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Environmental Impact Assessment Record of Determination

M8 Junction 11 Eastbound plus Slip Road Exit

Contents

Project Details

Description

The works are required to repair structural defects that have been identified along the M8 carriageway near Cranhill. These repairs are being undertaken to improve the safety and quality of the road surface for road users.

Construction activities will entail various inlays (depths ranging from 35mm, 120mm and 260mm) over a stretch of 17,188m^2. Construction activities will consist of the following:

- Implementation of Traffic Management (TM);
- Milling out the existing material to the proposed treatment depth;
- Inlays using TS2010 surface course 10mm and AC binder and base if required;
- The individual layers will then be stacked on top of each other; and
- Removal of TM.

Machinery and plant (but not limited to) required will include:

- Roller wagon;
- Paver; and
- Planer.

The proposed construction is programmed to be completed within the 2023/2024 financial year (April 2023 to March 2024). It is expected that works are to be undertaken in February 2023 during night-time hours for approximately nine nights.

TM will consist of overnight road closure.

Location

The scheme is located within an urban area of the M8 carriageway near to Cranhill, Glasgow. The scheme is located at the following National Grid References (NGRs):

- Start: NS 64675 66037
- End: NS 65743 66164

Please see Figure 1: Scheme Location below:

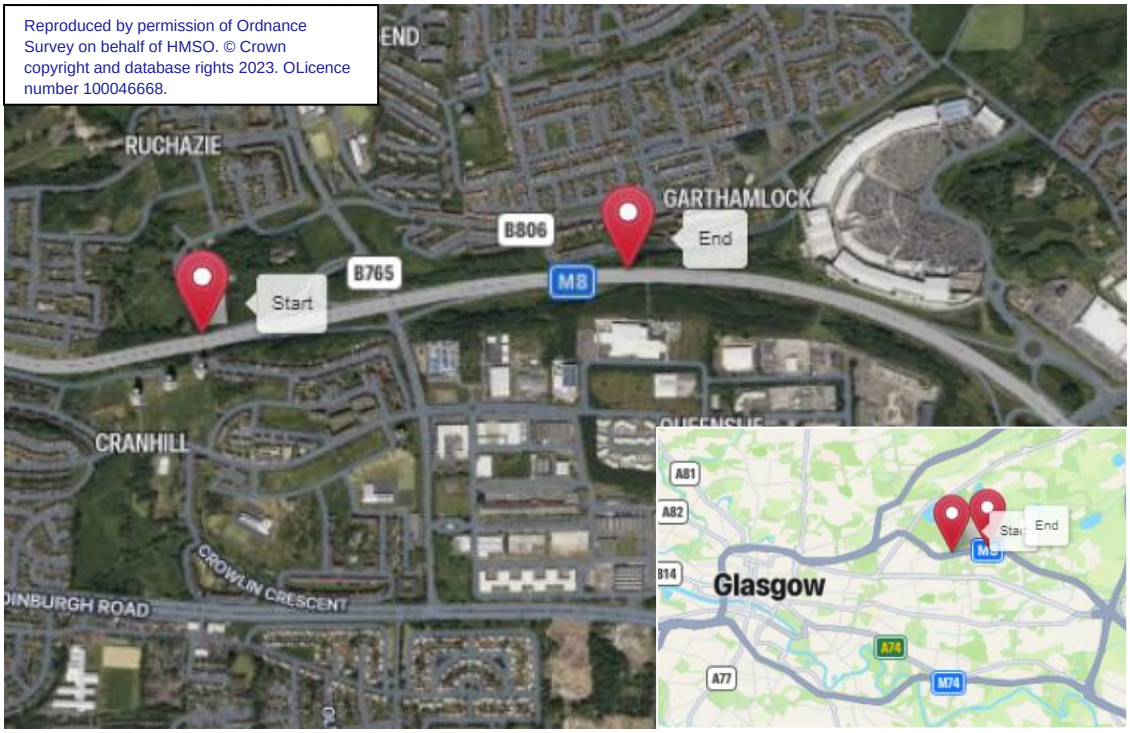

Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is located within Glasgow City Centre on the M8 J11 at Cranhill.

There are over 100 residential properties within 200m of the scheme, the closest being approximately 30m north of the scheme extents. Other important receptors to note within 200m include:

- Craigend Gardens Care Unit (approx. 150m north of the slip road exit); and
- Elmcroft Nursery School (approx. 185m north).

Baseline air quality levels are likely to be influenced by vehicles using the M8 carriageway, which connects Glasgow and Edinburgh. This is evident from the traffic figures from manual traffic counter (manual count point 1000) where the Annual Average Daily Flow (AADF) in 2022 for all vehicles on the M8 J11 was 77,096 with 4,871 of those being Heavy Good's Vehicles (HGVs).

Glasgow City Council has declared the following Air Quality Management Areas (AQMAs):

- Glasgow City AQMA (4.3km west); and
- Byres Road/Dumbarton Road AQMA (8.4km west)

The following Scottish Pollutant Release Inventory is located 360m from the site: Easter and Queenslie Recycling Centre waste and waste-water management facility.

Cultural heritage

A desktop study was undertaken using Pastmap which confirmed no designated cultural heritage assets are present within 300m of the scheme. The following non-designated cultural heritage assets were identified within 200m of the scheme:

- Monkland Canal, Glasgow, Canmore (Ref: 171663) (approx. 20m southeast on WB lane);
- Monkland Canal Pipeline, Canmore (Ref: 197810) (approx. 40m southwest);
- Monkland Canal Milncroft Bridge, Canmore (Ref: 171643) (approx. 40m southwest);
- Glasgow Cartloch Road, Works, Canmore (Ref: 198003) (approx. 45m north);
- M8 Monklands Motorway, Garthamlock, Coxton Place Footbridge Canmore (Ref: 184741) (approx. 48m east);

- M8 Monklands Motorway section between J11 and Achinlea Park Footbridge Canmore (scheme ref: 185740) (approx. 48m east);
- Glasgow Gartloch Road, Flats, Canmore (Ref: 198007) (approx. 50m north);
- Monkland Canal, Craigend Bridge, Glasgow, Canmore (Ref: 197822) (approx. 60m south);
- Glasgow Gartsheugh, Canmore (Ref: 44986) (approx. 75m north);
- Glasgow, Garthamlock, Canmore (Ref: 72483) (approx. 85m south);
- Flornshill, Canmore (Ref: 297077) (approx. 115m north);
- Glasgow, Cranhill, Longstone Road, Tower Blocks, Canmore (Ref: 293599) (approx. 120m southwest);
- Glasgow, Cranhill, Lamlash Crescent, Lamlash Primary School, Canmore (Ref: 249368) (approx. 165m south); and
- Auchinlea Park, Field Survey Area; Mines, Quarries, Cottages, Historic Environment Record (HER) (Ref: 686) (adjacent to the north, not within scheme extents).

The works are like-for-like in nature and will remain within the carriageway boundary and therefore any surrounding designations will not be impacted by the works. As a result, cultural heritage has been scoped out for further assessment.

Landscape and visual effects

The scheme is located within an urban area of Glasgow City Centre on the M8 J11 at Cranhill. Views from the road are made up of the trees either side and the surrounding buildings.

Scotland's Environment Map has not identified any Garden and Designed Landscapes, National Scenic Areas or woodland registered on the Ancient Woodland Inventory Scotland (AWIS) within 500m of the scheme.

The Scottish Landscape Character Type (LCT) Map notes the scheme is located within the Urban LCT which suggests the scheme is in a heavily built-up area with a large number of residential and industrial buildings surrounding the scheme.

The Historic Land Assessment (HLA) Map notes the scheme is located within land identified as motorway and major roads and is surrounded by land identified as urban area, recreation area and rough grazing.

As the works are minor and operating on a like-for-like basis and will be restricted to the existing carriageway boundary/bridge, no permanent changes to landscape features are predicted. Therefore, landscape and visual has been scoped out of further assessment.

Biodiversity

A desktop study has been undertaken using SiteLink resource which has not identified the presence of any designated European sites within 2km of the scheme extents. This resource has not identified the presence of national designations such as Sites of Special Scientific interest (SSSI) or Local Nature Reserves (LNR) within 1km of the scheme. No hydrological connectivity links the proposed scheme extents to any European or nationally designated sites.

Glasgow City Council has not declared any Tree Preservation Orders (TPOs) within the scheme extents.

The National Biodiversity Network (NBN) Atlas has noted the following Invasive Non-Native Species (INNS) within 1km of the scheme:

- Himalayan balsam (*Impatiens glandulifera*);
- Rhododendron (*Rhododendron ponticum*);
- Giant hogweed (*Heracleum mantegazzianum*); and
- Japanese knotweed (*Fallopia japonica*)

However, none have been noted present within the scheme extents.

Amey's Environmental Database and The Transport Scotland Asset Management Performance System (AMPS) database notes several cases of Japanese knotweed (*Fallopia japonica*) on the grass verge at the M8 J11 Slips and Giant hogweed (*Heracleum mantegazzianum*) on the grass verge approximately 230m southeast of the scheme extents.

The AMPS database also notes several records of the following injurious weeds:

- Creeping thistle (*Cirsium arvense*); and
- Common ragwort (*Senecio jacobaea*)

The scheme does not meet any of the criteria regarding the requirement for a Habitats Regulation Appraisal (HRA). In addition, the scheme activities and the surrounding habitat have been reviewed by a senior ecologist and as the works are of transient nature and contained within the carriageway boundary a site visit (Preliminary Ecological Walkover (PEW) or Preliminary Roost Assessment (PRA)) was not required.

Geology and soils

SiteLink has not identified any Geological Conservation Review Sites or SSSI's designated for their geological importance within 2km of the scheme.

Scotland's Soils Map does not have any soil data for the scheme extents.

The British Geology Viewer notes the geological features within the scheme extent are made up of:

- Bedrock geology:
  - Scottish Middle Coal Measures Formation - Sedimentary rock cycles, coal measure type.
  - Western Midland Valley Westphalian to Early Permian Sills – Olivine-microgabbro.
- Superficial deposits:
  - Lacustrine Deposits – Silt and clay.

The works will be restricted to the existing carriageway boundary and will have no impact on local land or soils. Therefore, geology and soils has been scoped out for 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); • Bitumen; • Road paint and studs; • Lubricant; • Vehicle fuel; and, • Oil.	TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical 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. A proportion of RAP is used in asphalt production. Typical RAP values for base and

Activity	Material Required	Origin/ Content
		binder are 10% - 15% with up to 10% in surface course.

Table 2: Key Waste Arising from Activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Road Planings • Removed iron/metal components. • No tar has been identified after coring	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 Production of Fully Recoverable Asphalt Road Planings'. Due to the cost of the scheme, a Site Waste Management Plan (SWMP) will not be required.

Noise and vibration

The scheme is located within Glasgow City Centre on the M8 J11 at Cranhill. There are over 100 residential properties within 300m of the scheme, the closest being approximately 30m north of the scheme extents. Other important receptors to note within 300m include:

- Craigend Gardens Care Unit (approx. 150m north of the slip road exit); and
- Elmcroft Nursery School (approx. 185m north)

Baseline noise levels are likely to be influenced by vehicles using the M8 carriageway, which connects Glasgow and Edinburgh. This is evident from the traffic figures from manual traffic counter (manual count point 1000) where the AADF in 2022 for all vehicles on the M8 J11 was 77,096 with 4,871 of those being HGVs.

There are some areas of trees in between the carriageway and the surrounding residential properties at a width of approximately 20m–60m which may act as screening; however, some areas are sparse and so are unlikely to reduce noise impacts.

The Start point of the scheme is just within Candidate Noise Management Area (CNMA) number 67 of Glasgow's Agglomeration.

Population and human health

A study area of 300m has been used for this assessment as the works are minimal and like-for-like and are unlikely to impact any receptors beyond 300m.

The surrounding residential properties can be accessed several ways, one of which is via the M8 J11 where works are to be undertaken.

There are no core paths within the scheme extent, however there are several within 300m. Core Path C70 runs over a footbridge over the M8 (approx. 20m west) and Core Path C82A (approx. 160m north) runs parallel to the M8 J11. Core Path C71A is approximately 225m south.

There are no National Cycling Network Routes or British Horse Society (BHS) horse riding routes within the scheme extent or within 300m of the scheme.

There is street lighting along the full scheme extent either side of the carriageway.

Road drainage and the water environment

A desktop study using the SEPA Water Classification Map has not identified any watercourses classified under the Water Framework Directive (WFD) within 500m of scheme extents. No other watercourses have been identified within 500m of the scheme.

The SEPA Flood Risk Map notes there is a large area of high-risk surface water across the scheme extents, (approx. 10%) risk of surface water flooding each year.

Drainage on the carriageway is via gullies which run along either side of the carriageway.

The scheme is not located within a Nitrate Vulnerable Zone as defined by the Scottish Government.

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_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.

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 levels.
- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

Mitigation

The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2023) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

The residual significance of effects is considered not significant and does not warrant any further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

Biodiversity

Impacts

- An increase in noise levels has the potential to disturb any protected species nearby.
- Misdirected site lighting could cause disturbance to any surrounding nocturnal species or protected species.

Mitigation

- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any watercourses, to minimise disturbance to nocturnal species.
- In the unlikely event that protected species is noticed on site, works will be temporarily suspended until the animal has moved on. Any sightings will be reported to the E&S Team.
- 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.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- No vehicles or plant will be permitted to enter the area of INNS (Japanese Knotweed), unless absolutely necessary. If this is required, the following will apply:
    - When a piece of plant or bucket from a vehicle has been operating within the area of INNS growth, it will be sufficiently cleared of soil prior to operating over any other area i.e. washed down while still overhanging the contaminated area.
    - Any tools or equipment that are used within this area will be sufficiently cleared of any soils prior to being removed. All cleared material will be suitably collected and deposited back into the contaminated area.
    - Any soils or wash water that inadvertently exit the verge will be collected and deposited back within the confines of the contaminated section of verge.
    - Care will be taken to ensure that wash water and cleared materials from PPE/equipment is appropriately contained and placed back within the contaminated area.
    - Care will be taken not to tread or track soils onto the carriageway surface, as this will increase the risk of invasive non-native species spread.
    - Movements of operatives within areas near INNS will be kept to a minimum. Before leaving one of these areas, operatives will ensure that all Personal

Protective Equipment (PPE), tools and plant are sufficiently cleaned and free of soil. This will ensure that no soils contaminated with an invasive non-native species are inadvertently taken off site, causing their spread.

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on local biodiversity is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

Impacts

- 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.
- 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.
- Greenhouse Gas (GHG) emissions will be generated by material production and transporting to and from site.
- No tar has been identified after coring.
- All materials that can be, will be reused throughout the network.

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 and associated emissions.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.

- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys.
- Where possible all materials will be separated into different waste streams and reused throughout the network, if not possible they will be recycled locally.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay.

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.

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.
- Noise heavy works are required during night-time hours, which could cause disturbance for the nearby amenity users.
- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.
- The works have the potential to impact the CNMA of the Glasgow Agglomeration.

Mitigation

- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- ‘Soft start’ techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The Amey Noise & Vibration briefing will be delivered to all site operatives before works start.
- Due to night-time programming Glasgow City Council have been notified of the works.
- Due to the short-term duration of the works and with mitigation measures in place, it is unlikely there will be any impacts on the CNMA of the Glasgow Agglomeration.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

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

Population and human health

Impacts

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- The works will be contained within the carriageway boundary and will not affect access, egress and the general use of the core paths identified within 300m of the scheme.
- Access to residential properties will not be impacted by the works.
- There will be no impact on land take from private land and/or community facilities as a result of the scheme as all works will be contained within the carriageway boundary.
- The works will improve the quality of the road and therefore will benefit road users.

Mitigation

- 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.
- The TM will be monitored to ensure it is effectively managing traffic flow.

With best practice mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant.

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

Road drainage and the water environment

Impacts

- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems if not controlled, which may negatively affect the distant water environment.

- In the event flooding should occur, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.

Mitigation

- 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 Amey control room will be contacted if any pollution incidences occur.
- 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.
- Prior to works commencing, all operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (particularly GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22).

Providing all works operate in accordance with current best practice, as demonstrated by the SEPA's GPPs, the residual effect on Road Drainage and the Water Environment is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- GHG emissions will be 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 on when not in use to minimise and prevent unnecessary emissions being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

It has been determined that the proposed project 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 resurfacing of the carriageway, 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 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 ongoing works during the proposed timescale and at the location of the proposed works.

Amey's current programme of works has not highlighted any works within the scheme extents.

Glasgow 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.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area.

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 (IER) of the scheme, undertaken by the Environment and Sustainability (E&S) Team at Amey in November 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:

<u>Characteristics of the scheme:</u>

- Construction activities are restricted to the approximate 17,188m^2 area of existing carriageway.
- No impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.
- The works will be temporary and localised and completed during night-time hours.

- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- 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.

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:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.

References of supporting documentation

- An IER has been undertaken by Amey E&S Team.

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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