



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A96 Conglass

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Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A96 carriageway (northbound and southbound) to the north of Inverurie, Aberdeenshire.

Construction work will involve the milling and replacement of the surface of the northbound and southbound carriageways, which is approximately 9.5m wide. The treatment will involve an inlay treatment of TS2010 (Site class 1 and site class 3) surface course. AC20 binder and AC32 base will also be used in this scheme. Road marking and studs will also be reapplied as necessary. Additional work will also be conducted on the filter drain to replace the material.

The proposed scheme will entail the following general construction activities:

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

Equipment/plant required includes:

- Road planning machinery
- Road sweepers
- Road Pavers
- JCB tractor
- Haulage lorries

The proposed works are due to commence on 27th August 2023, delivered over subsequent weekend closures with a night convoy and daytime lane closures during the week to allow material cooling and other works. Duration of the works is expected to be 12 days.

Location

The proposed scheme is located along a semi-rural section of the A96 carriageway, north of the town Inverurie, Aberdeenshire, as shown in Figure 2. The approximate National Grid References (NGRs) are as follows:

- Scheme start: NJ 76084 21623
- Scheme end: NJ 74580 23122

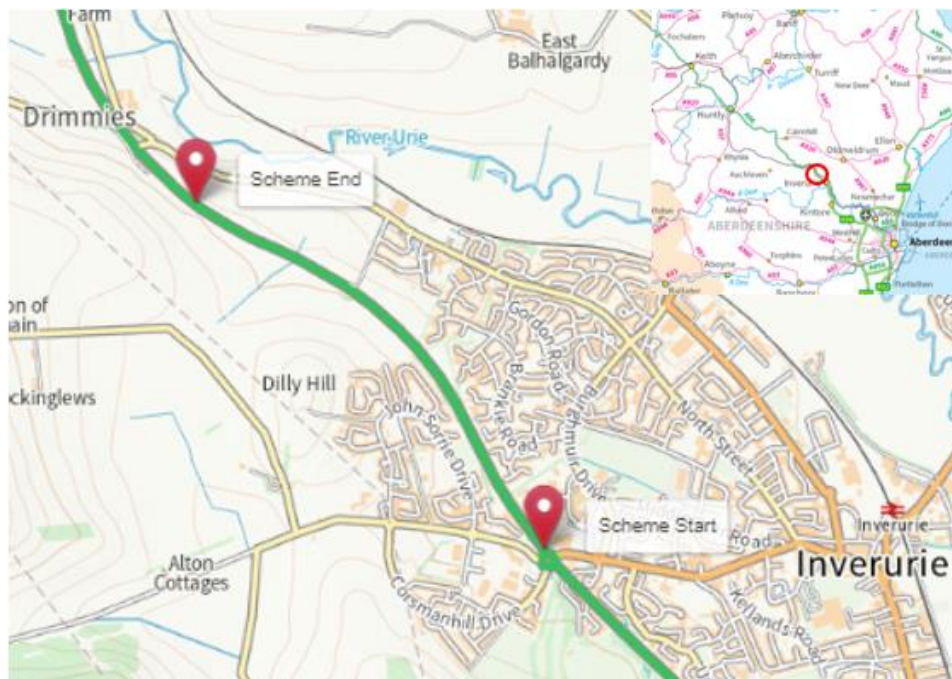


Figure 1: Proposed scheme start and end.

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Description of local environment

Air quality

The scheme is located within a semi-rural area of Aberdeenshire, north of the town of Inverurie. Aberdeenshire Council has not declared any [Air Quality Management Areas](#) (AQMAs). Sources of air pollution are from the road traffic.

Multiple residential properties (approximately 200) are located within 300m of the scheme extents, with the majority of the scheme surrounded by residential/urban areas. The closest property is 40m from the scheme extents and there is a level of screening (tree lines) between the carriageway and the properties.

Multiple businesses (approximately 50) are located within 300m of the proposed scheme but three sensitive receptors to note are:

- Busy Bees Nursery - 130m northeast
- Stepping Stones Nursery - 270m northeast
- Strathburn hotel and restaurant - 295m east
- Police Scotland- 100m southeast

No traffic data is available within the proposed schemes extents, with the closest point ([manual count point 80024](#)) located 950m southeast along the A96. In 2021 the Annual Average Daily Flow (AADF) for all vehicles along the A96 for this site was 9,659, with 6% of these vehicles being heavy goods vehicles (HGVs).

Cultural heritage

A desktop study using the [Pastmap](#) resource has found no statutory cultural heritage designations within 300m of the proposed scheme. The study has identified nine Canmore's within 100m of the proposed scheme, with the closest being 25m from the proposed scheme extents. These are listed below.

- Inverurie, Blackhall Road, Police Station. Reference: 339933- 100m southeast
- Inverurie, Blackhall Industrial Estate, Burghmuir Place, Ghillie and Glen Ltd
- Reference: 274164- 100m northeast
- Morningside Cottage. Reference: 185263- 10m east
- Highfield ring ditch. Reference: 144762- 65m north
- Normandykes - Fochabers- Roman Road. Reference: 370647- 20m south
- Conglas building. Reference: 185258 - 25m south
- Conglas - Axehead. Reference: 18976- 76m northeast
- Normandykes – Fochabers, Roman road. Reference: 173647- 70m northeast
- Drimmies, Rubbing Stone. Reference: 185211 - 32m southwest

Landscape and visual effects

The surrounding landscape has been classified as rectilinear fields/farms and urban areas using the [HLA Map Resource](#).

A desktop study using [PastMap](#) online interactive map has not highlighted any gardens and designed landscapes within 500m of the scheme extents.

To carry out the filter drain replacement some encroachment onto the verge may occur and all work will be approached from the carriageway side and no works will be undertaken beyond the filter drain. Therefore, as the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are

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

Biodiversity

The proposed scheme is along a semi-rural section of the A96, with approximately 40% of the scheme surrounded by rectilinear fields/farms whilst 60% is surrounded by residential/urban areas.

A desktop study using [Nature Scot's Sitelink](#) online interactive map has highlighted no European designated sites or non-statutory designated sites within 2km of the proposed scheme.

The Transport Scotland Asset Management Performance System (AMPS) has highlighted the presence of Rosebay willowherb approximately 200m Southwest from the proposed scheme along the A96.

[The National Biodiversity Network's \(NBN\) Atlas Scotland website](#) has not highlighted any records of Invasive Non-Native Species (INNS) within the scheme extents.

Using [Scotland's Environment Web](#) a cluster of trees with preservation orders were identified 160m southeast of the proposed scheme start.

Geology and soils

No Geological Conservation Review Sites or Sites of Special Scientific Interest (SSSIs) are present within 2km of the site extents.

A desktop study was undertaken using [Britain's Geology Viewer](#) and [Scotland's Soils Map](#). Baseline conditions for geology and soil in the area are detailed below.

Bedrock Geology

- Aberdeen Formation - Interlayered psammite and semipelite, with subsidiary pelite and sporadic minor calcareous horizons.
- Unnamed metamorphosed igneous rocks

Superficial geology

- Banchory Till Formation - Diamicton. Gravelly and sandy diamicton composed principally of decomposed Neoproterozoic metamorphic rocks and Caledonian igneous rocks.

Soil

- Mineral gleys
- Brown soils
- The land surrounding the proposed scheme has a land capability score for agriculture class of 3.1, denoting that the land can produce a narrow array of crops with high yields or a wider array of crops with moderate yields.

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

Table 1: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • TS2010 • AC20 bituminous binder • AC32 bituminous base • Road paint • Vehicle fuel • Filter stone 	<ul style="list-style-type: none"> • 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. • 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. • Site Construction Filter Stone Filter stone may contain a percentage of

Activity	Material Required	Origin/ Content
		recycled content from previous schemes.

Table 2: Key waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Road surfacing (aggregate and binder) • Bitumen • Road paint and studs • Lubricant • Vehicle fuel • Oil • Road planings • Silted filter stone 	<p>Coal tar was not detected in any of the 24 core samples that were analysed. 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.'</p> <p>The Contractor is responsible for the disposal of road planings, and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.</p> <p>Filter stone may contain a percentage of recycled content from previous schemes.</p> <p>This scheme will require a site waste management plan.</p>

Noise and vibration

The noise sensitive receptors within 300m are residential properties and businesses within the immediate vicinity of the carriageway. There are over 200 residential

properties within 300m of the scheme. Multiple businesses (approximately 50) are also located within 300m of the proposed scheme but three sensitive receptors to note are:

- Busy Bees Nursery - 130m Northeast
- Stepping Stones Nursery - 270m Northeast
- Strathburn hotel and restaurant - 295m East

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

No traffic data is available within the proposed schemes extents, the closest point ([manual count point 80024](#)) is located 950m Southeast along the A96. In 2021 the AADF for all vehicles along the A96 (Site 80024) was 9659, with 6% of these vehicles being HGVs.

Baseline noise is likely to be influenced by vehicle traffic from the A96 carriageway and nearby agricultural/industrial activities (with potential for urban activities to influence baseline noise levels toward the southern extent of the scheme).

Using Scotland's Noise Map [modelled noise levels](#) during the daytime (Lden) show levels of ranging from 70-<75dB within the immediate vicinity of the carriageway and 60-<70dB within 80m of the carriageway. Modelled night-time noise levels (Lden) show levels of approx. 60-<65 within the immediate vicinity of the carriageway and levels of approx. 55-<60dB within 80m.

Population and human health

There are over 200 residential properties and multiple businesses (approximately 50) within 300m of the scheme. There are no roads which are sole access points within the scheme extents.

Through [Aberdeenshire's Core Paths Map](#), three core paths have been identified within 500m of the proposed scheme:

- ID: 17494 - passes under the proposed scheme via an underpass.
- ID: 16199 - 260m West.
- ID: 3855 - 120m South.

There are no cycle paths within the scheme extents.

Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA's) Water Environment Hub has identified one watercourse classified under the Water Framework Directive (WFD) within 500m of the proposed scheme. The River Urie (site ID: 23283) runs parallel to the scheme extents at 210m, which has a water quality classification of good.

Other watercourses include the Strath Burn located 370m northeast of the proposed scheme extents and there are several unidentified small burns along the A96 however, these watercourses are unclassified under the WFD.

Using [SEPA's Flood Maps](#) it has been identified that there are sections throughout the proposed scheme that are vulnerable to surface flooding (high likelihood (greater than 10%) that surface flooding occurs).

It is determined using SEPA's water classification map that the groundwater, Inverurie (Site ID: 150685), in this area is good.

The current drainage system is filter drains which runs along both sides of the road.

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 initially included a target of reducing CO₂ 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 (GHG) 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 NE 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 – North East.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- Onsite construction activities carry the potential to generate emissions, particulate matter and dust that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.

The impacts identified will be a temporary for the duration of the works only and therefore no change is predicted on 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 Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme should 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 to minimise emissions.
- 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 remain.

No significant effects are predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality, no further assessment is required.

Cultural Heritage

Impacts:

- The resurfacing and filter drain replacement will be in close proximity to the Canmore's but will not directly impact them as works are within a pre-existing carriageway structure.

- Any work out with the existing highway boundary has the potential to encounter unrecorded buried archaeology. The works will however be restricted to the existing highway boundary.

Mitigation

- If the scope of works or the location of the works change, the E&S Team will be notified to undertake another cultural heritage assessment.
- Works, including the storage of materials, plant and machinery, will remain within the scheme extents at all times.
- Should works encounter any materials of archaeological interest (i.e. discoloured soils or material finds such as ceramics or bone) works will cease and the Amey E&S Team will be contacted.
- Operatives will be informed of the designated cultural heritage sites within 100m of the scheme.

No significant effects are predicted on cultural heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Biodiversity

Impacts

- Due to the night-time programming, site lighting and noise could temporarily disturb any surrounding nocturnal species.
- The risk of spread of invasive species is considered to be low as Rosebay willowherb was located outside the proposed scheme extents and no works are due to be taking place outside the carriageway boundary.
- There is potential for protected species to be active within the local surrounding area which may be disturbed by the works.

Mitigation

- If any protected species are seen on site, all work will be temporarily stopped until the animal has moved out of the construction zone and its respected buffer zone. All sightings will be reported to the E&S Team and an ecologist will assess the situation before any work is to continue. The Amey control room will be contacted for the environmental record.
- Where possible all temporary lighting will be positioned away from sensitive ecological receptors in an aim to reduce any disturbance to nocturnal species.

- Storage of plant, machinery, vehicles, and equipment will be restricted to the boundaries of the carriageway. No storage of plant, machinery, vehicles, and equipment will be undertaken on the grass verges.
- To carry out the filter drain replacement some encroachment onto the verge may occur and all work will be approached from the carriageway side and not be undertaken beyond the filter drain.
- If INNS are discovered within the scheme extents and could potentially be impacted by the works, the work will cease, and the Amey E&S team will be notified.
- As part of the NMC contract, Amey, on behalf of Transport Scotland, have been asked to keep a record of various target species, including Rosebay willowherb which was found 200m southwest of the proposed scheme. The site team will be advised of the location of the species, however as the Rosebay Willow Herb was located outside the proposed scheme extents and as no works are due to be taking place outside the highway boundary the risk of spreading this species is seen a low.

With mitigation measures in place, no significant effects are predicted on biodiversity. 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.
- The use of TS2010 will reduce the use of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

Mitigation

- Removed filter drain material will be taken off site and processed for recycling and reused on other schemes where appropriate.
- All waste will be stored in secure containers and segregated into different waste streams.
- All waste will be transported by suitable licenced contractor and will be accompanied by a correctly completed waste transfer note (WTN). Waste will only be disposed of at suitably licenced waste management site.

- If any road planings are found to be contaminated with coal tar the waste will be classed as special waste and will be removed to a licenced facility.
- 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.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated GHG emissions on climate change.

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. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

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 residential properties will benefit from improved road surfacing because of the scheme.
- Noise heavy works will likely be required during night-time hours, which could disturb sensitive receptors within 300m of the proposed scheme.

Mitigation

- Due to night-time programming, the Amey E&S team will contact Aberdeenshire Council's Environmental Health Team prior to the commencement of the works.
- No plant, vehicles or machinery will be left idling when not in use.
- The drop height of materials will be minimised.
- Plant and vehicles will be started sequentially to minimise noise disturbance.
- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers and regularly maintained.
- Due to night-time programming, properties affected by the scheme will be notified in advance of the works. Pre-notification will include details of proposed timings,

duration of the works and will also include a 24hr contact number should members of the public wish to contact the Amey control centre in relation to the scheme.

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

Population and human health

Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties with views of the works, and for the sensitive receptors.
- Core path 17494 which runs under the A96 via an underpass will be open to the public throughout 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.
- TM will likely cause traffic delays and increase congestion which may lead to longer journey times. Impacts will be temporary during the construction phase only.

Mitigation

- Clear signage of lane closures will be clear and visible to the public.
- Site lighting will be directed away from residential properties.
- TM arrangements and any expected travel delays will be publicised within the local and wider area.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.

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

Road drainage and the water environment

Impacts

- There is a risk that debris and runoff from the works could enter surface water and ground water if it is not controlled effectively.

- In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having an adverse 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 surrounding water environment.
- Should flooding occur, this may delay the scheduled works.

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.
- 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.
- The Amey control room will be contacted if any pollution incidences occur to initiate spillage response procedures.
- 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 and adhere to SEPA's [Guidance for Pollution Prevention documents \(GPP\)](#) (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 SEPA's GPPs, no significant effects are predicted on the water environment. 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.

With best practice mitigation measures in place, no significant effects are predicted on climate. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the carriageway surface and adjacent filter drain, 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.

[Aberdeenshire Council's planning portal](#) does not highlight any proposed developments or planning applications on the A96 carriageway within proximity to the scheme.

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

No other nearby schemes which may result in a combined effect on nearby receptors have been identified.

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

Assessments of the environmental effects

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

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey 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 have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- Construction activities are restricted to the approximate 19,950m² (1.995ha) area of existing carriageway.
- 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 carriageway surfacing and adjacent filter drain, 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 carriageway users and 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.

Location of the scheme:

- The scheme will be confined within the existing highway 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:

- 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.
- Pollution prevention measures will be implemented.
- The waste hierarchy will be adhered to.

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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