



**TRANSPORT  
SCOTLAND**  
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# **Environmental Impact Assessment Record of Determination**

## **A75 Glenluce Filter Drain**

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## Project Details

### Description

The scheme is being undertaken to improve drainage along the A75 at Glenluce. The scheme is approximately 4.5km in length and there is approximately 7809m of filter drain within scheme extents. The works are being undertaken to renew the filter stone along the A75. The works will be split into investigation works, followed by construction of the scheme, as detailed below:

- Investigation:
  - Implementation of Traffic Management (TM).
  - Undertake 40 no. trial pits using hand tools.
  - Removal of TM.
- Construction:
  - Implementation of TM.
  - Excavation of filter drains and removal of filter stones.
  - Replacement of filter stones.
  - Removal of TM.

The machinery required for construction will include an excavator, Heavy Goods Vehicles (HGV), dumper and potentially a JCB 3cx.

The works cover an area of approx. 4.7ha. The works are programmed to commence on the 1<sup>st</sup> July 2023 for approximately 30 days during daytime hours. TM will consist of lane closures along the A75 and temporary traffic lights (TTLs) will be in place.

### Location

The scheme is located along the A75 at Glenluce within Dumfries and Galloway in a predominately rural area with large areas of greenspace and woodland. The scheme is located between the following National Grid References (NGR):

- Scheme start: NX 18566 56709
- Scheme end: NX 22619 58398

The scheme extents are illustrated in Figure 1 and Figure 2 below.



Figure 1: Scheme Location



Figure 2: Scheme Location – Wider Road Network

## Description of local environment

### Air quality

The scheme is located adjacent to the village of Glenluce within Dumfries and Galloway. The area is surrounded predominantly by agricultural fields with scattered areas of woodland. There are over 100 residential properties located along the A75, the largest area being at the town of Glenluce (approx. 220m north). The nearest residential property is approx. 20m to the north of the scheme. Other air quality receptors to note include:

- Glenluce Primary School (approx. 120m north);
- Galloway Steading Hotel (approx. 125m south); and,
- Glenluce Holiday Park (approx. 250m north).

In 2021, the Annual Average Daily Flow (AADF) for all vehicles on the A75 where works are to be undertaken ([manual count point 80200](#)) was 4,624, with 772 of those being HGVs. The A75 is a trunk road in south west Scotland, linking Stranraer and its ferry ports at Cairnryan with the A74(M) at Gretna, close to the border with England and the M6 motorway.

Dumfries and Galloway have not declared any [Air Quality Management Areas](#) (AQMAs).

### Cultural heritage

A desktop study using [PastMap](#) has identified the following features of cultural heritage within 300m of the works. There are three listed buildings located within 300m of the scheme:

- [Bridge, Lady Burn](#) (ID LB16783), Category C, located approximately 150m to the south of the A75.
- [Glenluce, Ladyburn Bridge](#) (ID 19322), Category C, located approximately 260m to the north.
- [Glenluce, Millbank and Cottage](#) (ID LB19362), Category B, located approximately 260m to the north.

There are numerous listed buildings located within the village of Glenluce (on Main Street) approximately 300m from the scheme to the north.

There is one scheduled monument located within 300m of the scheme:

- [Glenluce Roman Camp, 380m W of Corsehead](#) (ID SM7443). This is located approximately 100m to the south of the A75.

The works will be restricted to the A75 carriageway and verge and are like-for-like in nature. All works will be located within the existing carriageway boundary and will not impact any areas of land that have not previously been subjected to engineering

activity. As a result, the works will have no impact on these nearby features and therefore cultural heritage has been scoped out for further assessment.

## Landscape and visual effects

The scheme is located adjacent to the village of Glenluce, Dumfries and Galloway. The area is surrounded predominantly by agricultural fields with scattered areas of woodland and residential properties.

A desktop study using [PastMap](#) and [NatureScot Sitelink](#) online interactive map has not highlighted any designated landscapes within 300m.

Historic Environment Scotland's [HLAMap](#) has highlighted historic land uses in the area as twentieth-century holdings generally found around urban fringes and scattered areas of plantations.

Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. Views of, and from, the road will be temporarily affected during construction due to the presence of works, TM and plant. As the works are operating on a like-for-like basis, no permanent changes to landscape features are determined.

As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

## Biodiversity

The scheme is located within a rural area of Dumfries and Galloway. The surrounding area is predominantly agricultural fields with a few scattered residential receptors. Water of Luce flows south through the scheme under the A75.

[SiteLink](#) notes the following designated sites are located within 2km of the scheme:

- [Luce Bay and Sands Special Area of Conservation \(SAC\)](#) (UK0013039) (approx. 900m south).
- [Loch of Inch and Torrs Warren Special Protection Area \(SPA\)](#) (UK9003121) and [Ramsar](#) (UK13037) (approx. 900m south).
- [The Flow of Dergoals SAC](#) (UK0019801) and [Special Site of Scientific Interest \(SSSI\)](#) (approx. 1.4km northwest)

[National Biodiversity Network \(NBN\) Atlas](#) notes there are records of the (INNS), Japanese knotweed (*Fallopia japonica*) within 500m of the scheme, however it is not located within the scheme extent.

Several ponds and waterbodies have been identified within 250m of the scheme. One waterbody is approximately 115m west and another approximately 50m north.

## Geology and soils

The [National Soil Map of Scotland](#) has noted that soils within 300m of the works as being brown soils.

A desktop study using the [British Geological Survey Map](#) has identified the major local geology type as the following:

### Bedrock geology

- Gala Unit 1 - Wacke. Sedimentary bedrock formed between 443.8 and 440.8 million years ago during the Silurian period.

### Superficial deposits

- Glaciofluvial deposits- Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
- Raised marine beach deposits of holocene age - Gravel, sand and silt. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.
  - Alluvium- silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.
  - Raised marine beach deposits, late devensian- Gravel, sand and silt. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
  - Till, devensian- diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

## Material assets and waste

Table 1: Key materials required for scheme

Activity	Material Required	Content
Site construction	<ul style="list-style-type: none"> <li>• Filter stone;</li> <li>• Fuel to power plant and machinery.</li> </ul>	<ul style="list-style-type: none"> <li>• Filter stone may contain a percentage of recycled content from previous schemes.</li> <li>• Fuel to be sourced from primary materials.</li> </ul>

Table 2: Key waste created by scheme

Activity	Waste Arising	Disposal/ Regulation
Site construction	<ul style="list-style-type: none"> <li>• Filter stones;</li> <li>• Excavated soils.</li> </ul>	<ul style="list-style-type: none"> <li>• Removed filter drain material will be taken off site and processed for recycling where appropriate.</li> </ul>



Activity	Waste Arising	Disposal/ Regulation
		<ul style="list-style-type: none"> <li>• Excavated material/soil will be reused on site where possible.</li> <li>• Waste material from this scheme taken off site could potentially be used in future schemes. This could also reduce the amount of waste sent to landfill.</li> </ul>

## Noise and vibration

The scheme is located adjacent to the village of Glenluce, Dumfries and Galloway. The area is surrounded predominantly by agricultural fields with scattered areas of woodland. There are over 100 residential properties located along the A75, the largest area being at the town of Glenluce (approx. 220m north). The nearest residential property is approx. 20m to the north of the scheme. Other noise sensitive receptors to note are:

- Glenluce Primary School (approx. 120m north);
- Galloway Steading Hotel (approx. 125m south); and,
- Glenluce Holiday Park (approx. 250m north).

In 2021, AADF for all vehicles on the A75 where works are to be undertaken ([manual count point 80200](#)) was 4,624, with 772 of those being HGVs. The A75 is a primary trunk road in Scotland, linking Stranraer and its ferry ports at Cairnryan with the A74(M) at Gretna, close to the border with England and the M6 motorway.

[Scotland's Noise Map](#) does not have any data for the A75 at Glenluce, however there is noise data for the A75 at Newton Stewart (approx. 20km northeast). Noise levels at this area during daytime hours (Lden) range between 60-<75dB and 55-<65dB during night-time hours (Lnight).

The works do not fall within a [Candidate Noise Management Areas \(CNMA\)](#) as defined by the Transportation Noise Action Plan, Road Maps.

## Population and human health

The scheme is located adjacent to the village of Glenluce, Dumfries and Galloway. The area is surrounded predominantly by agricultural fields with scattered areas of woodland. There are over 100 residential properties located along the A75, the largest area being at the town of Glenluce (approx. 220m north).

There are no footpaths located along the scheme extents. [National Cycle Network \(NCN\)](#) 73 is located on the A75 at the western scheme extent. There are numerous [core paths](#) within 1km of the scheme, however only one is located within the scheme extents; St Helena Island core path (OLDL/420/2) which crosses under the A75 along the Water of Luce.

There are two bus stops along the A75 where works are to be undertaken which are located at Dervaid farm.

## Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency's (SEPA) [Water Classification Hub](#) has indicated that the following watercourses lie within 300m of the scheme:

- The Water of Luce (ID: 10491), a river within the Water of Luce catchment of the Solway Tweed River basin district. The river flows under the A75 where works are to be undertaken. It is classified as having an overall 'good' condition with a 'high-risk' of river flooding.
- The Lady Burn (ID: 10496) is a tributary of the Water of Luce and flows south under the A75. It is considered to be of 'moderate' condition and also has a 'high-risk' of river flooding.

SEPA's [Flood Map](#) reveals there are several areas at high risk of surface water flooding within sections of the scheme extents; there is also a 'high-risk' of river flooding at the points where the Water of Luce and Lady Burn cross the A75. A high risk equates to a 10% chance of flooding occurring in one year.

Existing road drainage consist of gullies along the carriageway.

## Climate

### Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO<sub>2</sub> emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the [Mission Zero for Transport](#). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

### **Monitoring, Management and Opportunities**

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – South West.

# Description of main environmental impacts and proposed mitigation

## Air quality

### Impacts

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a temporary impact on local air quality.
- TM and construction activities may also lead to temporary congestion for road users which may have a temporary impact on local air quality.

The impacts identified will be temporary for the duration of the works only and therefore no change is determined for air quality.

### Mitigation

The following best practice as outlined in the [Guidance on the assessment of dust from demolition and construction](#) (2014) published by the IAQM, which includes the following mitigation relevant to this scheme will be followed:

- When not in use plant and vehicles will be switched off; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions, as per manufacturing and legal requirements.
- Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
- Drop heights to haulage vehicles and onto conveyors will be minimised.

It has been determined that the proposed project will not have direct or indirect significant effects on local air quality; providing all works operate in accordance with current best practice, the residual effect on air quality is considered neutral.

## Biodiversity

### Impacts

- Construction works may disturb nearby species via vibrations/noise generated.
- There is potential for the protected species to be present on site which could be impacted by construction activities.

The impacts identified will be a temporary for the duration of the works only and therefore no change is determined for biodiversity.

## Mitigation

- If a protected species is seen on or near the scheme, all works will be stopped until the animal passes by. The protected species will not be approached and the area will be temporarily isolated until the animal has moved on.
- The E&S team will be contacted for any guidance if required, and the control room should be contacted for environmental record.
- A Stage 1 Habitats Regulation Appraisal (HRA) has been undertaken which has found that no likely significant effects are likely to occur on the surrounding biodiversity and European designated sites.
- A Method Statement for protected species has also been prepared.
- All site staff will be briefed on protected species. The works will be undertaken in line with an approved method statement and will be supervised by an Ecological Clerk of Works (EcoW).
  - During the investigation stage (trial holes), a thorough visual inspection of the area for the proposed trial pit locations will be conducted by the ECoW to ensure there are no protected animals present.
  - Works on the trial pit will only commence once the absence of protected animals has been confirmed.
  - Hand tools will be used whenever possible.
  - If an excavation is left open for any period of time, then another thorough visual inspection of the area should be carried out to ensure no animals have become trapped.
  - If evidence of protected species is found during any of the activities listed above, all works on site will cease and NatureScot will then be consulted to agree the need for a licence if appropriate.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- If the scope of works change and vegetation removal is required, the Environment Team will be informed.

It has been determined that the proposed project will not have direct or indirect significant effects on biodiversity; providing all works operate in accordance with current best practice, the residual effect on biodiversity is considered to be neutral.

## Geology and soils

### Impacts

- Works may result in minor soil disturbance, which can create adverse conditions, including erosion and polluted soils.

Construction impacts on geology and soils will be localised, and the works are temporary and like-for-like in nature.

### Mitigation

- If any contaminated land is discovered, work will cease and the environment team should be contacted.
- Spill kits will be present on site and located in areas where spillages are likely to occur and appropriate training provided to all site personnel on emergency spill response.
- Any fuel, oil and other chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- No unnecessary storage of materials or parking of vehicles on soft ground or grassy areas, as this may destroy the soil structure and damage grass. Hardstanding will be provided.
- If any unusual odours or soil colourations are identified during the works, the works must cease and the environmental team will be notified.
- Weather reports will be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable.
- Excavated/exposed soils will be appropriately contained/covered and protected from the elements.

It has been determined that the proposed project will not have direct or indirect significant effects on geology and soils; providing all works operate in accordance with current best practice, the residual effect on geology and soils is considered neutral.

## Material assets and waste

### Impacts

- The works will result in contribution to resource depletion through use of virgin materials.

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

## Mitigation

- All materials that can be, will be reused throughout the network.
- 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.
- Removed filter drain material will be taken off site and processed for recycling where appropriate.
- Excavated material/soil will be reused on site where possible.
- All waste will be stored in secure containers and segregated into different waste streams.
- All waste will be transported by a licenced contractor and will be accompanied by a completed waste transfer note (WTN).
- Waste will only be disposed of at a suitably licenced waste management site.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. The residual effect on materials and waste is considered neutral.

## Noise and vibration

### Impacts

- There are a number of scattered residential properties within 300m of the works which could be temporarily disturbed by increased noise during construction. Due to daytime programming and relatively minor nature of the works, disturbance will be limited.
- Users of the core path and the NCN may experience temporary disturbance due to increase in baseline noise levels. The impact is considered to be limited due to the type and scale of works.

### Mitigation

- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Operatives will avoid extraneous noise on site (i.e. shouting, music, slamming of doors etc.)
- Operatives will be briefed with the Noise and Vibration toolbox talk before starting works.

It has been determined that the proposed scheme will not have direct or indirect significant effects on noise and vibration. Provided that mitigation measures and best practice is followed, the residual effect on noise and vibration is determined to be neutral.

## Population and human health

### Impacts

- TM will involve a lane closure of the A75 carriageway which may result in temporary delays to road users of the A75 carriageway.
- Access to the cycle path/NCN may also be impacted by the works.
- As the St Helena Island core path is an off-road route under the A75, users will not experience restricted access during construction.
- Bus stops within the scheme extents will be impacted by the works.

Construction impacts on population and human health, will be localised, and the works are temporary and like-for-like in nature. Increased traffic delays as a result of the construction will be short-term and the works will benefit road users long-term due to improved drainage along the A75.

### Mitigation

- Where presence of works/TM result in obstruction of access points, operatives will grant local access as required.
- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- Bus companies will be notified of the works and the impact on the bus stops.
- There will be limited access to the section of the cycle path/NCN route 73 along the A75 during construction
- Advance signage will be in place to notify users of the bus stop closures/access disruption to the cycle way.

It has been determined that the proposed scheme will not have direct or indirect significant effects on population and human health. Provided that mitigation measures and best practice is followed, the residual significance of effect on population and human health is determined to be neutral.



## Road drainage and the water environment

### Impacts

- If not appropriately controlled, debris and runoff from the works has the potential to enter nearby watercourses and could adversely impact water quality.
- In the event of a flooding incident, the works will carry an increased risk of allowing fine sediments to become mobilised in surface water.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses, if not controlled.

Construction impacts on road drainage and the water environment will be localised, and the works are temporary and like-for-like in nature. The works will also benefit road users long-term due to improved drainage along the A75.

### Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g. debris, dust and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, 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 will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- All site staff will be briefed on water pollution prevention.
- Prior to works commencing, all operatives will be briefed on and adhere to [SEPA's Guidance for Pollution Prevention \(GPP\) documents](#) (particularly GPP 1, GPP 2, PPG 6, GPP 8 and GPP 22).

It has been determined that the proposed scheme will not have direct or indirect significant effects on road drainage and water environment. Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual significance of effect on the local water environment is considered to be neutral.

## Climate

### Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

### Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left idling when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

It has been determined that the proposed scheme will not have direct or indirect significant effects to climate.

## Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the filter stone, 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 proposed scheme 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 ongoing works during the proposed timescale and at the location of the proposed works.

Amey's current programme of works has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

[Dumfries and Galloway Council's Planning Portal](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

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

## 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 determined to be no change 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 Environment and Sustainability Team at Amey in May 2023.
- A Stage 1 HRA has been undertaken by the Environment and Sustainability Team in April 2023.
- A Method Statement for protected species has been undertaken by the Environment and Sustainability Team in June 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:

- 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.
- Removed filter drain material will be taken off site and processed for recycling where appropriate.
- Excavated material/soil will be reused on site where possible.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take and will not alter any local land uses.
- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).
- The Habitats Regulations Appraisal has concluded that there will be no likely significant effects on the designated sites.

Characteristics of potential impacts of the scheme:

- The successful completion of the scheme will afford benefits to carriageway users due to improved drainage of the carriageway.

## 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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