



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M90 Dron to Balmanno Hill SB

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Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the M90 carriageway (southbound) between Dron and Balmanno Hill, Perthshire. The carriageway is presenting signs of continual deterioration with signs of crazing, cracking, potholes and fretting throughout the scheme extents. Addressing these defects will provide an extended pavement life and will improve road safety and ride quality.

Construction activities will involve the implementation of Traffic Management (TM) followed by the following construction activities:

- Milling of carriageway to agreed depths;
- Resurfacing of the carriageway to the existing road levels using TS2010 10mm aggregate (Site Class 1 & 3) and AC20 binder;
- Reinstatement of road markings, linings and studs; and
- Removal of TM.

These works will require the following materials and plant/machinery/vehicles:

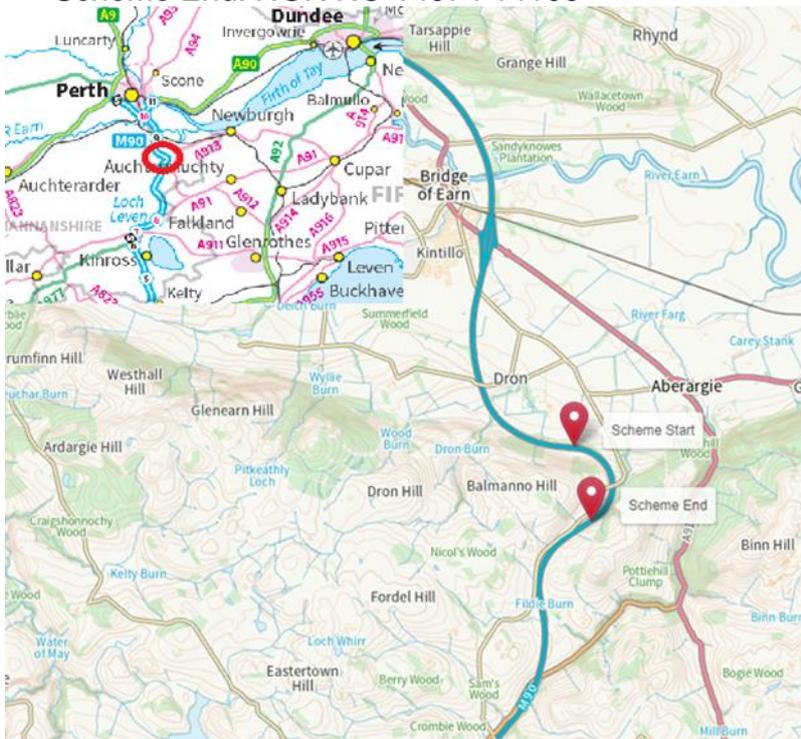
- Planer;
- Paver;
- Roller(s);
- 3CX JCBs;
- Bond Coat Truck; and
- Wagons.

The proposed construction is programmed to be completed within 2023/2024 financial year with the duration approximately 10 days with works programmed during night-time hours. TM for the scheme will include a contraflow system for the duration of the works and the total area of works is estimated to be approx. 11,000m².

Location

The scheme is located in a rural area of Perth and Kinross on the southbound (SB) M90 carriageway between Dron and Balmanno Hill. The National Grid References (NGR) of the scheme are detailed below, while the scheme location is illustrated in Figure 1:

- Scheme Start: NGR NO 14764 15025
- Scheme End: NGR NO 14974 14105



Description of local environment

Air quality

The scheme is located within a rural section of the M90 carriageway between the residential area of Dron and Balmanno Hill, Perthshire. The scheme is surrounded by plantation woodland and agricultural land. No properties or non-residential air quality sensitive receptors are present within 300m of the scheme extents.

With regard to potential sources of air pollution, the main contributors to this surrounding the scheme extents will be generated from traffic on the M90 carriageway and agricultural activities.

Perth & Kinross Council has declared two [Air Quality Management Areas](#) (AQMA); Perth City and Crieff High Street. Perth City AQMA is declared for its levels of particulate matter of a diameter less than 10 micrometres (PM₁₀) and nitrogen dioxide (NO₂) and is located approx. 5km north of the scheme extents. Crieff High Street AQMA is declared for its levels of PM₁₀ and NO₂ and is located approx. 27km west of the scheme extents.

In 2021, this section of carriageway ([count point 20813](#)) had an Annual Average Daily Flow (AADF) of 23,265 vehicles, with 2,509 of these being Heavy Goods Vehicles (HGVs).

There are no sites registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) within 1km of the scheme extents. The closest site registered on the SPRI is located approx. 2.3km east of the scheme extents at the Binn Ecopark.

Cultural heritage

A desktop study using the [PastMap](#) resource has not identified any statutory designated culturally significant assets (such as listed buildings, scheduled monuments etc.) within 300m of the scheme extents.

The PastMap resource has identified the presence of the following non-statutory culturally significant features within 100m of the scheme extents:

- Kilnockie Viaduct – Historic Environment Record (HER) (Ref.: MPK8418) located within the scheme extents; and
- Kilnockie Viaduct / Kilnockie Railway Viaduct - HER (Ref.: MPK11494) located approx. 60m north of the scheme extents.

Landscape and visual effects

The surrounding landscape has been classified as rectilinear fields and farms and plantation woodland using the [HLA Map](#). The Pottiehill Wood (present to the east approx. 30m from the carriageway) is classified as Ancient Woodland within [NatureScot's Ancient Woodland Inventory \(AWI\)](#). The carriageway is separated from the aforementioned areas of woodland and scrub via patches of low-lying vegetation. No trees within 300m of the scheme extents are currently under a Tree Protection Order (TPO).

NatureScot's Landscape Character Type mapping resource has indicated the landscape character present within the scheme extents to be that of 'Lowland Hill Ranges.'

A desktop study using [PastMap](#) online interactive map has not identified any areas designated for their landscape quality within 300m of the scheme extents.

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

The works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Biodiversity

The area surrounding the carriageway consists of areas of woodland and scrub with a mixture of semi-mature and mature trees present. Areas of dense mature plantation woodland are present to the west of the carriageway at the schemes northern extent and to the east of the carriageway at the schemes southern extent. The Pottiehill Wood (present to the east approx. 30m from the carriageway) is classified as Ancient Woodland within [NatureScot's Ancient Woodland Inventory \(AWI\)](#).

A desktop survey using [NatureScot's Sitelink Interactive mapping system](#) has not identified any designated European sites or ecologically significant sites (such as Special Areas of Conservation (SAC), Special Protection Areas (SPA), Ramsar, Sites of Special Scientific Interest (SSSIs) or Local/National Nature Reserves) within 2km of the scheme extents.

The [National Biodiversity Network \(NBN\) Atlas](#) mapping system has not identified the presence of Invasive Non-Native Species (INNS) within the scheme extents. However, Japanese knotweed (*Fallopia japonica*), Giant hogweed (*Heracleum mantegazzianum*), Himalayan balsam (*Impatiens glandulifera*) and Rhododendron (*Rhododendron ponticum*) have all been identified within 1km of the scheme extents. The Amey north east Network Management Contract (NMC) Invasive Species Map resource has identified the presence of Rosebay willowherb (*Chamerion angustifolium*) and Common ragwort (*Senecio jacobaea*) within the verges adjacent to the scheme extent.

Due to the nature of the scheme, combined with the transient nature of the works and the requirement of the works to be contained within the carriageway, an ecological site survey has not been deemed as a requirement for this scheme.

Geology and soils

[The National Soil Map of Scotland](#) lists the soils surrounding the scheme extents as brown earth.

A desktop study using [NatureScot Sitelink](#) has not identified any Geological Conservation Review Sites (GCRS) or SSSI's designated for their geological features within 2km of the scheme extents.

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

Bedrock Geology

Scone Sandstone Formation – Sandstone: This is sedimentary bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.

Superficial Deposits

Till, Devensian - Diamicton: this is sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the project does not carry the potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated and geology and soils 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"> • Bituminous surfacing materials (TS2010 binder/base); • Vehicle fuel; • Road marking materials and studs; • Oil; and • Lubricant. 	<p>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.</p> <p>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.</p>

Table 2: Key waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<p>Road planings (inert bituminous materials); and</p> <p>Remove iron/metal/plastic components.</p>	<p>Uncontaminated road planings generated as a result of the works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully</p>

Activity	Waste Arising	Disposal/ Regulation
		<p>Recoverable Asphalt Road Planings.’</p> <p>Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent.</p> <p>Due to the general size, nature and cost of the scheme, a Site Waste Management Plan (SWMP) will be required.</p>

Noise and vibration

In 2021, this section of carriageway ([count point 20813](#)) had an AADF of 23,265 vehicles, with 2,509 of these being HGVs.

Baseline noise levels are likely to be influenced by vehicle traffic from the M90 carriageway and agricultural activities. A desktop study has not identified any residential or non-residential noise sensitive receptors present within 300m of the scheme extents. [Modelled day-time noise levels](#) (Lden) show levels of approx. 65-80dB within 120m of the carriageway extents and levels of 60-65dB within 250m. [Modelled night-time noise levels](#) (Lden) show levels of approx. 55-75dB within 120m of the carriageway and levels of approx. 50-55dB within 250m. The M90 carriageway between Dron and Balmanno Hill does not fall within a [Candidate Noise Management Area \(CNMA\)](#).

Population and human health

[Scotland’s Historic Land Use Mapping system](#) classifies the land surrounding this section of the M90 carriageway as a mixture of plantation woodland, managed woodland, rectilinear farms and fields and rough grazing.

A desktop study has not identified any [Perth & Kinross Council Core Paths](#) within 300m of the scheme extents. No pedestrian footpaths are present running parallel to the scheme extents. However, a single carriageway road (untitled) is present running adjacent to the M90 carriageway at the schemes southern extent. This

carriageway crosses over the M90 carriageway via an overbridge at NO 15228 14544. The single carriageway is part of the [National Cycle Network](#) route 775.

The M90 carriageway is unlit, contains no crossover points, no bus stops and no laybys within the scheme extents. No access/egress roads are present within the scheme extents.

Road drainage and the water environment

[SEPA's Water Classification Hub](#) has not identified any classified watercourses within 500m of the scheme extents. However, the Baiglie Burn (currently unclassified under the Water Framework Directive (WFD)) flows beneath the M90 carriageway within the scheme extents. Multiple unclassified field drains are also present in the fields running parallel to the M90 carriageway between Dron and Balmanno Hill.

[SEPA's Flood Mapping resource](#) has not indicated any areas of the M90 carriageway between Dron and Balmanno Hill that are susceptible to surface or river water flooding.

A desktop study has identified the drainage assets present within the scheme extents as a mixture of filter drainage and top-entry gullies.

The scheme does not fall within the [Scottish Government's defined Nitrate Vulnerable Zones](#).

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 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 NE 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

- On site construction activities such as milling and planing carry a potential to produce airborne particulate matter and generate emissions that may lead to a temporary decrease in local air quality.
- TM may result in a slight increase in associated vehicle emissions within the surrounding road network and local areas, which may cause a temporary decrease in local air quality.
- The Perth City AQMA and Crieff High Street AQMA will not be impacted by this scheme due to the distance from the scheme extents.
- The Binn Ecopark identified on the SPRI will not be exacerbated or impacted by this scheme due to the distance from the scheme extents and the temporary transient nature of the works.

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) will be followed:
 - When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
 - Drop heights into haulage vehicles and onto conveyors will be minimised where practicable.
 - Planing operations will be wetted to reduce dust arising.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.

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

- Works will be contained within the carriageway boundary and already engineered ground and therefore will not adversely impact the HER sites.
- No impacts are anticipated on undiscovered or unknown features due to the scheme being contained within the current carriageway boundary.

Mitigation

- Should the nature of the works change, or additional excavation works be required, the Amey E&S team will be contacted prior to works commencing.
- 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.
- All site operatives will be informed of the locations of the known designated cultural heritage assets.
- No materials or wastes will be stored within any undesignated cultural heritage assets (such as HERs or Conservation Areas) where possible.
- Works and storage of plant/machinery/vehicles will be contained within the carriageway boundary at all times throughout the scheme.

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

Biodiversity

Impacts

- During night-time programming, misdirected site lighting and additional noise from construction activities could cause temporary disturbance to any surrounding nocturnal species.
- There is potential for protected species to be active within the surrounding area and for the works to result in disturbance to these species.
- The Pottiehill Ancient Woodland will not be impacted by the scheme due to the general unintrusive (contained within the carriageway boundary) and temporary nature of the works and the distance of the works from the site.
- It is unlikely that INNS will be present within the scheme extents and therefore, it is unlikely that INNS will impact the scheme.

Mitigation

- In the event that protected species are sighted on site, works will temporarily be suspended until the animal has moved on. The protected species will not be approached and any sightings will be reported to the Amey E&S Team.
- All temporary lighting will be directional and pointed away from sensitive ecological receptors to minimise disturbance to nocturnal species.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundary of the carriageway.
- Amey's environmental briefings on protected species will be delivered to operatives prior to the start of construction.
- Noise mitigation measures as outlined in the Noise and Vibration section will be adhered to during the works.
- Works will not cause the spread of Common ragwort and Rosebay willowherb, if works are likely to result in the spread of this species through disturbance, the works will cease and the Amey E&S team will be contacted.

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.
- GHG emissions will be generated by material production and transportation to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

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.
- It is Amey policy to reuse or recycle as much waste material as possible. Where recycling is not feasible, waste material will be removed to a licenced waste facility.
- Where possible, different waste streams will be separated at the source.
- Waste will be stored in suitable containers and covered.
- A SWMP will be prepared to include details on the quantity and type of waste produced, details of how the waste produced will be minimised, details of how materials unsuitable for reuse, recycling or recovery will be disposed of, a comparison against the Scottish Government's targets for waste reduction and recycling and details of compliance with waste duty of care legislation.

Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As such, road planings generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document '[Guidance on the Production of Fully Recoverable Asphalt Road Planings](#)' where possible.

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

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby local amenity users will benefit from improved road surfacing as a result of the scheme.
- Noise heavy works will likely be required during night-time hours, which could cause disturbance for nearby sensitive receptors.

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.

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 and no further assessment is required.

Population and human health

Impacts

- TM for the works will involve a contraflow system. This will likely result in temporary delays and longer journey times for road users and local residents.
- National Cycle Network route 775 will be unaffected by the scheme due to the route travelling above (and not through or alongside) the scheme extents.
- There will be no impact on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary. No access roads or paths will be impacted by the scheme.

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.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

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

- If not adequately controlled, debris and runoff from the works could enter the surrounding surface water environment. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage system, thus 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 surrounding water environment.
- There is potential for the Baiglie Burn watercourse flowing beneath the carriageway to be impacted by the scheme.

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 both during and following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This will 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 (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted frequently, especially during heavy rainfall and wind.
- Weather reports will be monitored prior to 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.
- All operatives working on site will be informed of the location of the Baiglie Burn watercourse prior to works commencing.
- All storage of materials/fuel and any refuelling activities will be more than 10m away from any drainage inlet at all times and placed on a hardstanding surface.
- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- Bunds will be provided around drums up to 205 litres with 25% of their capacity.
- Bunds will be provided around bulk storage to a capacity of 110% of the stored fuel/oil.
- All operatives will be briefed on [SEPA's Guidance for Pollution Prevention \(GPP\)](#) documents, namely, 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 distance 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, the residual significance of effect on climate is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

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

It has been determined that the project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment cumulative effects

The [Scottish Road Works Commissioner's](#) Interactive Map has not highlighted any works during the proposed timescale and at the location of the works.

[Perth & Kinross's Planning Portal](#) has not highlighted any relevant proposed developments or planning applications during the proposed timescale and at the location of the works.

Amey's current [programme of works](#) has not highlighted any other works on the M90 that will be undertaken in conjunction with the scheme.

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 Amey Environment and Sustainability Team in July 2023.

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

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

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

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

Characteristics of the scheme:

- Construction activities are restricted to the existing carriageway.
- 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, 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 road users due to improved condition and ride quality of the carriageway surface and better road drainage.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise. As a result, ambient noise levels will likely decrease post construction.
- No significant residual impacts are predicted. Disruption due to construction activities are not expected to be significant and will be mitigated as far as is reasonably practicable.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take and will not alter any local land uses.
- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

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.
- Best practice and pollution prevention measures will be implemented to minimise environmental impact.

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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