing and reinstatement of road markings for a length of 1.42km (approximately 1.2ha) on the A702 carriageway.

The construction activities for the resurfacing procedure are as follows:

- Set up traffic management (TM) and mark out site,
- Milling of existing bituminous material by road planer,
- Jackhammer and compressor for breaking up surfaces not accessible by planer (e.g., around gullies),
- Loader/excavator used to collect and move excess material,
- Sweeper to collect loose material and provide clean laying surface,
- Milled out/excavated materials all taken off site,
- Tack/bond coat laid,
- Binder material laid and compressed by paver (where required),
- Material compacted using a heavy roller,
- New bituminous surface course material laid by paver,
- Material compacted using a heavy roller,
- Mechanical sweeper to collect loose material,
- HGV for removal and replacement of material,
- Road markings and studs applied where necessary,
- Remove TM and open road.

The works are currently programmed to be completed within the 2024/2025 financial year with works expected to begin on 24th July 2024. Works are programmed to be completed over eight nights (19:30 – 06:00), excluding Saturday and Sunday. Traffic management (TM) is currently anticipated to comprise of a full night-time road closure with signed diversion. Traffic heading southbound on the A702 will be diverted onto the A720 heading east south of Farimilehead, exiting the A702 at the next Junction onto A701, continuing along the A701 until Gowkley Moss Roundabout then onto Bush Loan Road before rejoining the A702 at Easter Howgate. Traffic heading northbound will follow the same diversion in reverse. This adds an extra seven minutes and three miles to affected journeys.

Location

The scheme lies on the A702 carriageway within Hillend and is surrounded by areas of pastoral land and grassland with dense/fragmented tree and hedgerow shelterbelts bordering the A702 within the scheme extents (Figure 1).

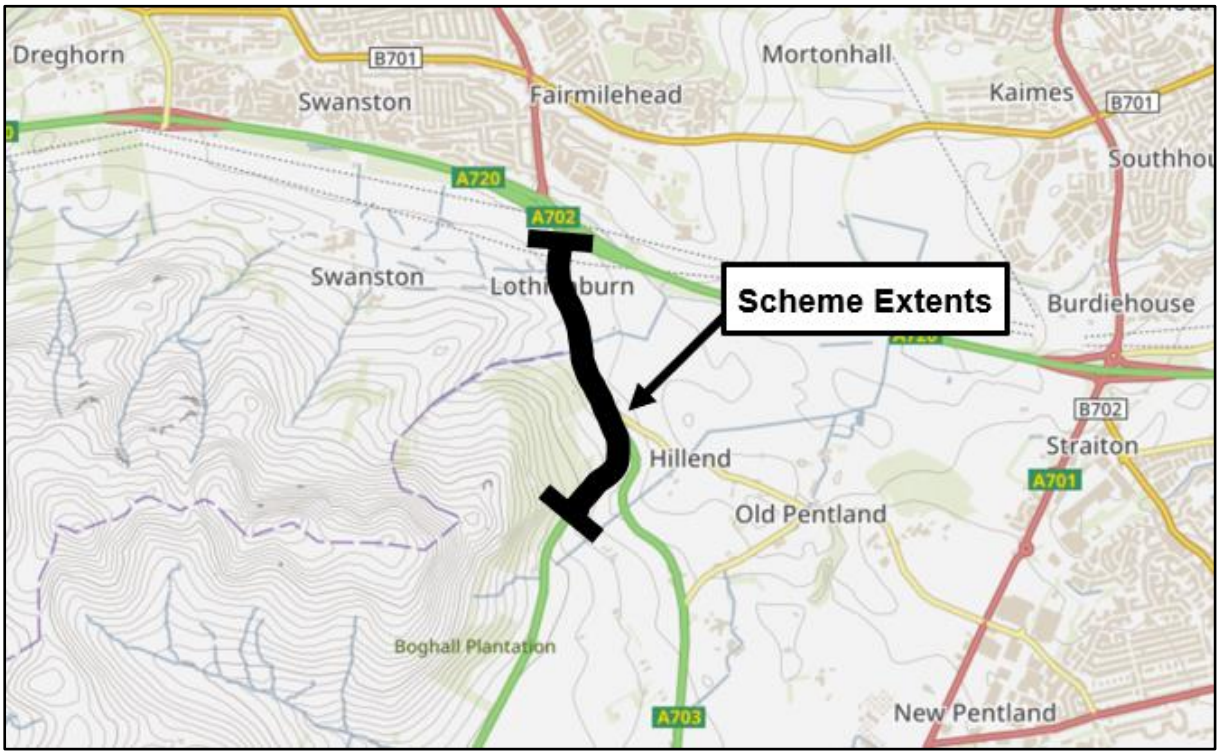

Figure 1: Extent of the works - Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

A search of the Air Quality in Scotland online mapping tool monitoring air quality in the wider area records bandings to be within the 'green zone' (Low Index 1-3).

The scheme is located within the 'Midlothian' council boundary area, which currently has no Air Quality Management Areas (AQMAs) within its administrative boundary. The closest AQMA, 'Edinburgh City Centre,' is located approx. 5.1km northwest of the scheme extents (at its nearest point) and is declared for nitrogen dioxide (NO_2).

There are 11 sites registered on the Scottish Pollutant Release Inventory (SPRI) for pollutant releases to air within 10km of the scheme:

- 'Drummond Moor (NO_2) L/F, Rosewell, Midlothian' – Waste and waste-water management, declared for chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and methane (CH_4) (located approx. 7km southeast),
- 'Edinburgh Sewage Treatment Works, Leith' – Waste and waste-water management, declared for ammonia (NH_3), carbon dioxide (CO_2), chloroform ($CHCL_3$), and methane (CH_4) (approx. 8.9km north),
- Gogarbank Poultry,Corstorphine, Edinburgh' – Intensive livestock production and aquaculture, declared for ammonia (NH_3) and particulate matter (PM_{10}) (located approx. 8km northwest),
- 'Interflex Ltd, Mayfield Ind Est, Dalkeith' – Other activities, declared for non-methane volatile organic compounds (NMVOCs) (located approx. 9.4km east),
- 'Macfarlan Smith Ltd, Wheatfield Rd, Edinburgh' – Chemical industry, declared for chloroform ($CHCl_3$), non-methane volatile organic compounds (NMVOCs), and toluene (CH_3) (located approx. 5.2km northwest),
- 'Millerhill Anaerobic Digestion Facility, Dalkeith' – Waste and wate-water management, declared for ammonia (NH_3), carbon monoxide (CO), and methane (CH_4) (located approx. 8.1km northeast),
- 'Millerhill Recycling and Energy Recovery Centre' – Waste and waste-water management, declared for antimony (Sb), cadmium (Cd), carbon dioxide (CO_2), chromium (Cr), copper (Cu), dioxins and furans, manganese (Mn), mercury (Hg), nickel (Ni), and nitrogen oxides (NO and NO_2) (located approx. 8.07km northeast),
- 'North British Distillery, Wheatfield Rd, Edinburgh' – Animal and vegetable products from the food and beverage sector, declared for carbon dioxide (CO_2), hydrochlorofluorocarbons (HCFCs), hydrofluorocarbons (HFCs), and non-methane volatile organic compounds (NMVOCs) (located approx. 5.3km northwest),
- 'Oatslie Sandpit L/F, Cleugh Rd, Midlothian' – Waste and waste-water management, declared for carbon dioxide (CO_2), chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and methane (CH_4) (located approx. 3.6km southeast),
- 'Shewington OCCS, Newbigging OCCS, Whitehill' – Mineral Industry, declared for methane (CH_4) (located approx. 6.8km southeast), and
- 'Sighthill Biscuit Factory' – Animal and vegetable products from the food and beverage sector, declared for hydrofluorocarbons (HFCs) (located approx. 6.4km northwest)

The baseline air quality within the scheme extents is primarily influenced by motor vehicles travelling along the A702 trunk road. Secondary sources are most commonly derived from motor vehicles travelling along local network roads and day-to-day agricultural land management activities.

Cultural heritage

The Past Map and Historic Environment Scotland (HES) online mapping tools records three listed buildings (LB) located within 300m of the scheme extents. The nearest record pertains to '945 Biggar Road, Milestone to N' ID: LB45833 (Listed Building Category C), located approx. 5m back from the northbound carriageway boundary.

There are two conservation areas (CA) located within 300m of the scheme extents. Morton Mains CA is located approx. 200m east from the northern end of the scheme and is comprised of urban area containing residential properties, a small area of broad-leaved woodland, and small areas of grassland and pastoral land. Swanston CA is located approx. 290m west from the northern end of the scheme and is comprised of business and residential properties, a golf course, open grassland and areas of broad-leaved woodland.

There are no scheduled monuments, gardens and designed landscapes, battlefields, or world heritage sites located within 300m of the scheme extents.

There are 24 undesignated cultural heritage assets (UCHAs) located within 300m of the scheme extents. The nearest record pertains to 'Edinburgh, Lothianburn' Historic Environment Record (HER) (ID: MED13382) which is located within the A702 trunk road boundary within the scheme extents. The remaining UCHAs do not share connectivity with the scheme extents i.e. they are located >15m from the scheme extents.

Construction of the A702 carriageway is likely to have removed any archaeological remains that may have been present within the trunk road boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low.

Landscape and visual effects

The scheme is not situated within National Scenic Area (NSA) or National Park (NP).

The Landscape Character Type (LCT) within the majority of the study area is 'Lowland River Valleys' (no. 270) with a small section within the northern extents falling within the 'Upland Hills – Lothians' (no. 268) (Scottish Landscape Character Types) the key characteristics of 'Lowland River Valleys – Lothians' are:

- Meandering rivers and tributary streams flowing northward from the hills,
- Predominantly incised river valleys, enclosed and often narrow, though with landform ranging from sections of broader floodplain to very narrow gorges with

distinctive rock exposures, although the lower North and South Esk are more open in character,

- Well wooded with extensive deciduous riparian woodland, mature mixed policy woodlands associated with the numerous estates,
- Scrub and pasture within open areas of valley sides, giving way to arable land with shelterbelts on upper slopes and fringes,
- Large number of significant historic buildings, including vernacular cottages, 18th and 19th century farmsteads, churches (often with highly visible spires), industrial architecture, castles and tower houses. Large country houses, often with extensive designed landscapes,
- Remnants of the coal mining industry are evident around the North and South Esk, where rolling farmland, settlement, transport infrastructure, light industry and business uses, also illustrate the diversity of land uses,
- Views are generally contained by enclosed topography and dense woodland, opening out on the farmed and settled upper slopes which give longer distance views to the Penland Hills to the west. Many valleys are rural and tranquil, whilst quiet and secluded locations occur with all the valleys.

The key characteristics of 'Upland Hills – Lothians' are:

- Visually sensitive north-facing escarpment overlooking Edinburgh and its predominantly flat surrounding area,
- Two parallel ridge lines separated by a deep internal valley,
- Visual containment of inner valleys and core areas,
- Diversity of landcover types, including heather moor, grassland, broadlead woodland, open water and wetland,
- Drystone dykes and sheep stells on upper slopes,
- Rich variety of heritage assets, including cairns, forts and enclosures,
- Heavily used recreational resource, with network of footpaths and minor tracks linking important access points,
- Visual importance derived from dominant position within heavily populated lowland area,
- Forms a distinct and recognisable back drop from many settlements within adjacent lowlands and *Upland Fringes*, and
- Panoramic views from summits and ridges.

Land use located within 300m of the scheme extent can be categorised as the following:

- Designed landscape,
- Motorways and major roads,
- Golf course,
- Recreation area,

- Plantation,
- Managed woodland,
- Holdings,
- Urban area,
- Rough grazing, and
- Rectilinear farms and fields.

The national scale land capability for agriculture classifies land surrounding the scheme as being:

- 'Class 3.1' – Land capable of producing consistently high yields of a narrow range of crops and/or moderate yields of a wider range. Short grass leys are common.
- 'Class 3.2' - Land capable of average production though high yields of barley, oats and grass can be obtained. Grass leys are common.
- 'Class 6.2' – Land capable for use as rough grazings with moderate quality plants.

There are two woodlands registered on the Native Woodland Survey of Scotland database located within 300m of the scheme extents. These are comprised of approx. 5.65ha of upland birch, native woodland is located approx. 225m west of the scheme extents and approx. 0.99ha of native wet woodland is located approx. 155m north from the northern end of the scheme extents.

One woodland is registered on the Ancient Woodland Inventory Scotland database within 300m of the scheme:

- 'Boghall Plantation' – approx. 5.3ha of long-established woodland of plantation origin, located approx. 65m west of the scheme extents (at its nearest point).

In addition, there is approx. 24.5ha of mature, broad-leaved woodland located alongside the northbound carriageway at the southern end of the scheme extents and approx. 1ha of broad-leaved woodland located approx. 130m north from the northern end of the scheme. There are no trees covered by a Tree Preservation Order (TPO) with connectivity to the scheme extents.

The existing trunk road is a prominent linear landscape feature. The trunk road corridor, for example, has a distinct character shaped by moderate volume, fast-flowing traffic, road markings, safety barriers, signage, landscaping, etc. The scale of the trunk road detracts from the quality and character of the wider landscape.

Biodiversity

According to the online mapping tool NatureScot SiteLink there are no 'European Sites' designated for nature conservation i.e. Special Protection Areas (SPA), Special Areas of Conservation (SAC), or Ramsar Sites, located within 2km of the scheme extents.

Three Local Nature Conservation Sites (LNCS) are found within the 300m of the scheme extents, they are as follows:

- Erraid Wood LNCS is located approx. 50m south from the southern end of the scheme extents.
- Swanston Burn Local Biodiversity Site (LBS) is located 100m north of the northern extent of the scheme.
- An additional unnamed LNCS borders the northern end of the scheme extents in proximity to Lothian Burn.

No Sites of Special Scientific Interest (SSSI) or Local Nature Reserves (LNRs) designated for biodiversity features have been identified within 300m of the scheme extents.

A search of the NBN online mapping tool records the following within 2km of the scheme extents (within last 10-years):

Three Invasive Non-native Species (INNS):

- Rhododendron (*Rhododendron ponticum*),
- Cherry laurel (*Prunus laurocerasus*),
- Giant hogweed (*Heracleum mantegazzianum*), and
- Japanese knotweed (*Reynoutria japonica*).

Four injurious weeds (as listed under the Weeds Act 1959):

- Spear thistle (*Cirsium vulgare*),
- Common ragwort (*Senecio jacobaea*),
- Creeping thistle (*Cirsium arvense*), and
- Broad-leaved dock (*Rumex obtusifolius*).

One invasive native perennial (as listed in the Trunk Road Inventory Manual):

- Rosebay willowherb (*Chamaenerion angustifolium*).

The nearest record pertains to creeping thistle (recorded in 2014), located approx. 0.19km northeast from the northern end of the scheme extents.

A search of the Asset Performance Management System (AMPS) online mapping tool records the following within the scheme extents (within last 10-years):

One INNS:

- Japanese knotweed (recorded in 2014), located along the southbound (SB) carriageway verge (E: 325058, N: 666861).

No injurious weeds (as listed under the Weeds Act 1959) or invasive native perennials (as listed in the Trunk Road Inventory Manual) were recorded within the scheme extents within the last 10-years.

The habitat immediately bordering the A702 carriageway consists of areas of grassland, pastoral land, dense broad-leaved woodland, and made verges which undergo cyclic maintenance (e.g., grass-cutting, weed control, etc.). While there is high availability of roadside vegetation, habitat immediately bordering the trunk road is assessed to be of slightly reduced ecological value, due to the likelihood of trunk road disturbances from traffic flow and that the A702 trunk road limits the connectivity and continuity for species between their potential habitats on either side of the road boundary.

Geology and soils

The A702 within the scheme extents is not located within a Geological Conservation Review Site (GCRS) and there are no Local Geodiversity Sites (LGS) with connectivity to the scheme extents

The National Soil Map of Scotland online mapping tool records two generalised soil types beneath the scheme extents:

- Brown Soils.
- Mineral gleys.

The Major Soil groups beneath the scheme extents are:

- Brown Soils.
- Gleys.

The British Geological Survey online mapping tool records that the superficial geology in the scheme extents is comprised of:

- Till, Devensian (Diamicton).

The bedrock geology in the scheme extents is recorded as:

- Carnethy Volcanic Member – Andesite and Basaltic Andesite,
- Carnethy Volcanic Member – Andesite, and
- Fairmilehead Volcanic Member – Olivine Basalt.

There is no evidence of historical industrial processes or the storage of hazardous materials that could have given rise to significant land contamination.

Factor has no constraints that are likely to be impacted by the proposed works and has therefore been scoped out of further environmental assessment.

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Materials used will consist of:

- TS2010 10mm surface course,
- AC20 dense binder,AC32 dense binder,
- Hitex thermoplastic,
- Tack/bond coat,
- Bitumen emulsion,
- Hot bitumen,
- Cold bitumen sealant,
- Thermoplastic road markings, and
- Milled in/surface-mounted road studs.

As the value of the scheme is more than £350,000, a Site Waste Management Plan (SWMP) will be created for these works.

The 1.42km scheme involves removal of the surface course and localised areas of base and binder course. In total, approx. 1400 tonnes of bituminous material (European Waste Catalogue Code: 17 03 02) will be removed from site, with approx. 118 tonnes of the bituminous material being classified as hazardous material containing coal tar (European Waste Catalogue Code: 17 03 01*).

Noise and vibration

Works are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Areas (CQA).

The night-time noise level (Lnight) modelled within the scheme extents ranges between 60 and 65 decibels with noise levels decreasing to between 55 and 60 decibels for the nearest surrounding Noise Sensitive Receptor (NSRs) (residential) (Scotland's Noise Scotland's Environment).

The baseline noise and vibration in the scheme extents is primarily influenced by vehicles travelling along the A702 trunk road. Secondary sources are most commonly from day-to-day urban and agricultural activities and from motor vehicles travelling along nearby local network roads.

Population and human health

There are approximately 30 residential properties and several local business premises located within 300m of the scheme extent. The nearest property (residential) is located approx. 3-5m back from the southbound carriageway and has no screening from the scheme extents. The remaining properties have no screening or partially screened from the scheme by a combination of intervening topography, dense/fragmented tree and shrub shelterbelts, and intervening properties.

In addition to the above, the 'Calderstone' assisted living facility is located approx. 73m west of the scheme and is partially screened from the scheme extents by fragmented broad-leaved tree shelterbelts and panelled wooden fencing directly alongside the pedestrian footpath.

Pedestrian footpaths are located throughout the scheme alongside both the northbound and southbound A702 carriageways as well as several public transport links (e.g., bus stops). There are also two core paths (core path 39 and core path 36) located at the northern end of the scheme which connect to the A702 within the scheme extents.

The A702, within the scheme extents, is a single carriageway with a speed limit of 60mph applying throughout. The Annual Average Daily Traffic (AADT) flow is moderate (21,870 motor vehicles (ID: 20763, 2023 data)) (Road Traffic Statistics) and is comprised of:

- 140 two wheeled motor vehicles,
- 17,082 cars and taxis,
- 146 bus and coaches,
- 3,608 Light Goods Vehicles (LGVs), and
- 894 Heavy Goods Vehicles (HGVs)

There are no congestion issues noted on the A702 within the scheme extents during the proposed working hours.

Road drainage and the water environment

The Scottish Environment Protection Agency (SEPA) River Basin Management Plan online mapping tool records one classified surface waterbody within 300m of the scheme extents:

- Burdiehouse Burn/Swanston Burn (ID:3600), located approx. 145m northeast of the scheme (at its nearest point). It is a river in the Edinburgh Coastal catchment of the Scotland river basin district, with the main stem approx. 15.3km in length and has been classified as 'Moderate'.

Two unclassified surface waterbodies have been identified within 300m of the scheme extents:

- 'Lothian Burn,' which is culverted beneath the A702 carriageway at the northern end of the scheme extents. The burn is separated from the carriageway by a kerbed footpath and stone parapet, and
- One unnamed surface waterbody which is a tributary of Burdiehouse Burn, is located approx. 155m southeast from the southern end of the scheme (at its nearest point).

These waterbodies are too small (in terms of catchment area) to be classified as a main stem waterbody by SEPA under the WFD.

A search of the SEPA's Flood Map online mapping tool records that an area of the trunk road within the northern scheme extents is at a medium risk of surface water flooding (i.e., each year this area has a 0.5% chance of flooding).

A search of Scotland's Environment (SE) online mapping tool determined that the trunk road lies on the 'Fairmilehead' groundwater, which has been classified as 'Good'.

A search of the Scotland's Environment (SE) determined that the trunk road, within the scheme extents, does not lie within a Nitrate Vulnerable Zone (NVZ).

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (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). 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.

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) and Transport Scotland's Environmental Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects).

Description of main environmental impacts and proposed mitigation

Air quality

During the construction phase, activities undertaken on site could potentially have some minor localised and short-term air quality impacts in proximity to the works. The construction phase will, for example, require a range of ancillary plant, vehicles, and non-road mobile machinery (NRMM) which will contribute to local dust and air pollutants. The main sources are likely to be dust generated by cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for impacts to local air quality.

However, considering the nature and duration of the scheme, along with implementation of mitigation detailed below, the proposed works impacts on local air quality levels during the construction period are assessed to be temporary, negligible adverse in magnitude.

Upon completion of the works, no residual air quality impacts are anticipated.

Air quality mitigation measures:

- Careful consideration will be given to the siting and orientation of ancillary plant, vehicles, and NRMM, so that it is located, as far as is possible, away from receptors (if possible, > 20m from surrounding properties). Activities which have the potential to produce air pollution (e.g., cutting and grinding of materials) will also, if possible, be undertaken away from any surrounding properties.
- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.

- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.
- Wherever possible, ancillary plant, vehicles, and non-road mobile machinery (NRMM) will be shut down when stationary.
- Ancillary plant, vehicles and NRMM will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Where practicable, if powered generators are required, the use of mains electricity will be considered in place of diesel or petrol alternatives.
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities that have the potential to impact local air quality are occurring. In the unlikely event that unacceptable dust or exhaust emissions are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.

Cultural Heritage

Three listed buildings and two conservation areas have been identified within 300m of the scheme. The closest listed building is located approx. 5m back from the works on the northbound carriageway boundary and the nearest conservation area is located approx. 200m east of the scheme extents. All works are limited to the A702 carriageway and as such there is limited potential for direct impacts to these features.

Furthermore, construction of the A702 road corridor is likely to have removed any archaeological remains that may have been present within the trunk road boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low. Moreover, the works do not entail any vegetation clearance or earthworks, and people, ancillary plant, vehicles, NRMM and materials are restricted to the existing A702 made/engineered carriageway. As such, there is low risk of disturbing or damaging previously undiscovered or unrecorded items of cultural interest.

Considering the nature, duration, size, and scale of the scheme, and with the implementation of mitigation detailed below, the impact on cultural heritage is assessed to be low in magnitude.

Upon completion of the works, no residual impacts on cultural heritage are anticipated.

Cultural heritage mitigation measures:

- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). Where access out with made/engineered ground is required for the safe and effective completion of the scheme, the area will be reduced as much as is reasonably practicable, and ideally will be accessed on foot.
- If a change to the construction programme onsite is required that necessitates earthworks or vegetation clearance, BEAR Scotland's Environmental Team will be contacted.

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the local area due the presence of construction plant, vehicles, and TM.

However, people, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground on the A702 carriageway, and construction works are programmed to be undertaken at night (eight nights) on a rolling programme. As such, the visual impact of the works will be somewhat reduced.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation detailed below, impacts on landscape and visual effects are assessed as temporary, negligible adverse in magnitude.

Upon completion of the works, no residual impacts on landscape and visual effects are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change.

Landscape and visual effects mitigation measures:

- The site will be monitored regularly for signs of litter and other potential contaminants, and litter will be removed before and after works take place.
- The site will be left clean and tidy following construction.
- Where possible, construction vehicles will not be left in places where soil or vegetation can be damaged. If damage to road verge occurs this must be lightly cultivated or graded (upon completion of the works) to allow natural recolonization by local species and promote integration with existing landscape character.

Biodiversity

The scheme is not situated within 2km of, and does not share connectivity with, any European site designated for biodiversity features (e.g., SPA, SAC, Ramsar).

Furthermore, there are no LNRs or SSSI's within 300m of the scheme extents designated for biodiversity features or any with connectivity to the scheme extents.

Three LNCS's are located within 300m of the scheme. Given the proximity of the LNCS's, there is potential for disturbance to wildlife during the works from noise / vibration and lighting as well as impacts to habitats in the event of run-off leaving the site. However, all works will be restricted to the existing carriageway and will be completed on a rolling programme. With the mitigation measures detailed below being implemented on site, the potential for wildlife disturbance is considered to be low and as such, the magnitude of any potential impacts are somewhat reduced.

There will be a temporary short-term increase in noise levels as the works will, for example, require a range of ancillary plant, vehicles and NRMM which will emit noise and create potential disturbance for wildlife. The works will also require delivery of materials and the presence of personnel to facilitate the improvements to the road surface however, the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works and any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A702. The scheme is of short duration (eight nights) and will be undertaken on a rolling programme, therefore the potential for significant species disturbance within the area of likely construction is somewhat diminished.

Japanese knotweed has been identified along the southbound carriageway verge within the scheme extents, however, all works are restricted to the existing made-ground on the A702 carriageway surface, with only like-for-like replacement of carriageway road surface being undertaken. As such, there is limited potential for the spread or introduction of INNS, injurious flowering plants, or any other invasive native perennial species. Japanese knotweed (and any other invasive or injurious flowering plant species) will also be controlled/treated by cultural methods and/or chemical weed control as per the South East Annual Landscape Management Plan.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation detailed above, the proposed works impacts on biodiversity throughout the construction period are therefore assessed to be temporary, minor adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated in relation to biodiversity.

Biodiversity mitigation measures:

- Where possible, artificial lighting used during night works will be sufficiently screened and aligned so as to ensure that there is no direct illumination of neighbouring habitat (e.g., LNCS's, Lothian Burn, locations adjacent to tree shelterbelt, woodland etc.) to ensure minimal impact on nocturnal species.
- All site workers will have received adequate training relevant to their role prior to working on the site, including specific environmental inductions and 'toolbox talks' as required.
- All site personnel will be made aware of the location and sensitivity of the LNCS in proximity to the scheme extents.

- Japanese knotweed is recorded within the southbound verge of the scheme extents. Toolbox Talk TTN-009 'Working with Injurious Weeds & Invasive Plants' will therefore be briefed to all staff prior to works commencing. Site personnel will remain vigilant for the presence of any potentially unrecorded instances of invasive or injurious weeds in road verges throughout the works period.
- Site personnel will remain vigilant for protected species and will not approach or touch any animals seen on site. Any sightings of protected species will be reported to BEAR Scotland's Environmental Team. Should a protected species be encountered or move within 50m of the active works (including compounds), works will be temporarily halted until the animal(s) move at least 50m away from the construction site, or until BEAR's Environmental Team can provide advice.
- The Contractor will employ 'soft start' techniques for all noise generating activities to avoid sudden and unexpected disturbance during works. Each time the activity is started up after a period of inactivity, the noise levels will be gradually increased over a period of 30 minutes to permit animals (including birds) to move away from the disturbance.
- All equipment stored onsite, if necessary, will be checked at the start of each workday to ensure mammal species are not present. Any storage containers/plant within the compound will also be secured overnight to prevent exploration by mammal species. Any areas where an animal could become trapped (e.g., storage containers) will also be covered at the end of each working day.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). If during works unforeseen access to the surrounding environment is required, works will cease in this area and BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects.
- BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects if:
    - unforeseen site clearance is required,
    - unplanned works must be undertaken out with the carriageway boundary,
    - there is any deviation from the agreed plan, programme and/or method of working,
    - nesting birds are found onsite.
- BEAR Scotland's Control Room will be contacted if there is a pollution incident.

Material assets and waste

Minimising impacts arising from construction materials are focussed upon making the most efficient use of materials onsite to reduce the need for imported primary materials and minimise the creation and disposal of waste through (i) reduction, (ii) re-use, and (iii) recycling. Potential impacts have been assessed for both the construction and operational phases of this scheme. It is anticipated that most material impacts are likely to arise during construction, though long-term residual

impacts could occur post construction during the operational phase e.g., during the disposal of materials arising from routine maintenance operations.

However, the detailed design will reduce the requirements for primary materials e.g., the carriageway surfacing, and subbase will be carefully considered to minimise the requirements for importing primary material. Materials will also be derived from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion. Specifying TS2010 surface course also 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 should reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. The design life for the TS2010 surfacing is also estimated to be 20 years. The enhanced durability of TS2010 therefore reduces reoccurring routine maintenance and associated levels of traffic disruption to this section of road over the period.

A SWMP will be partially completed by the Design Engineer and then will be issued to the Contractor with the SWMP to complete the contract delivery section. The SWMP will provide details of the following:

- The quantity and type of waste that will be produced,
- How waste will be minimised, reused, recycled, recovered, or otherwise diverted from landfill,
- How materials that cannot be reused, recycled, or recovered will be removed from site and consigned, transported and disposed of in full accordance with all relevant UK legislation.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, the proposed works impacts on material assets and waste throughout the construction period are therefore assessed to be temporary, negligible adverse in magnitude. Upon completion of the works, no residual impacts are anticipated on materials or waste.

Material assets and waste mitigation measures:

- A SWMP will be completed by the Designer and Contractor as required.
- Good materials management methods (e.g., ‘just-in-time’ delivery) will be implemented wherever possible.
- The Contractor will comply with all ‘Duty of Care’ requirements, ensuring that any surplus materials or waste are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. Waste transfer notes and/or waste exemption certificates (if required) will also be completed and retained.
- The Contractor is responsible for the reuse / disposal of non-hazardous 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 (exemption number: WML/XS/2008618), the rules of which will be complied with.

- Approximately 118 tonnes of bituminous material classified as hazardous due to the presence of coal tar will be appropriately processed in line with Transport Scotland's Guidance Note on dealing with coal tar bound arisings (Coal Tar Guidance). This will include, but not be limited to:
    - Coal tar contaminated road planings will be classified as a Special Waste.
    - All waste will be appropriately segregated, with coal tar contaminated planings being kept separate from uncontaminated planings.
    - Coal tar contaminated road planings will be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA will be notified, at least 72 hours before and no longer than one month before, prior to Special Waste leaving site. It will be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes will be retained for a period of three years.
    - Waste will be transported in a safe and secure manner to prevent the release of contaminated material en-route.
- Designated areas will be identified within which all materials and personnel, including construction compounds, where necessary, will be contained to limit environmental disturbance during construction works. This will include a designated area (if required) for segregation and reuse of waste materials.
- The selection of areas for materials stockpiling will avoid sensitive locations such as road drainage. Stockpiled materials with leachate potential, for example, will be stored away from road drainage to prevent cross-contamination with other materials, wastes, or groundwater.
- Materials will be stored with the appropriate security to prevent loss, theft, or vandalism.
- All temporary road signs and traffic cones will be removed from site on completion of works.
- Wastewater from welfare facilities (if required) will be subject to effluent treatment followed by tanker removal.
- If hazardous substances are used onsite, each substance will be subject to assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. Hazardous substances will also be clearly labelled, and disposed of, in line with their relevant waste regulations. Special waste will also not be mixed with general waste and/or other recyclables.

Noise and vibration

Activities undertaken on site could potentially have some localised and short-term noise impacts in proximity to the works. The road works will, for example, require a range of ancillary plant, vehicles and NRMM for cold milling in preparation for carriageway resurfacing. Noise will also be generated by using breakers (jackhammers), chipping hammers, use of rollers, etc. As a result, there is potential for noise and vibration effects to residential properties within the local area, the

closest of which are approx. 5m back from the southbound carriageway boundary and residents of Calderstone assisted living facility which is approx. 73m from the scheme extents.

However, the works are not located within a CNMA or CQA, and works will also be completed over eight nights, with the aim being to complete the noisiest works by 23:00. In addition, the proximity of road space suggests that residents have a degree of tolerance to noise and disturbance.

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in the ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

Considering the likely sources of noise and vibration, with the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, it is unlikely that noise and vibration associated with the works will lead to significant impacts, disruption and/or complaints. The proposed scheme is therefore anticipated to result in temporary, minor adverse noise impacts.

Noise and vibration mitigation measures:

- The local authority environmental health department will be notified of nighttime working by BEAR Scotland's design engineer.
- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- Wherever possible, careful consideration will be given to the siting and orientation of particularly noisy items of NRMM so that it is located away from surrounding properties (where possible >20m). Activities which have the potential to produce excessive noise will be undertaken away from surrounding properties, if possible.
- If unacceptable noise is emanating from the site the operation will, where possible, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) repositioning equipment, (d) changing the method of working etc. Corrective actions will be actioned through the non-conformance reporting procedure, which ensures a root-cause analysis is carried out on each incident. The non-conformance procedure also ensures that appropriate corrective and preventative action measures are agreed and implemented in a timely fashion with all parties, and are recorded and actioned through to closeout, and fully auditable and traceable.
- Ancillary plant, vehicles and NRMM with directional noise characteristics will (where practical) be shut down in intervening periods between site operations.
- The use of paving breakers (jackhammers), chipping hammers, etc. will be avoided (except where there is an overriding justification), and if used will be fitted with mufflers or silencers of the type recommended by the manufacturer.

- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All ancillary plant, vehicles and NRMM used onsite will have been regularly maintained, paying attention to the integrity of silencers and acoustic enclosures.
- All compressors will be 'sound-reduced' models fitted with properly lined and sealed acoustic covers which will be kept closed when in use.
- HGV, site vehicles and NRMM will be switched to the minimum setting required by HSE and, where possible, will utilise 'broadband non-tonal' or 'directional sound reversing' alarms. Speed limits will also be reduced through the works.

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents and road users. However, TM will only be in place for eight nights (when traffic flows will be at a minimum), as such no congestion issues are noted during the proposed construction hours.

There are local pedestrian footpaths bordering the northbound and southbound A702 carriageways throughout the scheme extents, along with several public transport links (e.g., bus stops). There are also two core paths (core path 39 and core path 36) located at the northern end of the scheme which share connectivity with the scheme extents. As such there is potential for disruption to pedestrian and bus routes. However, works will be undertaken at night when usage is expected to be low. With mitigation measures detailed below implemented, on site impacts to pedestrians and NMU's are expected to be minimal.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation described above, impacts on population and human health are assessed as temporary, minor adverse in magnitude.

Upon completion of the works, there will be a positive impact in relation to population and human health due to the improvement of usability and safety provided by the new carriageway surface.

Population and human health mitigation measures:

- Construction lighting will take into account the need to avoid illuminating surrounding properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Where appropriate, a communication strategy (e.g., social media, consultation with local authority and other stakeholders including the local bus operator, letter drop (for night-time works), etc.) will be initiated to keep local residents, Calderstone assisted living facility and/or businesses informed of the proposed working schedule, particularly the times and durations of noisy construction activities. The communication strategy will also provide a 24-hour contact number for the BEAR Scotland Control Room.
- Given the proximity of residential properties, Toolbox Talk TTN-042 Being a Good Neighbour, will be briefed to staff prior to the commencement of works.

- Advanced signage will be strategically placed on the trunk road seven days in advance to notify stakeholders of the road closure and diversion.
- Where necessary, NMU's will be accommodated within TM arrangements to ensure their safe passage through the site.
- A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

Road drainage and the water environment

During resurfacing works, there is potential for temporary adverse impacts on the water environment. Potential changes in water quality e.g., from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain) during works have the potential to have a direct or indirect effect on Lothian Burn which is culverted below the A702 within the scheme extents, and surrounding waterbodies i.e. Burdiehouse Burn / Swanston Burn which the Lothian Burn is a tributary of. A third unnamed watercourse is located 155m south of the scheme, however this is not hydrologically connected and is considered sufficiently distanced to negate the potential for impacts.

While there is some potential for impacts to Lothian Burn and via connectivity to Burdiehouse Burn / Swanston Burn, the works are separated from the watercourse by an existing footpath and stone parapet which will reduce the potential for run off. Furthermore, all works will be restricted to the A702 carriageway and all land out with the road boundary is considered out of bounds to construction staff. The potential for an indirect pollution incident to a waterbody is also unlikely e.g., experience gained from BEAR Scotland maintenance schemes elsewhere on the network has shown that where standard best working practice is adopted (e.g., adherence to SEPA GPPs, utilisation of drain covers or similar, etc.), water quality is protected.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, the proposed works impacts on the road drainage and water environment are assessed as temporary, negligible adverse in magnitude.

Upon completion of the resurfacing works, no residual impacts are anticipated in relation to the road drainage and water environment.

Road drainage and the water environment mitigation measures:

- No work has been identified that would require entering a waterbody. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before works commence) to allow consideration of potential environmental effects.
- The abstraction or transfers of water from the washing of tools in, or any discharges to surface waterbodies will not be permitted.

- All site personnel will be made aware of the location and proximity of Lothian Burn.
- The Contractor will implement measures to minimise the risk of sediment or accidental spillages entering the road drainage system e.g., prior to works commencing any roadside gullies within 10m of work activities will be bunded (e.g., utilisation of drain covers or similar) to ensure full segregation of the works from the road drainage system. The Contractor will inspect bunds periodically to ensure that they have not been removed, damaged, or interfered with and they will be cleaned of silt and debris, as necessary. If it is identified that bunds are not up to standard, the works will not commence until they have been reinstated to the condition, they were originally in.
- On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- All site personnel will be made aware of site spillage response procedures and in the event of a spill, all works associated with the spill will stop, and the incident reported to the Site Supervisor. Small spills that did not leave the site boundary and are cleaned up without material environmental harm or residual environmental impact would most likely not be required to be notified to SEPA or other authorities. However, all such incidents will be recorded and reported to BEAR Scotland's Environmental Team. In the event of a 'serious incident,' SEPA will be notified without delay. Such notification will include: (i) the time and duration of the incident, (ii) a description of the cause of the incident, (iii) any effect on the environment as a result of the incident, and (iv) any measures taken to minimise or mitigate the effect and prevent a recurrence.
- All waste, vehicles, ancillary plant, NRMM and fuels will be stored in the compound(s) or laydown area and will be secured and located, if space is available, at least 10m from drainage entry points, in order to comply with GPP 5 'works and maintenance in or near water'. Refuelling will only be undertaken at designated refuelling areas (e.g., on hardstanding, with spill kits available, and >10m from Lothian Burn and drainage entry points, where practicable). Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required. Only designated trained and competent operatives will be authorised to refuel plant. Generators, and other ancillary plant and NRMM, where there is a risk of leakage of oil or fuel, will have internal bunding or must have a secondary containment system placed beneath them that meets 110% capacity requirements. Containment systems will also be emptied regularly. All waste, vehicles, ancillary plant, NRMM and fuels will also be stored in a manner that ensures they are protected from damage by collision or extremes of weather.
- Regular visual pollution inspections of the designated laydown area and work site (particularly near road drainage entry points) will be conducted (e.g., site walkover by engineer or Site Supervisor), especially during periods of heavy rain.
- All vehicles and NRMM onsite will have been regularly maintained, paying attention to the integrity of oil tanks, coolant systems, gaskets etc. A checklist must be present to make sure that the checks have been carried out.

Climate

BEAR Scotland, working on behalf of Transport Scotland, undertake carbon monitoring of major projects and operational activities. Emissions from activities are recorded using Transport Scotland's Carbon Management System. BEAR Scotland also undertakes resource efficiency activities to manage and reduce emissions contributing to climate change. The works will also extend the maintenance intervals required for future works. In doing so, the service life of the trunk road is also extended.

During works there is potential for impacts as a result of the emission of greenhouse gases through the use of equipment, vehicles, and NRMM, material use and production, and transportation of material/waste. However, considering the nature, duration, size, and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be negligible and adverse in magnitude.

Upon completion of the proposed scheme no residual impacts are anticipated on the climate.

Climate mitigation measures:

- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gases emitted as part of the works.
- BEAR Scotland will adhere to its Carbon Management Policy.
- Where possible, waste will be removed to local waste management facilities.

Vulnerability of the project to risks

There will be no change to the likelihood of flooding on the A702 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the A702 carriageway surface, with access to the scheme gained via the A702 mainline. TM will employ a full road closure with signed diversion. While pedestrian footpaths border both the northbound and southbound A702 carriageway within the scheme extents, pedestrians and other non-motorised users will be accommodated within the TM, where necessary. Furthermore, no other community assets with connectivity to the scheme extents have the potential to be impacted. As such, the proposed work impacts on road traffic accidents are assessed to be of negligible magnitude.

A Site Environmental Management Plan (SEMP) will be produced by BEAR Scotland which sets out a framework to reduce the risk of adverse impacts from construction activities on sensitive environmental receptors. The Contractor will comply with all conditions of the SEMP during works and may be subject to audit throughout the contract.

Considering the above, the vulnerability of the project to of major accidents and disasters is considered to be low.

Assessment cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

In addition, a search using Midlothian Council 'Simple Search' identified five planning applications within 300m of the scheme:

Reference	Proposal	Status	Distance from Scheme
23/00460/MSC	Erection of hotel and associated suites (approval of matters specified in conditions 3, 4, 5, 6, 7, 8, 9 and 13 of planning permission 18/00528/S42 (EIA Development)	Awaiting Decision	Directly alongside northbound carriageway
23/00465/S42	Section 42 Application to amend conditions 9, 10 and 12 of 18/00528/S42	Decided	Directly alongside northbound carriageway
23/00532/S42	Section 42 application to amend conditions 11 and 18 of planning permission 19/01018/PPP	Decided	Located within the scheme extents on the A702 and continues west of the scheme
23/00531/S42	Section 42 application to amend condition 5 of planning permission reference 22/00169/DPP	Decided	Located within the scheme extents on the A702 carriageway
22/00229/DPP	Erection of EV charging hub and substation	Decided	Approx. 5-10m back from the southbound

Reference	Proposal	Status	Distance from Scheme
			carriageway boundary

While the timings of the above planning applications are unknown it is considered unlikely that the works will have a result in any cumulative effects due to the small scale nature of the resurfacing scheme with works occurring on a rolling programme over a limited duration (eight nights).

A search of the Scottish Road Works Commissioner's website (map search) has identified that no other road works are currently ongoing, or noted as being planned, on the A702 trunk road or surrounding roads in proximity to the scheme which will be undertaken at the same time.

While not occurring at the same time, a separate BEAR Scotland resurfacing scheme 'A702 Easter Howgate' will be undertaken on the A702 approx. 2.52km south of the 'A702 Damhead to Hillend' scheme extents. The A702 Easter Howgate scheme will be undertaken between the 22nd of July and the 23rd of July with the A702 Damhead to Hillend scheme scheduled to commence on 24th July 2024. Both schemes will involve full closures of the sections of the A702 with differing diversion routes, as such there is potential for minor cumulative impacts for road users due to the works occurring consecutively. However, the works will be undertaken at night when traffic flows are reduced and both schemes are over a short duration (i.e. two nights for A702 Easter Howgate and eight nights for A702 Damhead to Hillend) as such any impacts are not expected to be significant.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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 1ha.

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:

- Works are restricted to like-for-like replacement of worn/damaged road surface, with all works restricted to made ground on the A702 carriageway surface.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects, this will provide this section of the A702 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- Any potential impacts of the works are expected to be temporary, short-term, not significant, and limited to the construction phase.

Location of the scheme:

- The scheme is not situated within 2km of, and does not share connectivity with, a European site designated for biodiversity features e.g., SAC, SPA, Ramsar.
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- The scheme is not located within any areas designated for landscape interests.
- Land use will not change as a result of the works.
- The works do not require any private land acquisition.
- The scheme is not located within a densely populated area.

Characteristics of potential impacts of the scheme:

- The waste hierarchy will be followed to reduce waste to landfill.
- Works are programmed to take eight nights to complete on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- With good practice pollution prevention measures implemented onsite, there is a negligible risk of a pollution event e.g., compliance with the SEMP.

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.

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, July 2024

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot