

A68 Pathhead at Post Office

(puffin crossing installation)

Environmental Screening

	Name	Organisation	Signature	Date
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1.0 SCHEME DETAILS

Scheme reference	22-SE-0802-013
OI number	E-22-SE-07034-E
Scheme designer	redacted 11(2)

2.0 SCHEME DESCRIPTION

Location	A68, in the town of Pathhead	
Local authority	Midlothian Council	
Description of planned works <i>(include any ancillary works)</i>	<p>The project brief is to install a new Puffin Crossing on the A68. It will be positioned within an existing parking bay at the expense of one parking space. The crossing will be enabled by 'building-out' the parking space at the end of the bay so as to maintain the footway level, shorten the crossing distance, and to provide appropriate space for the crossing apparatus and associated tactile paving arrangement.</p> <p>Construction activities include: (i) set up traffic management (TM) and mark out site; (ii) remove two young trees in vicinity of the works. (iii) 'build-out' the parking space up to footway level and shorten the crossing distance, (iv) install traffic lights (including pouring concrete), pedestrian push-button, tactile paving and road markings, (v) clear site of all waste, debris, hand tools, equipment etc., and (vi) remove TM.</p>	
Why is scheme needed?	<p>The scheme is being delivered as active travel improvements. It is anticipated that the scheme will contribute to the uptake of active travel modes, for instance, walking for shorter journeys. The scheme also improves safety conditions for pedestrians. Those walking to and from the post office and local chip shop may be elderly, hence the facility provides a safe location to cross the A68.</p>	
Length of scheme:	0.01 km	
What is area (in hectares) of planned works:	< 0.1 ha	
Start date:	March 2023	
Duration:	13 days	
Construction hours:	Daytime	

3.0 LOCATION PLAN



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**4.0 STAGE 1 - RELEVANT PROJECTS & EUROPEAN SITES SCREENING****4.1. Stage 1A: Screening for Relevant Projects**

Is the scheme a “project” (refer to Section 3.1 in procedure 057)? If yes, complete the remainder of Stage 1A and then Stage 1B, if no proceed to Stage 1B and then Stage 2.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the project (including any area for temporary works) exceed 1 hectare? As a guide, the 1-hectare threshold should apply to incursion into land outwith the existing paved area	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the project located wholly or in part in a ‘sensitive area’ as defined in the EIA (Scotland) Regulations 1999 (as amended)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Details of Sensitive Area	N/A
Is this a ‘Relevant Project’? Space is provided below for details and justification if required. If YES, a RoD must be submitted to Transport Scotland at least 1 month before construction.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will an Environmental Review Report be required? ERR to support and expand RoD will usually be required for relevant Works Contracts but generally not for AOR schemes. This will ultimately depend on the complexity of environmental issues.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Provide details of additional potential environmental constraints and effects for relevant projects below.	

4.2. Stage 1B: Screening for Effects on European Sites

Is the project located wholly in or in part or have connectivity with a European site?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name of European site(s)	
Distance of the site(s) from the proposed works	
Details of European site(s) including qualifying features or species	
Could the scheme affect the qualifying interests of the European site(s)? Provide brief details below. If effects on the qualifying interests of a European site are possible, Habitats Regulations Assessment should be carried out.	<input type="checkbox"/> Yes <input type="checkbox"/> No

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5.0 STAGE 2 – ENVIRONMENTAL EFFECT SCREENING

Only completed if scheme not a 'Relevant Project'

1. Are there any other 'sensitive areas', e.g., Sites of Special Scientific Interest (SSSI), National Parks (NP), National Scenic Areas (NSA) within 300m of the scheme not considered in Stage 1B?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Details:	N/A	
2. Is there connectivity with a sensitive area >300m from the scheme?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Details:	N/A	
3. Are there any other sensitive environmental <u>receptors</u> within, or connected to the site? <i>This could include watercourses, protected species, archaeological interests, human receptors etc.</i>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Details:	<p>Properties Approx. two-hundred properties (including business premises) lie within 300 m of the scheme¹. Properties within 50 m of the scheme have no screening from the scheme extents. Properties further afield are screened by intervening properties and/or topography. There are no sensitive receptors/land uses within 300 m of the scheme.</p> <p>Cultural Heritage Assessment A search of the Canmore database, PastMap and Historic Environment Scotland (HES) online mapping tools records one scheduled monument² and four listed buildings³ within 300 m of the scheme. There is no connectivity between the scheme and the scheduled monument or listed buildings (e.g., the scheduled monument lies 150 m south of the scheme and the nearest listed building lies 20 m south of the scheme). The scheme also lies within the 'Pathhead' Conservation Area⁴.</p> <p>Of lesser cultural heritage value, thirty-one undesignated cultural heritage assets⁵ (UCHAs) lie within 300 m of the scheme. There is no connectivity between the scheme and the UCHAs e.g., the nearest lies approx. 15 m south of the scheme.</p> <p>Biodiversity A search of the National Biodiversity Network (NBN) online mapping tool records seven mammal species of conservation importance (all bat species) within 2 km of the scheme extents (in last 10-years) within 10 km grid square NT36. The nearest records lie 1.1 km northwest of the scheme. Only records with open-use attributions (OGL, CC0, CC-BY) were included in the search criteria. A search of the Scottish Badgers' road casualty database found no records of Eurasian badger (<i>Meles meles</i>) (a species of conservation importance) roadkill within the scheme extents (in the last 10 years).</p> <p>A search of the NBN online mapping tools records no invasive non-native species (INNS), injurious weeds (as listed under the Weeds Act 1959), or invasive native perennials (as listed in the Trunk Road Inventory Manual) within 2 km of the scheme (within last 10-years). A search of the Asset Management Performance System (AMPS) records no INNS, injurious weeds or invasive native perennials within the scheme extents (within last 10-years).</p> <p>Road Drainage and the Water Environment A search of the Scotland's Environment Protection Agency (SEPA) River Basin Management Plan online mapping tool records no classified⁶ or unclassified surface waterbodies spanned by, culverted beneath or which share direct connectivity with the scheme extents.</p>	

¹ The property count includes all residential properties, sensitive receptor (e.g. schools, churches, hospital, etc.) farmsteads and industrial and business premise address points recorded on the ordnance survey within 300m of the scheme location.

² A monument of national importance given legal protection under The Ancient Monuments and Archaeological Areas Act 1979 (as amended).

³ A building of special architectural or historical interest. Such buildings are classified into Categories A, B or C. They are protected under The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended).

⁴ Conservation areas "are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance" (S.61 Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997).

⁵ Buildings, monuments, sites, places, areas, or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets.

⁶ The Scottish Environment Protection Agency (SEPA) have developed a surface waterbody classification system in line with the requirements of the River Basin Management Plan in accordance with Annex V of the European Union Water Framework Directive 2000/60/EC (WFD), which is applied to all significant surface waterbodies in Scotland. This system is based on an assessment of key chemical and ecological indicators. The classification system categorizes waterbodies into the following bands; High, Good, Moderate, Poor, Bad.

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	<p>A search of the SEPA online flood mapping tool records that the trunk road, within the scheme extents, is not at risk of surface water flooding⁷.</p> <p>A search of the Scotland's Environment (SE) online mapping tool determined that the trunk road, within the scheme extents, lies on the 'Gorebridge' groundwater, which has been classified as 'Poor'.</p> <p>A search of the SE online mapping tool determined that the works do not lie within a Nitrate Vulnerable Zone⁸.</p> <p>Geology and Soils</p> <p>A search of the SE and Spatial Hub online mapping tools records no geological SSSI or Local Geodiversity Sites⁹ (LGS) which share direct connectivity with the scheme extents.</p>
4. Are any licences or consents required? This could include CAR, protected species, EHO evidence of best practicable means etc.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> TBC
Details:	As the works lie within Pathhead Conservation Area, and entail removal of trees, permission must be granted from Midlothian Council prior to removing the trees.
5. Could any of the activities being undertaken have an environmental effect? <i>This means anything more than minimal / no effect - if in doubt record as YES.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6. Will standard IMS procedures fully mitigate effects? <i>If No, then scheme <u>must</u> be screened in.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7. Scheme screened in or out? <i>Where screened in an environmental summary report will be required as a minimum. Where screened out provide justification below.</i>	<input type="checkbox"/> In <input checked="" type="checkbox"/> Out

Good practice mitigation and abatement measures will be applied to minimise construction impacts. Mitigation will be straightforward, as most of the measures required are routinely employed as 'standard best practice' on construction sites. Refer to Form #114 'Site Environmental Management Plan' (SEMP) for details of best practice which will be followed to safeguard the environment during the proposed works. It is therefore unlikely that the works will have a significant impact on the surrounding environment or any of the features noted in Stage 2. This is also based on the following factors which combined limit any potential impact:

5.1. Population and Human Health

- 5.1.1. There are no sensitive receptors/land uses within 300 m of the scheme.
- 5.1.2. There is no requirement for a Compulsory Purchase Order (CPO).
- 5.1.3. The scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources.
- 5.1.4. There will be no change to the local drainage pattern.
- 5.1.5. Pedestrians will be accommodated within TM arrangements.
- 5.1.6. TM will employ single lane closure with temporary traffic lights. However, a TM Plan, which will include measures to avoid or reduce road traffic disruption, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). In addition, the Annual Average Daily Traffic (AADT) flow at the scheme location is low (8,264 (2021-data) (ID: 30734)), TM will only be in place for approx. 13-days and no congestion issues are noted during the proposed construction hours.

⁷ 'predictive' flood maps show areas predicted to be inundated during a theoretical or 'design' flood event with an estimated probability of occurrence, rather than information for actual floods that have occurred in the past.

⁸ A Nitrate Vulnerable Zone defines areas designated under the EU Nitrates Directive that are at risk of pollution from nitrates used in agricultural.

⁹ Local Geodiversity Sites are the most important places for geology, geomorphology and soils outside statutorily protected nature reserves and Sites of Special Scientific Interest (SSSI). The designation of Local Geodiversity Sites is one way of recognising and protecting important earth science and landscape features for future generations to enjoy.

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5.1.7. Upon completion of the works, a new puffin crossing will improve the safety of pedestrians and road users during the operational phase.

5.2. Air Quality

5.2.1. The scheme is not located within an AQMA, and air quality monitoring sites in the wider area record bandings in the 'green zone' (Low Index 1-2). Readings in the 'green zone' suggest that NAQS objectives are likely to be met and that air quality in the area is relatively good.

5.2.2. There are no sites registered on the Scottish Pollutant Release Inventory (SPRI)¹⁰ for pollutant releases to air within 1 km of the scheme.

5.2.3. The scheme is not situated within, and does not share connectivity with, a 'sensitive area' designated for biodiversity features e.g., SAC, SPA, Ramsar, SSSI, etc.

5.2.4. No significant DPMEE sources will be introduced by the works e.g. (i) works will be completed over approx. 13-days, with all works restricted to areas of made/engineered ground within the boundary of the A68. Any DPMEE at the local scale will also be intermittent, temporary, and short-lived, and worst-case emissions are only likely to occur over short periods, (ii) AADT flow is low, TM will only be in place for approx. 13-days, and no congestion issues are noted. Exhaust emissions associated with vehicle idling at TM will therefore not be significant, (iii) there are no significant earthworks associated with the scheme, (iv) the works do not require the movement of significant quantities of dust-raising materials, and (v) the number of construction vehicles required is insignificant when compared to existing traffic flows e.g., given the nature, duration, size, and scale of the scheme it is likely that the number of vehicle movements per day would be low. The exact number and timings cannot be determined at this stage, but based on previous schemes, it is likely that the number will be in the range of 1 to 5.

5.2.5. The assessment has considered the impact that non-road mobile machinery¹¹ (NRMM) will have on ambient air quality levels. This confirms that NRMM used onsite is the most appropriate available because no alternative equipment could be used to perform the same function with the same efficiency.

5.2.6. No significant residual impacts are anticipated at the operational phase of the proposed scheme.

5.3. Cultural Heritage Assessment

5.3.1. People, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground within the boundary of the A68, therefore there is no connectivity between the scheme and the listed buildings or scheduled monument. Moreover, the works do not include any alterations that would affect the historic and

¹⁰ The Scottish Pollutant Release Inventory (SPRI) is an inventory of pollution from industrial sites and other sources. A SPRI is a national or regional environmental database or inventory of potentially hazardous chemical substances and/or pollutants released to air, water and soil and transferred off-site for treatment or disposal. The industrial or business facility quantify and report the amounts of substances released to each environmental medium (air, water, soil) or transferred off-site for waste management or wastewater treatment.

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architectural character of these features. As such, application for consent or any other permission is not required.

5.3.2. Works lie within the 'Pathhead' Conservation Area, therefore an application for consent to carry out tree felling was submitted to Midlothian Council. Midlothian Council have consented the tree felling works (application ID: 23/00046/WTT), provided two replacement trees are planted.

5.3.3. Construction of the A68 road corridor is likely to have removed any archaeological remains that may have been present within the trunk road boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low. Moreover, all works are restricted to made/engineered ground on the A68 carriageway and adjacent footpath, and the works do not entail any significant earthworks (only minor excavations required for traffic light column foundations and ducting). As such, there is negligible risk of disturbing or damaging previously undiscovered or unrecorded items of cultural interest.

5.3.4. No significant residual impacts are predicted as a result of the construction and operation of the proposed scheme.

5.4. Biodiversity

5.4.1. The scheme is not situated within, and does not share connectivity with, a 'sensitive area' designated for biodiversity features e.g., SAC, SPA, Ramsar, SSSI, etc.

5.4.2. The scheme is not situated within a Local Nature Conservation Site¹² (LNCS) or Local Nature Reserve¹³ (LNR) designated for biodiversity features.

5.4.3. There is no requirement for significant earthworks (only minor excavations required for traffic light column foundations and ducting), and there is no requirement for permanent (or temporary) land take, accommodation works, site clearance or locally gained resources. As such, there will be no destruction or severance of species commuting routes.

5.4.4. Road space and the proximity of urban development limit the surrounding area's habitat potential.

5.4.5. Tree felling will be prioritised outwith the nesting bird season, which runs from the 1st of March – 31st August. Where felling must take place from 1st of March onwards, a 2-week and 48-hour pre-works check will be undertaken to check for the presence of nesting birds.

5.4.6. A Preliminary Roost Assessment (PRA) undertaken on the 12th of January 2023, determined that the trees to be removed have negligible winter hibernation potential and negligible summer roosting potential. No additional surveys or licensing from NatureScot is therefore required.

¹² LNCSs identify locally important natural heritage that could be damaged by development.

¹³ Local Nature Reserves are areas of natural heritage that are at least locally important. An LNR is a protected area of land designated by a local authority because of its special natural interest and / or educational value and may include a SSSI or Natura designation.

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- 5.4.7. A Preliminary Ecological Appraisal (PEA) undertaken on the 12th of January 2023, did not note any permanent habitat for any mammal species of conservation importance within the area of likely construction disturbance.
- 5.4.8. Any species in the area are likely to be accustomed to road noise on the A68 and the scheme is of short duration (approx. 13-days) and will be undertaken utilising a daytime working pattern (minimising the requirement for artificial lighting). The potential for significant species disturbance within the area of likely construction disturbance is therefore somewhat diminished.
- 5.4.9. A PEA, undertaken on 12th of January 2023, did not note any invasive non-native species, invasive native perennials or injurious weeds within the scheme extents.
- 5.4.10. The trunk road, with its high traffic density and fast-flowing traffic, restricts continuity of, and connectivity between, habitats either side of the trunk road boundary.
- 5.4.11. The trunk road, within the scheme extents, records a low AADT flow. The number of construction vehicles and construction operatives required onsite is also low given the scale and scope of works. The presence of a small workforce, and limited construction traffic, is therefore unlikely to cause disturbance to any species in vicinity of the works.
- 5.4.12. Provided relevant pollution prevention measures are adhered to and the site is left clean and tidy upon completion of the works, no significant residual impacts (from the construction phase) are anticipated at the operational phase of the proposed scheme.

5.5. Landscape and Visual Effects

- 5.5.1. The scheme is not situated within a 'sensitive area' designated for landscape features e.g., National Park (NP), National Scenic Area (NSA), etc.
- 5.5.2. The scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources.
- 5.5.3. There is no requirement for significant earthworks (only minor excavations required for traffic light column foundations and ducting), and there is no requirement for the loss or deterioration of woodland/ancient woodland¹⁴, or veteran / notable trees e.g., trees protected by a Tree Preservation Order (TPO).
- 5.5.4. People, ancillary plant, vehicles, NRMM and materials are restricted to made/engineered ground on the A68 carriageway and footpath, and construction works are programmed to only take approx. 13-days. In addition, trees of native or local origin will be replanted within the conservation area. As such, the visual impact of the works will be somewhat reduced. Moreover, the works will not create any significant change to the local

¹⁴ There are two types of ancient woodland: ancient semi-natural woodland and ancient replanted woodland. Ancient semi-natural woodland are sites that have retained the native tree and shrub cover and have not been planted (although it may have been managed by coppicing or felling and allowed to regenerate naturally). Ancient, replanted woodland are sites where the original native tree cover has been felled and replaced by planting, usually with conifers and usually this century.

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landscape e.g., when complete the visual appearance will remain largely unaffected, with new puffin crossing being the only discernible change.

5.6. Noise and Vibration

5.6.1. Works are not located within a CNMA or CQA.

5.6.2. The scheme is not situated within, and does not share connectivity with, a 'sensitive area' designated for biodiversity features e.g., SAC, SPA, Ramsar, SSSI, etc.

5.6.3. Noise and vibration are not considered to be defining features of the works and no significant or prolonged periods of noise or vibration will be introduced by the works e.g. (i) works will be completed over approx. 13-days, utilising a daytime working pattern. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, and short-lived, (ii) AADT flow is low, TM will only be in place for approx. 13-days, and no congestion issues are noted. Noise associated with vehicle idling at TM will therefore not be significant, and (iii) the number of construction vehicles required is insignificant when compared to existing traffic flows e.g., given the nature, duration, size, and scale of the scheme it is likely that the number of vehicle movements per day would be low. The exact number and timings cannot be determined at this stage, but based on previous schemes, it is likely that the number will be in the range of 1 to 5.

5.6.4. The proximity of road space suggests that residents will have a degree of tolerance to noise and disturbance.

5.6.5. The assessment has considered the impact that vehicles and NRMM will have on ambient background noise levels. This confirms that vehicles and NRMM used onsite is the most appropriate available because no alternative equipment could be used to perform the same function with the same efficiency.

5.6.6. No significant residual impacts are anticipated at the operational phase of the proposed scheme.

5.7. Road Drainage and the Water Environment

5.7.1. There are no classified or unclassified surface waterbodies spanned by, culverted beneath or which share direct connectivity with the scheme extents.

5.7.2. All land outwith the trunk road boundary is considered out-of-bounds to all construction staff during the works (e.g., no 'in-water' works required) and there is no requirement for land take, site clearance or resources from a waterbody. There is also no requirement for the abstraction or transfers of water from a waterbody. The potential for a direct pollution incident within a waterbody is also unlikely e.g., experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard best working practice is adopted (e.g., adherence to SEPA GPPs or PPGs, utilisation of drain covers or similar, etc.), water quality is protected. The overall level of risk is therefore judged to be similar, or lower than that arising from road traffic accidents and spillages from current traffic travelling on the A68. Moreover, given the nature, duration, size and scale of the scheme, the risk of a serious accidental spillage occurring is low and the works will be completed over 13-days, therefore the risk associated with a pollution incident is intermittent, temporary, and short-lived.

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5.7.3. The trunk road, within the scheme extents, is not at risk of surface water flooding. There will also be no increase in impermeable surface area and there will be no modification to the existing road drainage therefore there will be no increase to existing base flows within the road drainage system. There will be also no change to the likelihood of flooding on the A68 within the scheme extents upon completion of the works.

5.7.4. Provided relevant pollution prevention measures are adhered to and the site is left clean and tidy upon completion of the works, no significant residual impacts (from the construction phase) are anticipated at the operational phase of the proposed scheme.

5.8. Geology and Soils

5.8.1. There are no geological SSSI or LGS which share direct connectivity with the scheme extents.

5.8.2. Works are restricted to areas of made/engineered ground on the A68 carriageway and footpath and works only entail the installation of a puffin crossing; therefore, the risk of damage to features of geological interest is negligible.

5.8.3. No significant earthworks are required (only minor excavations required for traffic light column foundations and ducting).

5.8.4. Works are restricted to areas of made/engineered ground on the A68 carriageway and adjacent footpath therefore it is considered that there is a low risk of contamination / hazardous materials being present.

5.9. Material Assets and Waste

5.9.1. The scheme is executed by the operating company as site operations e.g. 'As-of-Right' scheme of value less than £350,000. As a result, a Site Waste Management Plan is not required.

5.9.2. The Contractor will comply with all 'Duty of Care'¹⁵ requirements, ensuring that all surplus materials and waste are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. Material transfer notes and/or waste exemption certificates (if required) will also be completed and retained.

¹⁵ 'Duty of Care' requires that a waste holder (producer, carrier, disposer) takes all reasonable steps to ensure that waste is described in a way that permits its safe handling and management and that any waste transfer is accompanied by a written waste description, including EWC code.