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Environmental Impact Assessment Record of Determination

A92 Dock Street (Partial)

Contents

Project Details

Description

The works are required to repair structural defects that have been identified on a stretch of the A92 carriageway (eastbound) within Dundee, Dundee City. The carriageway requires resurfacing as it is presenting signs of failure of the road surface within scheme extents. Addressing these defects will provide an extended pavement life and will improve road safety and ride quality.

Works will involve the replacement of surface course, road markings, linings, and studs over a length of 1,480m, covering a total area of 1.25ha.

- Installation of traffic management (TM);
- Milling carriageway to agreed depths;
- Resurfacing of the carriageway to existing road levels using TS2010 10mm aggregate (Site Class 1, Site Class 3), AC20 binder, AC32 base & AC20 EME2 base/binder. Warm Mix binder used where possible;
- Reinstatement of road markings, linings and studs; and,
- Removal of TM.

The following materials and plant/machinery/vehicles will be required:

- Planer;
- Paver;
- Roller(s);
- JCBs;
- Bituminous surfacing maters (TS20120 aggregate, binder/base);
- Road marking materials and studs;
- Vehicle fuel;
- Oil; and
- Lubricant.

The proposed construction is programmed to be completed within the 2023/2024 financial year (April 2023 to March 2024) for the duration of approximately two weeks during night time hours. TM for the scheme will include overnight lane closures.

Location

The scheme is located within an urban section of Dundee, along the eastbound A92 carriageway at the following National Grid References (NGRs) (Figure 1).

- Scheme Start: NO 40779 30477
- Scheme End: NO 42121 31028

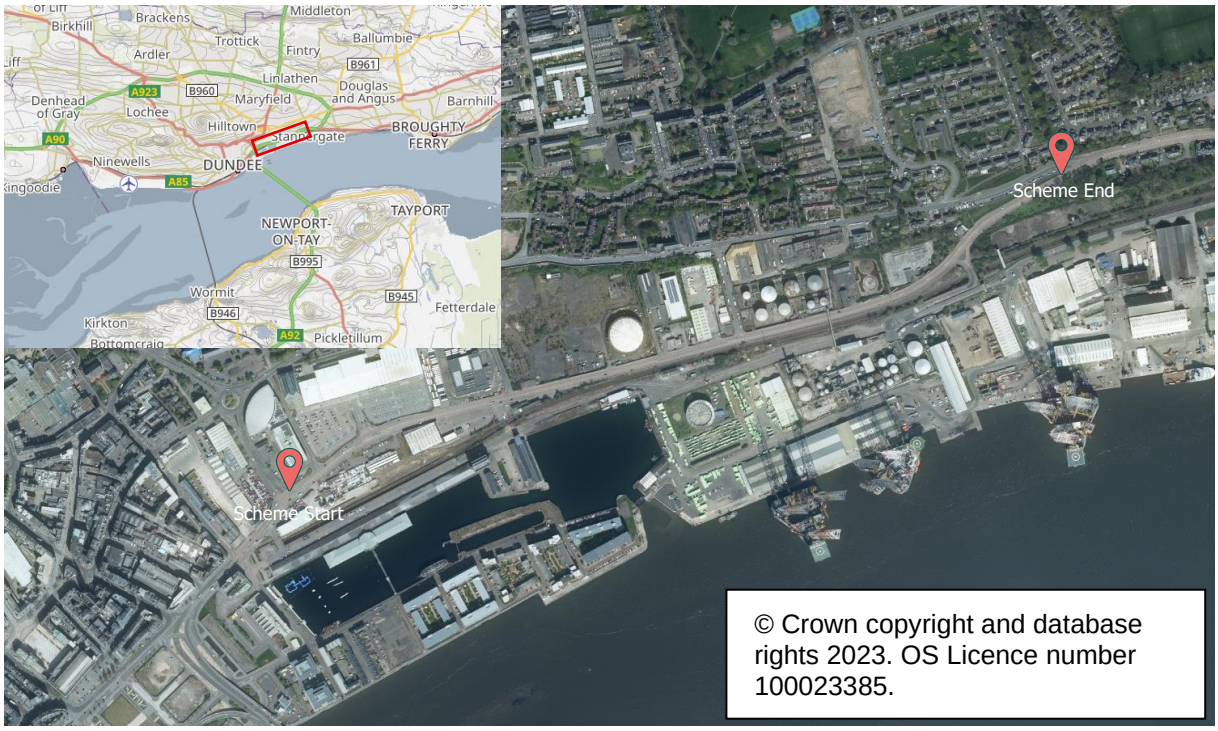

Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is within the urban, inner-city area of Dundee, Dundee City with approximately 200 residential properties located within 300m. The closest is located approx. 35m north (NO 41928 30957) of the A92 carriageway, along the parallel street of the Broughty Ferry Road.

Baseline air quality surrounding scheme extents will be largely influenced by vehicles and traffic on the A92 carriageway and surrounding roads and their associated emissions.

Dundee City Council have declared the entirety of Dundee City as an Air Quality Management Area (AQMA) due to the breaches of the annual Nitrogen Dioxide (NO_2) objective in various areas, including Dock Street. This area has been declared as an AQMA for its levels of particulate matter (PM_{10}) and NO_2.

In 2022, this area of the carriageway (count point 40858) had an Annual Average Daily Flow (AADF) of 22,825 total vehicles, with 564 of these being Heavy Goods Vehicles (HGVs).

Two registered sites on the Scottish Pollutant Release Inventory (SPRI) within 1km of scheme extents:

- Augean North Sea Services – approx. 115m south and is under the 'waste and waste-water management sector'.
- Discovery Flexibles Ltd – approx. 620m north site is categorised under the 'other activities' category and is identified for the pollutant Non-Methane Volatile Organic Compounds (NMVOCs), with levels of 107.9 tonnes recorded in 2022.

Cultural heritage

A desktop study using the PastMap resource has identified various statutory designated culturally significant assets within 300m of scheme extents, including 41 listed buildings, with the closest situated approx. 42m north. This site is 42 East Dock Street, Retail Park, Unit 7, Former Dundee Foundry Engine Shop (Ref: LB25236) located at the NGR NO 40867 30605.

Other features of cultural significance within 300m of scheme extents include 95 Canmores. One of which, East Dock Street (Ref: 193121) is located within scheme extents and is the general A92 carriageway where the works are to occur.

There are no World Heritage Sites, Garden and Designed Landscapes, Conservation Areas or Inventory Battlefields identified within 300m of the scheme (PastMap).

Landscape and visual effects

The scheme lies within an urban area, with surrounding land use largely residential and commercial. NatureScot's Landscape Character Type mapping resource has indicated the landscape character present within, and surrounding scheme extents to be that of 'urban.' HLA Map has classified the surrounding area as predominantly urban, with a small area of managed urban woodland which is located towards the eastern extent of the scheme, parallel to the A92 carriageway for approx. 200m beyond the Vehicle Restraint System (VRS) safety barrier.

There are no areas of ancient, or long-established woodland classified by Scotland's Ancient Woodland Inventory (AWI) within 2km of proposed scheme extents.

No National Scenic Areas (NSAs) surround, or are visible from scheme extents, with the closest (River Tay, Dunkeld) located 40km west.

There are no areas designated for their landscape quality, including Garden and Designed Landscapes within or surrounding scheme extents (PastMap).

Views of, and from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are predicted and this section has been scoped out of requiring further assessment.

Biodiversity

A desktop study using Nature Scot SiteLink has noted the following European sites within 2km of the scheme extents:

- Firth of Tay and Eden Estuary Special Area of Conservation (SAC) (ID: 8257) – approx. 240m south.
- Outer Firth of Forth and St Andrews Bay Complex Special Protection Area (SPA) (ID: 10478) – 1.3km southeast.

There are no areas of ancient, or long-established woodland classified by Scotland's Ancient Woodland Inventory within 2km of scheme extents.

Transport Scotland's Asset Management Performance System (AMPS) resource has identified the presence of Japanese knotweed (*Reynoutria japonica*) within 500m of the scheme, approx. 11m southeast of scheme extents at its closest point.

The National Biodiversity Network (NBN) Atlas mapping resource has identified giant hogweed (*Heracleum mantegazzwianum)* within 500m of scheme extents.

Amey's Environmental Database has not recorded any occurrences of wildlife casualties within 500m of the scheme.

Considering the like-for-like, transient nature and location of the scheme, the potential for significant species disturbance within the area of likely construction disturbance is not significant. As such, a desktop study has been deemed sufficient for this assessment, and no ecological surveys have been carried out.

Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS) or Geological SSSI (SiteLink). The Dundee Law is a recognised Local Geodiversity Site

(LGS) located approx. 1.8km from scheme extents, however, does not have any connectivity to the scheme.

The National Soil Map of Scotland has not identified a local soil type within scheme extents.

The British Geological Survey Map has identified the local geology types as a combination of:

- Bedrock geology
  - Dundee Flagstone Formation - Sandstone, siltstone and mudstone. Sedimentary bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.
- Superficial deposits
  - Intertidal Deposits - Silt and clay. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.
  - Raised Marine Deposits of Holocene Age - Clay, silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.

As a result of the works taking place strictly within the existing carriageway boundary it has been determined that the proposed scheme does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

Proposed works are required to resurface a section of worn carriageway with the materials required consisting of:

- Bituminous surfacing (TS20120 aggregate, binder/base);
- Road marking materials and studs;
- Vehicle fuel;
- Oil; and
- Lubricant.

Wastes are anticipated to be primarily planings from the carriageway surface course. Coring investigations did not identify the presence of coal tar. Uncontaminated road planings generated as a result of the required works will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Protection of Fully Recoverable Asphalt Road Planings'. 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 the Scottish Environmental Protection Agency (SEPA), as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

A Site Waste Management Plan (SWMP) will be developed for this scheme as the scheme value exceeds £350,000. This will include details on the quantity and type of waste produced, details of how the waste produced will be minimised, details of how materials unsuitable for reuse, recycling or recovery will be disposed of a comparison against the Scottish Government's targets for waste reduction and recycling and details of compliance with waste duty of care legislation.

Noise and vibration

This section of the A92 carriageway is not designated as a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan, Road Maps. Dock Street is identified within Round 3 Action Plan summaries within the Dundee Action Plan, however, the scheme extents along Dock Street are not within this CNMA.

Scotland's Noise Map has indicated modelled day-time noise levels (Lden) around the proposed scheme extents range from 70-75bB within 5m of the carriageway and 65-70dB within approx. 23m of the carriageway boundary. Modelled night-time levels (Lden) show levels of 60-65dB within 5m of the carriageway, decreasing to 55-60dB within 20m of the carriageway boundary. Baseline noise levels are likely to be heavily influenced by vehicle traffic on the A92 and surrounding roads within this urban area.

In 2022, this area of the carriageway (count point 40858) had an AADF of 22,825 total vehicles, with 564 of these being HGVs.

Population and human health

Over 200 residential properties lie within 300m of proposed scheme extents, the closest 32m northwest of the carriageway (NO 41928 30957). This is an apartment block property which is located along the parallel, Broughty Ferry Road to the north of the A92 carriageway. There are no access/egress routes to residential properties within scheme extents.

This section of the carriageway is street-lit, and a pedestrian footway is present along the length of the scheme. The last approx. 200m of this footway is a Dundee City Council Core Path (Green Circular 1f).

No National Cycle Routes (NCRs) are present within scheme extents; however, the 'National Cycle Network Route 1' runs parallel to the proposed scheme, approx. 35m from the A92 carriageway at its closest point. No bus stops or bridleways are present along this section of the carriageway.

Road drainage and the water environment

SEPA's Water Classification Hub has identified the Lower Tay Estuary (Site ID: 200438) classified under the Water Framework Directive (WFD) approx. 240m south of the A92 carriageway. This watercourse has been classified as having 'good ecological potential' under the WFD. There are no other classified, or unclassified watercourses within 500m.

SEPA's Flood Mapping resource has identified areas of the A92 carriageway within proposed scheme extents with an annual 'medium' (0.5%) chance of surface water flooding. This resource also identified the Lower Tay Estuary as having a high (10%) likelihood of coastal flooding per year.

The carriageway within proposed scheme extents is drained via top entry gullies.

The scheme has been identified as falling within the Scottish Government's defined Nitrate Vulnerable Zones.

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 (The Climate Change (Scotland) Act 2009). The Act includes a target of reducing CO2 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.

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

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts, including to the AQMA. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere and increased prolonged vehicle and plant presence may result in higher-than-average emissions. However, due to the temporary nature of the works, and lack of potential for canyon effect due to the setting of the scheme (lack of tall buildings immediately adjacent to the carriageway) and with the following mitigation measures, the risk of significant impacts to air quality and the AQMA is considered to be low.

- When not in use, plant and vehicles will be switched off and there will be no idling vehicles.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Drop heights to and from haulage vehicles will be minimised as far as is reasonably practicable.
- All plant and fuel-requiring equipment utilised during construction will be well maintained to minimise emissions.
- Surfaces will be swept where loose material remains following planing.

With mitigation measures in place, no lasting impacts are predicted on air quality and therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Cultural heritage

Although there are features of cultural heritage interest within the scheme extents and within 300m of the scheme, construction of the A92 carriageway is likely to have removed any archaeological remains that may have been present. Furthermore, the works are occurring within the existing engineered layers/carriageway boundary, vibration levels will be similar to that during construction and therefore will not detrimentally impact the Listed Buildings identified. East Dock Street Canmore will likely be impacted by the proposed scheme as works are occurring on this undesignated feature of cultural significance, however as the works are not changing

the purpose of the asset, and they are like-for-like, no significant impacts should occur.

The following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There shall be no storage of vehicles, plant, or materials against any buildings, walls or fences. Works and storage will be contained within the carriageway boundary at all times.
- Should the nature of the works change, or additional excavation works be required, the Amey's Sustainability Solutions Team will be contacted prior to works commencing.

With the above mitigation measures in place, no significant effects are predicted on cultural heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage no further assessment is required.

Biodiversity

Despite two European Designated Sites located within 2km of scheme extents, the requirement for a Stage 1 Habitats Regulations Appraisal (HRA) was scoped out as there is no connectivity to the sites from the works.

In addition, standard industry best practice will be implemented onsite throughout the construction period to mitigate potential impacts to surrounding species, in particular nocturnal species that may be impacted by the night works, and the local environment, including pollution prevention measures and control of INNS.

- In the event a protected species is seen within or near the scheme, no attempts will be made to approach the animal and works will be temporarily suspended until the animal has moved from the work site.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Any sightings of protected species will be reported to Ameys Sustainability Solutions Team and they will be contacted for any necessary guidance. The control room will be contacted for environmental record.
- All site operatives will be made aware of the location of the identified INNS. No attempts will be made to cut, treat or remove INNS species.
- All construction operatives will be briefed daily through toolbox talks prior to works commencing. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.

- All temporary lighting will be directional and aimed away from sensitive ecological receptors, i.e., grass verges and trees towards the eastern extent of the scheme to minimise potential disturbance to nocturnal and protected species.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the carriageway boundaries.
- To minimise noise impacts to protected species surrounding scheme extents, a 'soft start' to the works will be implemented each day whereby plant/machinery is turned on simultaneously as opposed to instantaneously.
- Please refer to the below Noise and Vibration section for additional noise mitigation.
- Please refer to the below Road Drainage and the Water Environment section for additional pollution control mitigation.

With the above mitigation measures in place, it is anticipated that any biodiversity effects associated with the proposed works are unlikely to be significant. The scope of works and the potential significance of effects does not warrant any further assessment as the Scheme does not meet the criteria as set out in the DMRB LA 108: Biodiversity.

Material assets and waste

There is potential for impacts as a result of resource depletion through production, use and transportation of new materials. However, materials will be sourced locally where possible, the design life for the TS2010 surfacing proposed is estimated to be 20 years thus reducing the requirement for maintenance to this section of road over this period. The following mitigation measures will be put in place:

- Materials will be derived from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Waste will be stored in suitable containers and covered.
- Where possible, different waste streams will be separated at the source.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As such, road planings generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings' where possible.
- A SWMP will be prepared to include details on the quantity and type of waste produced, details of how the waste produced will be minimised, details of how materials unsuitable for reuse, recycling or recovery will be disposed of a

comparison against the Scottish Government's targets for waste reduction and recycling and details of compliance with waste duty of care legislation.

With best practice mitigation measures in place, no significant effects are predicted Material Assets and Waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will take place during night-time working hours. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. Operationally, TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby local amenity users will benefit from improved road surfacing as a result of the scheme.

The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- A soft start to the works will be enforced, whereby plant/machinery is turned on sequentially as opposed to simultaneously.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- Rubber linings will be used in, for example chutes and dumpers to reduce impact noise.
- Noisiest works will be undertaken before 23:00 to minimise disturbance.
- Amey's environmental briefing on noise and vibration will be delivered to all operatives prior to commencement of works on site.
- Local residents will be notified of works via letter drop due to night-time programming, including details of timings, duration and associated TM.
- Dundee City Council were notified of the proposed works (commencing in February 2024) due to night-time programming on 11th September 2023.

With best practice mitigation measures in place, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays due to traffic management measures.

With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Local residents will be notified of works via letter drop due to night-time programming and road closures and restrictions will be publicised within the local area informing vehicular users of upcoming works to minimise disturbance to those travelling along this section of the carriageway.
- A temporary footway, or signposted diversion will be installed, or advised where the works are to impact the footpath running the length of the carriageway within scheme extents.

With best practice mitigation measures in place, no significant effects on population and human health are predicted. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health, no further assessment for this scheme is required.

Road drainage and the water environment

During resurfacing works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water) during works could have a direct or indirect effect on the surrounding water environment. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site both during and following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system, through the use of drain covers or similar.
- Appropriate measures (dust suppression, screens or other suitable measures) will be implemented onsite during the works to prevent any potential pollution to the surrounding water environment (e.g., debris, dust and hazardous substances). This will include spill kits present on site at times and the use of funnel and drip trays when transferring fuel.
- The control room will be contacted if any pollution incidents occur (24 hours, 7 days a week).

- Visual pollution inspections of the working area will be conducted frequently, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/ flooding events, all activities should temporarily stop, and only reconvene when deemed safe to do so, and runoff/ drainage can be adequately controlled to prevent pollution.
- All storage of materials/fuel and any refuelling activities (if required) will be more than 10m away from any identified connectivity (including road drainage) to the Lower Tay Estuary watercourse at all times and placed on a hardstanding surface.
- All oils and fuels will be returned to storage area after use.
- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- Amey's environmental briefing on water pollution prevention will be delivered to all operatives prior to commencement of works on site.
- All operatives will be briefed on SEPA's GPP documents (namely, GPP 1, GPP 2, PPG 6, GPP 8 and GPP 22).

With the above mitigation measures in place, it is anticipated that any road drainage and the water environment effects associated with the proposed works are unlikely to be significant. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- Where possible, materials and suppliers will be sourced locally to reduce greenhouse gas (GHG) emissions associated with travel distance, materials movement, and waste will be disposed at local landfill.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

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 has not highlighted any works during the proposed timescale and at the location of the works.

Dundee City's Planning Portal has not highlighted any relevant proposed developments or planning applications during the proposed timescale at the location of the works.

Amey's current programme of works has not highlighted any other works on the A92 that will be undertaken in conjunction with the scheme.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Assessments of the environmental effects

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

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Amey Environment and Sustainability Team in October 2023.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- Construction activities are restricted to the existing carriageway, and as such there will be no residual change to the local landscape as a result of the works.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts for road users during the operational phase.
- By removing the carriageway defects this will provide this part of the A92 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- Works are not expected to result in disturbance to protected species that may be present in the wider area.
- The works will be temporary, transient, localised, and completed during night-time hours.

Location of the scheme:

- The scheme is not situated in whole or in part in a sensitive area.
- 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.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short term, non-significant, and limited to the construction phase.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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.

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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