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Environmental Impact Assessment Record of Determination

M77 Jct 3-4 Southbound (SB)

Contents

Project Details

Description

The works are required to maintain the safety and integrity of an approximate 3.9km section of the M77 Southbound (SB) carriageway, which is currently exhibiting signs of defects in the form of cracking, potholing, fretting and rutting. These defects indicate that the surface has reached the end of its serviceable life.

Construction works will involve a surface dressing treatment and overlay works to repair the defective surface course. Areas of localised deep treatment/structural inlays may be required to resolve any issues extending into the lower layers of the carriageway.

The proposed construction activities will entail the following general construction activities:

- Milling of existing bituminous material by road planer.
- Additional bituminous material removed by jack hammer/excavator, where not accessible by planer.
- Road sweeper to collect any loose material.
- Heavy goods vehicles (HGV) for removal and replacement of material.
- Tack/bond coat applied.
- New bituminous material laid by a paver.
- Material compacted using a heavy roller.
- New road markings/chevrons carried out where needed.
- Road studs replaced where necessary.

The expected works area is approximately 28,550m^2.

The works are currently scheduled to commence on the 24th of July 2023. The scheme is currently proposed to operate during night-time hours only.

The traffic management (TM) for the works will likely involve overnight closures and a diversion route which is yet to be decided. However, any TM will be for SB traffic only.

Location

The works are located in a semi-rural setting of the M77 carriageway, between Rouken Glen and Malletsheugh, East Renfrewshire (Figure 3). The National Grid References (NGR) are detailed below:

- Start: NS 53673 58893
- End: NS 52353 55408

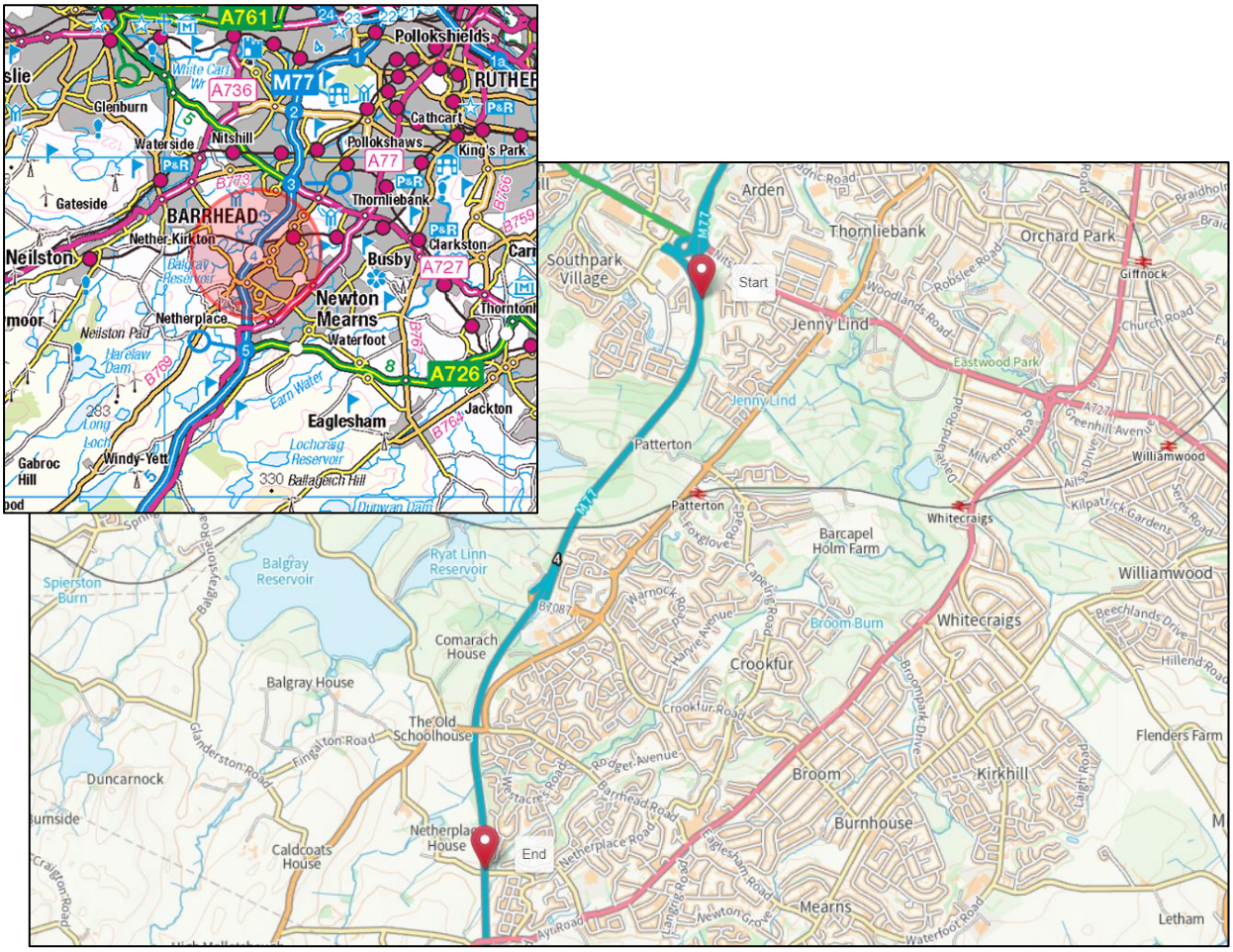

Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is located along a rural section of the M77 which is a major route connecting Glasgow to Kilmarnock and Ayr. As such, local air quality is affected due to the daily use of the carriageway by road vehicle users as well as nearby urban, rail and agricultural activities.

The Average Annual Daily Traffic (AADT) for the scheme location in 2021 was 58,328 vehicles per day, with 7.01% HGVs.

There are multiple sensitive air quality receptors within 300m; approximately 200 residential homes are within 50-200m, the Premier Inn Newton Mearns Hotel is located at 100m east, Isobel Muir School is at 120m east and Mearnswood Nursery School is 30m east.

East Renfrewshire Council have not declared any Air Quality Management Areas (AQMA).

Cultural heritage

A desktop study using PastMap has not identified any features of cultural or archaeological heritage within 300m of the works, therefore no impact is predicted.

As such, impact has been assessed as being ‘no change’ and has been scoped out of requiring further assessment.

Landscape and visual effects

A desktop study using PastMap has not identified any areas designated for landscape character located within, or within 300m proximity to, the works location.

The works will be undertaken within the existing carriageway boundary and will not impact upon adjacent land.

Works will be like for like in nature, restricted to the existing carriageway boundary, and will not have any permanent visual change. Views of and from the road will be impacted by the presence of TM, plant and vehicles during construction. This is predicted to be a slight temporary impact locally, with no permanent change to views following the completion of works.

It has been determined that the proposed project will not have direct or indirect significant effects to landscape or visual effects and therefore has been scoped out of further assessment.

Biodiversity

The scheme is situated within a semi-rural area of East Renfrewshire. The M77 carriageway within the scheme extents is flanked by a combination of farmland and woodland.

A desktop study using Nature Scot Sitelink Online Interactive Map has not highlighted any National or European designated sites within proximity of the works location (2km radius).

There are two unnamed and unclassified ponds at grid reference points: NS 53047 57665 and NS 52664 56973, approximately 15m and 30m east from the carriageway respectively.

Amey's Invasive Non-Native Species (INNS) database has highlighted two records of Giant Hogweed *Heracleum mantegazzianum* at NS 52269 56239 on the northbound (NB) verge, and NS 52373 55409 on the SB verge. Japanese knotweed, *Reynoutria japonica,* syn. *Fallopia japonica* is also located at NS 52305 56247 on the SB verge within the scheme extents.

Geology and soils

The scheme is not located within any geologically designated Sites of Special Scientific Interest (SSSIs) or any Local Geodiversity Sites.

Nature Scot Sitelink Online Interactive Map has identified Waulkmill Glen Site of Special Scientific Interest (SSSI) (NatureScot Site Code: 1599) designated for Lower Carboniferous [Dinantian - Namurian (part)] at 1.25km west and the Rouken Glen SSSI (NatureScot Site Code: 1384) designated for Lower Carboniferous [Dinantian - Namurian (part)] located 1km east. Both are sufficiently distanced and separated by elevation.

The National Soil Map of Scotland identifies the local soils to consist of noncalcareous gleys and brown soils.

A desktop study using the British Geological Survey Map identifies the local geology type for this section of the M77 as the following:

- Bedrock geology:

  - Calmy Limestone - Limestone. Sedimentary bedrock formed between 328 and 324 million years ago during the Carboniferous period.
  - Upper Limestone Formation - Sedimentary rock cycles, clackmannan group type. Sedimentary bedrock formed between 329 and 324 million years ago during the Carboniferous period.
  - Moyne Moor Lava Member - Basaltic-rock, plagioclase-macrophyric. Igneous bedrock formed between 346.7 and 329 million years ago during the Carboniferous period.
  - Limestone Coal Formation - Sedimentary rock cycles, clackmannan group type. Sedimentary bedrock formed between 329 and 328 million years ago during the Carboniferous period.
- Superficial deposits:
  - Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
  - Peat - Peat. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

All works will operate on a like-for-like basis and remain restricted within the existing carriageway footprint. No excavations beyond the existing engineered footprint will be required as part of the works, and as such no soils will be impacted.

It has been determined that the proposed project will not have direct or indirect significant effects to local soils and therefore scoped out of further assessment.

Material assets and waste

Table 1 – Key Materials Required for Activities

Activity	Material Required	Origin/ Content
Site Construction	• Road surfacing (aggregate and binder) • HRA Surface Course • Bitumen • High friction surfacing • Siting/base material • Binder • Road paint • Concrete • Lubricant • Vehicle fuel • Oil	Material will come from a suitable source using as few virgin materials as possible. A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course. TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical stone mastic asphalt (SMA). All materials that can be, will be reused throughout the network.

Table 2 – Key Waste Arising from Activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Road planings • Studs	Any uncontaminated planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.

Noise and vibration

The works are located in a semi-rural setting of the M77 carriageway, between Rouken Glen and Malletsheugh, East Renfrewshire. The AADT for the scheme location in 2021 was 58,328 vehicles per day, with 7.01% HGVs.

There are numerous properties within 300m of the works. The closest residential properties are located on Patterton Range Gate, at 30m west, and Falcon Drive, Brodick Place, Priorwood Road, Priorwood Way, Kiloran Grove, Kiloran Place and May Court, which are located at 30m east. There is screening in the form of trees and hills.

There are non-residential noise receptors within 300m proximity: Premier Inn Newton Mearns Hotel is located at 100m east, Isobel Muir School is at 120m east and Mearnswood Nursery School is located at 30m east.

Surrounding noise sources include road traffic noise with intermittent noise from agricultural activities. Natural screening is provided through trees and small hills. The scheme does fall within Candidate Noise Management Area (CNMA) 81 as defined by the Glasgow Agglomeration Noise Action Plan.

Population and human health

Due to the motorway status, there are no provisions for pedestrians or cyclists, or bus stops adjacent to the carriageway. There is lighting present at the start of the scheme for approximately 1km.

There are three Core Paths located within 500m:

- Core Path (C147C) located 75m east of M77 carriageway;
- Core Path (ERC-B) located 180m west of the M77 carriageway at its closest point; and
- Core Path (ERC-C) which crosses underneath the M77 at NS 52344 55400 near scheme end.

There are numerous road accesses and egresses located within the scheme extents, giving access to the local road network.

Road drainage and the water environment

A desktop study using the SEPA Water Classification Map has highlighted the Capelrig/Auldhouse Burn is a river (ID: 10003) which crosses underneath the carriageway within the scheme extents at NS 52311 55962. It has been given the following classification:

- Overall status: Poor ecological potential
- Overall ecology: Poor
- Water quality: Moderate

SEPA Water Classification Map has also identified Brock Burn (source to A726 Road Bridge) as a river (ID: 10921) located 550m west and has been given the following classification:

- Overall status: Moderate ecological potential
- Overall ecology: Bad
- Water quality: Good

SEPA Water Classification Map has identified the Balgray Reservoir (ID:100299) at approximately 550m west of the carriageway. The Balgray Reservoir has been given the following classification:

- Overall status: Moderate
- Overall ecology: Moderate
- Water quality: High

Waulkmill Glen Reservoir, Littleton Reservoir and Ryat Linn Reservoir, all unclassified by SEPA, are connected and flow into the Balgray Reservoir. They are located approximately 180m, 700m and 420m west respectively. Brock Burn flows

into Waulkmill Glen Reservoir and Littleton Reservoir before connecting to Ryat Linn Reservoir.

The Darnley Mains Burn, unclassified by SEPA, is located at NS 53359 58844, 400m west of the scheme start. There are three unnamed and unclassified ponds in South Park Village at NS 53219 58915, NS 53249 58872 and NS 53373 58699 at 420m, 400m and 370m distance from scheme respectively.

There are two unnamed and unclassified ponds at NS 53047 57665 and NS 52664 56973 approximately 15m and 30m east from the carriageway respectively.

An unnamed and unclassified reservoir is located approximately 220m west from the carriageway at the scheme end.

The Indicative River & Coastal Flood Map by SEPA has highlighted there are areas of the SB carriageway at 0.1 to 0.5% risk of surface water flooding within the scheme extents. There is a 0.5% risk of river flooding on the carriageway from the Capelrig/Auldhouse Burn.

Drainage is provided through gullies.

Climate

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990).

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

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

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.

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 slight impact on local air quality levels.
- Dust generated during construction can negatively impact and cause nuisance to air quality receptors.
- TM may increase traffic levels and congestion in local environments which may result in a slight increase in associated vehicle emissions within the surrounding road networks and local areas.

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

Mitigation

All works will operate in accordance with current 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:

- Ensure all vehicles switch off engines when stationary; there will be no idling vehicles; and all fuel operated equipment is regularly serviced and is not generating excessive fumes.
- Works/plant use will be effectively managed to prevent dust creation. This will include, but will not be limited to, the dampening down of cutting activities.
- All plant and fuel-requiring equipment utilised during construction shall 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.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles will be minimised.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

Provided that best practice measures are followed, the proposed works will not have any direct or indirect significant effects on the local air quality. This results in a neutral residual effect.

Biodiversity

Impacts

- There is potential for protected species to be active within, or within proximity to, the works area which may be disturbed by the works.
- Misdirected site lighting could cause disturbance to any surrounding nocturnal species.
- Additional noise from construction activities could cause disturbance to any surrounding nocturnal species.
- There is potential for INNS to spread if works are not effectively controlled.

Construction effects on biodiversity will be localised, and the works are temporary and like-for-like in nature. As no vegetation cutbacks are required, it is unlikely there will be any significant effects on the surrounding biodiversity. While construction works may cause short-term disturbance to local biodiversity, this will be temporary and will not result in a permanent adverse impact.

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

Mitigation

- Site operatives will remain vigilant for the potential presence of protected species within the local area.
- In the event of observing a protected species on the live working site, all works will temporarily stop until the animal has moved on. The control room will be contacted for environmental record.
- In the unlikely event that a mammal hole is observed in or adjacent to the working area, then works will stop and the duty supervisor/Environmental Manager contacted.
- All temporary lighting will be directional and pointed away from sensitive ecological receptors (such as woodland) to minimise disturbance to nocturnal species.
- All plant, materials, vehicles, and personnel will be restricted to the carriageway. No works will occur within the grass verge.
- Noise mitigation measures as outlined in the Population and human health and noise and vibration sections will be adhered to during the works.

- Pollution prevention measures as outlined in the Road Drainage and the Water Environment section will be adhered to during the works.
- All site operatives will be briefed on the location of the INNS growth.
- Appropriate mitigation measures will be implemented on site to prevent the spread of invasive non-native species. The following measures will be adhered when working within proximity of invasive plants:
    - Works will not disturb locations of INNS to prevent spread. Operatives will keep a 7 metres distance from the INNS. Where appropriate visual barriers may be placed to indicate distance.
- Site operatives will be briefed using the following Amey briefings prior to works which will be provided within site documentation as included in the Initial Environmental Review (IER): Invasive Plants, Protected Species.

On the condition that best practice is adhered to, residual effects on local biodiversity is considered neutral as a result of the works.

It has been determined that the proposed project will not have direct or indirect significant effects on biodiversity.

Material assets and waste

Impacts

- The works will result in contribution to resource depletion through use of virgin materials.
- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- Greenhouse gas (GHG) emissions will be generated by material production and transporting to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

  Temporary impact during construction is considered negligible adverse.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion.
- Road planings generated will be recovered by a licenced contractor for reuse and/or recycling in accordance with the criteria stipulated within SEPA document ‘Guidance on the Production of Fully Recoverable Asphalt Road Planings.’

- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical stone mastic asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.
- Road sweeping waste will be treated at a licenced facility to separate useful materials such as stone/aggregate as far as reasonably practicable, recovering this waste and diverting it from landfill.

Residual effect after construction is considered neutral.

It has been determined that the proposed project will not have direct or indirect significant effects to the consumption of material assets or creation of waste.

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- Works will be undertaken during night-time programming. As such, any residential properties in proximity may experience a level of disturbance due to increase in baseline noise levels, including potential disruption to sleep.
- Non-residential properties in proximity (Premier Inn Newton Mearns Hotel) might operate during unsocial hours (10:00 PM to 6:00 AM) and require notification prior to commencement.
- Due to the night-time programming of the works, the majority of the non-residential sensitive properties in proximity (nurseries and schools) will be unlikely to experience disturbance due to daytime hours of operation of these facilities.
- There will be temporary adverse construction impacts due to noise/disruption, however, the scheme will improve safety and quality for road users in the long-term.

Mitigation

- Due to night-time programming, East Renfrewshire Environmental Health team have been notified in advance of the works.
- Residential properties in proximity of the works should be notified prior to commencement of the works. This notification should contain details of expected nature, timings and duration of the works, in addition to any access restrictions.

- 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.
- All engines will be switched off when stationary; there will be no idling vehicles/plant/machinery.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Soft start techniques will be employed on site to minimise noise disruption.
- The noisiest works will be scheduled for before 23:00.
- 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 which will be provided within site documentation as included in the Initial Environmental Review (IER).

With best practice mitigation measures in place the residual effect to noise and vibration is considered to be neutral. The proposed project will not have direct or indirect significant effects on noise and vibration.

Population and Human Health

Impacts

- TM will involve full overnight closures and diversions within the scheme extents. Closure may cause delays to road users of the M77 carriageway and could potentially increase traffic levels on surrounding local roads.
- TS2010 road surfacing is shown to have superior durability features compared to standard road surfacing mixes; thus preventing the need for reoccurring routine maintenance and associated levels of disruption.
- TS2010 road surfacing should improve the skid resistance of the carriageway.
- The impact is considered minor adverse during construction. They will be temporary for the duration of the works only.
- No further impacts are anticipated for Population and Human Health.

Mitigation

- Any closures/diversion routes and any proposed restrictions/travel time impacts will be advertised locally in advance of the works. Diversion routes will be clearly signed.
- Residential properties in proximity of the works will be notified prior to commencement of the works via letter drop. This notification should contain

details of expected nature, timings and duration of the works, in addition to any access restrictions.

- Noise mitigation measures as outlined in the Population and human health and noise and vibration sections will be adhered to during the works.

It has been determined that the proposed project will not have direct or indirect significant effects on population and human health provided that mitigation measures and best practice is followed, the residual effect on population and human health is deemed neutral.

There are not anticipated to be any permanent impacts on population and human health following the completion of works.

Road drainage and the water environment

Impacts

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the water environment.
- Road paint and thermoplastic is acutely toxic to any fish, plants and animal dependant on the watercourse.
- Should flooding occur, this may delay the scheduled works.

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

Mitigation

- Best practice, as detailed by SEPA Guidance for Pollution Prevention (GPPs), in particular GPP1, GPP2, GPP5, PPG6, GPP8 and GPP22, will always be followed onsite. This will ensure that any potential sediments / spills are not allowed to enter road drainage unchecked.
- 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, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers.
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.

- Debris and dust generated as a result of the works will be prevented from entering nearby watercourses and the road drainage system, via the use of drain covers or similar.
- 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.
- Weather reports will be monitored prior to and during all construction activities. In the event of an adverse weather/flooding event, all activities shall temporarily stop, and only reconvene when deemed safe to do so, and when run-off/drainage can be adequately controlled to prevent pollution.

The proposed project will not have direct or indirect significant effects on noise and vibration. Providing all works operate in accordance with site control measures and SEPA GPPs, the residual effect on road drainage and water environment is considered neutral.

Climate

Impacts

- GHGs will be emitted through the use of machinery, material production, 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 greenhouse gas emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions being emitted.
- Further actions and considerations for this scheme are detailed in the Material Assets and Waste section.
- To support the journey towards carbon neutral and zero waste potential opportunities for enhancement utilising circular economy principals within assessment of material assets will be included.
- Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from activities are recorded using Transport Scotland's Carbon Management System

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

Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the carriageway, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impacts on the environment.

If flooding should occur, there is potential for the works to be delayed.

Assessment cumulative effects

The Scottish Road Works Commissioner's Interactive Map does not highlight any other works in the area at the time of construction.

East Renfrewshire Council's Planning Alert Portal does not highlight any proposed developments or planning applications on the M77 carriageway within proximity to the scheme.

Amey's current programme of works has does not highlight any other works in the area at the time of construction.

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

The following environmental surveys / reviews have been undertaken:

- A design Initial Environmental Review of the scheme, undertaken by the Environmental and Sustainability Team at Amey in May 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 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 36,000m^2 (3.6ha) area of existing carriageway.
- Works will operate under night-time programming.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- Road planings will be fully recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- The design option (replacing the defective surfacing) conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location over approximately 20 years.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- 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).

Characteristics of potential impacts of the scheme:

- No significant residual effects are predicted. Disruption due to construction activities are temporary, localised and not expected to be significant and will be mitigated as far as is reasonably practicable.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The successful completion of the scheme will afford benefits to residential properties in proximity, due to improved condition and ride quality of the carriageway surface.

- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.
- No impacts on the environment are expected during the operational phase as a result of works.

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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