transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M8 Junction 25a Braehead On and Off Slips

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the M8 Junction 25a on and off slips, east of Renfrew, in Renfrewshire. Resurfacing works covering an area of 1 hectare and a distance of 1,422m are required to repair structural defects that have been identified on the carriageway, including, fretting, chip loss, rutting, cracking (both longitudinal and transverse).

The construction activities will involve structural inlays using TS2010 surface course, ranging in depths between 30mm and 300mm. Construction activities will be as follows:

- Installation of Traffic Management (TM);
- A planer will remove the existing road surface to the required depths;
- Roller wagon will compact and flatten the material;
- A paver will lay the new road surface for structural inlays, with depths ranging between 30mm to 300mm;
- Disposal trucks will transport the removed road material;
- New road markings and new studs will be installed; and
- Removal of TM upon scheme completion.

The following (but not limited to) plant/machinery/vehicles may be used throughout the scheme:

- Planer will be used to remove the road surface.
- Paver will be used to lay the new road surface.
- Roller will flatten and compact the road material.

The proposed works are scheduled to be completed within the 2025/26 financial year with a two night road closure per slip road, totalling four nights.

Traffic Management is yet to be determined but will likely consist of full overnight lane closures on both slip roads with diversion routes.

Location

The scheme is located at Junction 25a on and off slips of the M8, east of Renfrew in Renfrewshire. The scheme location can be found at the following National Grid References (NGRs):

- On slip start - NS 52109 66939
- On slip end - NS 52360 66221
- Off slip start - NS 52082 66946
- Off slip end - NS 52186 66256

See Figure 1 and Figure 2: Scheme Location below.

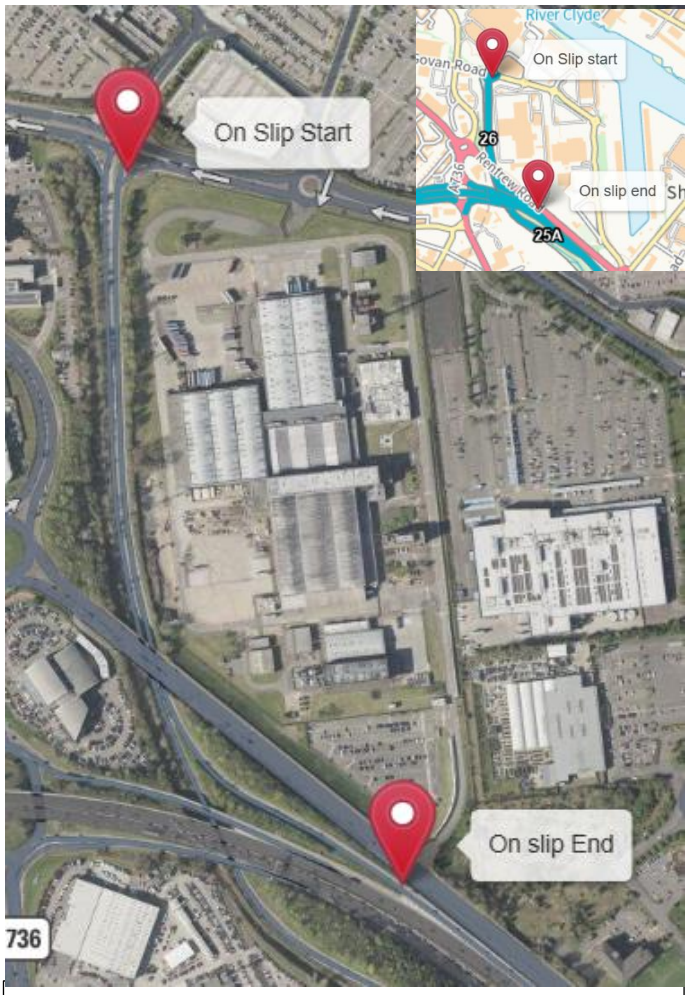

Figure 1: On Slip Scheme Location Map - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2023]. Contains Royal Mail data © Royal Mail copyright and database right [2023]. Contains National Statistics data © Crown copyright and database right [2023].

Figure 1: On Slip Location and Scheme extents.

Figure 2: Off Slip Scheme Location Map - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2023]. Contains Royal Mail data © Royal Mail copyright and database right [2023]. Contains National Statistics data © Crown copyright and database right [2023].

Figure 2: Off Slip Location and Scheme extents.

Description of local environment

Air quality

The scheme is located in an urbanised area along the M8, east of Renfrew in Renfrewshire. Braehead Shopping Centre is located north of the scheme extents, and industrial businesses and offices located to the east, south and west. The town of Renfrew is located approximately 231m west of the scheme extents.

There are no residential properties located within 200m of the scheme extents. Sensitive air quality receptors include Ross Hall Clinic Braehead located approximately 89m west of the scheme extents and Premier Inn Glasgow Braehead located approximately 200m southeast of the works area.

Baseline air quality is predominantly influenced by traffic travelling along the M8. Manual count point 77045 located within the scheme extents, indicated that in 2023, the Annual Average Daily Flow (AADF) for all motor vehicles was 14,537 with 220 of these being Heavy Goods Vehicles (HGVs).

Although Renfrewshire Council have declared three Air Quality Management Areas (AQMAs), all are situated beyond 200m of the scheme extents. This includes the following AQMAs:

- Johnstone High Street AQMA located approximately 1.4km west of the scheme extents is declared for Nitrogen dioxide (NO_2).
- Paisley AQMA located 2.6km southeast of the scheme extents is declared for Nitrogen dioxide (NO_2) and amended Nitrogen dioxide (NO_2), Particulate Matter PM_{10}.
- Renfrew Town Centre AQMA located approximately 6km northeast of the scheme extents is declared for Nitrogen dioxide (NO_2).

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) within 1km of the scheme extents. Additionally, there are no Air Quality Monitoring Stations located within 200m of the scheme extents.

Cultural heritage

A desk-based assessment has been undertaken using Pastmaps to identify cultural heritage assets within the vicinity of the scheme. A study area of 300m has been used for designated cultural heritage assets, and an area of 200m for non-designated cultural heritage assets.

The assessment found no designated sites within 300m of the scheme extents. However, non-designated cultural heritage assets within 200m are detailed in Table 1.

Table 1: Non-designated cultural heritage assets

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Glasgow, Old Renfrew Road	92688	Canmore - Road Bridge (Period Unassigned)	Approx. 100m west
Blacklands	92680	Canmore - Farmstead (Period Unassigned)	Approx. 113m west
Glasgow, Shieldhall, Old Renfrew Road	207588	Canmore - Barrage Balloon Site (Second World War)	Approx. 98m northeast
Glasgow, Hillington	359919	Canmore - Barrage Balloon Site (Second World War)	Approx. 153m south

As works are like-for-like structural inlays within the existing carriageway boundary, there will be no temporary or permanent impacts on any cultural heritage assets identified or on potential unknown archaeological remains and therefore cultural heritage has been scoped out of further assessment.

Landscape and visual effects

The off and on slips are bordered by mature deciduous trees, these trees are sparsely located in some areas, particularly at the on slip start and off slip end.

There are no open spaces surrounding the scheme extents, with Braehead Shopping Centre located north of the scheme extents, and industrial businesses and offices located to the east, south and west. The town of Renfrew is located approximately 231m west of the scheme extents. The wider area is also dominated by built-up land with the River Clyde located 456m north of the works area.

According to Scotland's Environment Web, there are no Ancient Woodlands, National Scenic Areas, Tree Preservation Orders (TPOs) or any Gardens and Designed Landscapes within 500m of the scheme extents.

A search on Scotland's Landscape Character Type (LCT) Map has highlighted that the LCT within the scheme extents can be categorised as '0 – Urban'.

Due to vegetation cover, the only sensitive receptors that will have views of the works are Ross Hall Clinic Braehead located approximately 89m west of the scheme extents and Premier Inn Glasgow Braehead located approximately 200m southeast of the works area. No residential properties or recreational areas will have views of the works.

Biodiversity

A desktop study using NatureScot's Sitelink online research tool has not highlighted any European designated sites that have connectivity or lie within 2km of the scheme extents. There are also no national designations, such as Sites of Special Scientific Interest (SSSIs), within 200m of the scheme extents.

According to the National Biodiversity Network (NBN) Atlas, there are no protected species recorded within 500m of the scheme extents. The following Invasive Non-Native Species (INNS) and target species were identified within 500m, however, all of which were out with the scheme extents:

- Giant hogweed (*Heracleum mantegazzianum*) – INNS
- Rosebay willowherb (*Chamerion angustifolium*) – Target species
- Creeping thistle (*Cirsium arvense*) – Target Species
- Himalayan cotoneaster (*Cotoneaster simonsii*) - INNS
- Japanese knotweed (*Fallopia japonica*) – INNS
- Rhododendron (*Rhododendron ponticum*) – INNS
- Himalayan Balsam (*Impatiens glandulifera*) – INNS
- Broad leafed dock (*Rumex obtusifolius*) – Target species

Transport Scotland's Asset Management Performance System (AMPS) has identified common ragwort (*Jacobaea vulgaris*) along the verge the of the scheme extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource. As a result, the need for a field survey was scoped out due to the nature of the works and due to the fact that all works will be restricted to the existing carriageway boundary.

Geology and soils

There are no Geological Conservation Review Sites (GCRS), Local Geodiversity Sites or any Geological SSSIs that have connectivity or are within 200m of the scheme extents as noted by NatureScot's Sitelink.

There is no soil data available within the scheme extents according to Scotland's Soils Map, this is likely due to the scheme location's urbanised, built-up nature. The national land capability for agriculture within the scheme extents can be categorised a '888' urban.

A search on Britain's Geology Viewer has highlighted that the geology along the M8 within the scheme extents consists of the following:

Bedrock Geology

- Lower Limestone Formation - Sedimentary rock cycles, clackmannan group type. Sedimentary bedrock formed between 330.9 and 328 million years ago during the Carboniferous period.
- Limestone Coal Formation - Sedimentary rock cycles, clackmannan group type. Sedimentary bedrock formed between 329 and 328 million years ago during the Carboniferous period.

Superficial Deposits

- River Terrace Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
- Till, Devensian - Diamicton. 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 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

The proposed scheme does not require a Site Waste Management Plan (SWMP) as the total value is under £350,000.

Tables 2 and 3 below outline the materials required for the scheme and waste expected to be produced during the works.

Table 2: Key Materials Required for Activities

Activity	Materials Required	Sources
Construction	• TS2010 surface course • AC20 bituminous binder	• Materials will comprise mostly of virgin aggregate, however, some material that is being

Activity	Materials Required	Sources
	• AC32 bituminous base • Fuel • White lining • New aluminium road studs	removed will be recycled on site and then reused, therefore, a small percentage of material is recycled in situ. • 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. • Fuel will be derived from finite/virgin sources.

Table 3: Key Waste Arising from Activities

Activity	Waste Produced	Disposal
Construction	• Asphalt planings • Old road studs	• Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within the SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings. • Old road studs will be recycled and reused as far as reasonable practicable.

Tar bound materials were not identified during the investigation coring.

Noise and vibration

There are approximately 15 residential properties located within 300m of the scheme extents, the closest located 230m west on Braille Crescent. Other sensitive noise and vibration receptors include the following:

- Ross Hall Clinic Braehead located approximately 89m west of the scheme extents.
- Premier Inn Glasgow Braehead located approximately 200m southeast of the works area.

- Harmony Row Youth Club located approximately 300m southeast of the scheme extents.

Baseline noise and vibrations levels are primarily influenced by traffic along the M8. Scotland's Noise Map has recorded that the noise level (Lday) within the scheme extents during daytime hours ranges from approximately 64dB to 72dB. During nighttime hours, the noise level (Lngt) has been recorded to range between 53dB to 65dB.

The volume of traffic flow along the M8 is evident from manual count point 77045 located within the scheme extents. This showed that in 2023, the AADF for all motor vehicles was 14,537 with 220 of these being HGVs

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2019-2023).

Population and human health

Due to the like-for-like nature of the works, an area of 300m was investigated to determine baseline.

There are no agricultural land holdings within the surrounding scheme extents or within 300m.

Core Path REN/32 crosses over the scheme extents at NGRs: NS 52114 66443. Core Path REN/11 is located approximately 239m west of the scheme extents.

There are no other core paths, or any National Cycle Network Routes or bridleways within 300m of the scheme extents.

There are no footpaths, bus stops, Public Right of Ways (PRoW), laybys or any access/egress points to residential properties within the scheme extents.

Streetlights border either side of the M8 carriageway within the scheme extents.

Road drainage and the water environment

According to the Scottish Environment Protection Agency (SEPA)'s Water Classification Hub, the Clyde Estuary - Inner (inc Cart), (ID: 200510), is located 456m north of the scheme extents. This watercourse has an overall moderate ecological potential. There are no other watercourses within 500m of the scheme extents.

SEPA's Flood Risk Map has highlighted that the Clyde Estuary has a high likelihood of coastal water flooding, suggesting this watercourse has a 10% chance of flooding. There are also some areas within the scheme extents that are susceptible to a high (10%) likelihood of surface water flooding.

The groundwater within the scheme extents consists of Govan Sand and Gravel groundwater, (ID: 150779), which has an overall 'poor' quality.

Drainage within the scheme extents along the M8 consists of gullies, catchpits and filter drains.

The works do not fall within a Nitrate Vulnerable Zone (NVZ).

Climate

Carbon Goals

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

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

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

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance (Guidance – Environmental Impact Assessments for road projects (transport.gov.scot)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) LA 101 and LA 104 were used to form this assessment.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- During construction activities, such as removal of old road surface, there is the potential for an increase in particulate matter, dust and emissions from plant and machinery that will cause a nuisance to nearby receptors. This is also likely to cause a slight deterioration in air quality within the local area.
- Post construction there will be no change to the traffic volume, speed or road alignment as works are like-for-like.
- All identified impacts will be temporary, lasting only for the duration of the works, with no lasting change expected in air quality.

Mitigation

- The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2024) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
    - All vehicles will switch off engines when stationary; there will be no idling vehicles.
    - Site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable.
    - Planing operations will be wetted to reduce dust arising.
    - Drop heights to haulage vehicles will be minimised where practicable.
    - Lorries will be sheeted when carrying dry materials.
- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.
- Surfaces will be swept where loose material remains following planing
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

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

Landscape and visual effects

Impacts

- The works will have a temporary and short-term impact on the landscape during construction due to the presence of HGVs, plant and machinery. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are predicted.
- Views of and from the M8 carriageway will be temporarily affected during construction due to the presence of works, TM and plant.

Mitigation

- Plant, vehicles, materials etc. will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable).
- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the resurfacing works are unlikely to be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- An increase in noise levels and misdirected site lighting has the potential to disturb any species nearby.
- Should any disturbance to the verge of the M8 and slip roads occur, works have the potential to cause the spread of Transport Scotland target species common ragwort. However, works will be confined to the carriageway boundary, involving like-for-like carriageway resurfacing with no earthworks. As such, there is limited potential to spread or introduce INNS or target species.

Mitigation

- Due to nighttime programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any watercourses, to minimise disturbance to nocturnal species.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- As part of the Network Management Contract, Amey, on behalf of Transport Scotland, has been asked to keep a record of various target species, including rosebay willowherb and common ragwort. Works will not be carried out in the carriageway verge. If this is not possible and works are likely to result in the spread of this species through disturbance, the Amey's Landscaping Team will be consulted.
- Amey's Environmental Briefing on Invasive Plants will be given to site operatives prior to works.

With the above mitigation measures and best practice being adhered to, no significant effects on biodiversity are anticipated. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

Impacts

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- 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.

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.
- Materials will be delivered on site when required to minimise stockpiles.

- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.
- 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.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- All waste leaving the site will be removed from site by a licence waste carrier to a local facility where practicable. All waste documentation will be provided when requested.
- This scheme is not in excess of £350k and therefore does not require a Site Waste Management Plan.

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

- There will be an increase in noise and vibration levels, for properties within 300m, particularly those along Braille Crescent, during construction due to the use of heavy plant and machinery, such as the roller, and an increase in HGVs.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.
- There are no anticipated permanent impacts on noise and vibration following the completion of works.
- Noise and vibrations levels may increase along the diversion route.

Mitigation

- Due to night-time programming, Amey's Energy Transition & Sustainability Team has notified Renfrewshire Council in advance of the works.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.

- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Unnecessary revving of engines will be avoided and equipment switched off when not in use.
- Drop heights of materials will be minimised.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.
- Amey's environmental briefing, Noise and Vibration will be delivered to site operatives prior to construction.

With best practice mitigation measures in place, and due to the works being of a minor, temporary, transient nature, 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

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Land take is not required, therefore, there will be no impact on land take from private land, businesses, agricultural land, Walkers, Cyclists, Horse riders (WCH) and/or community facilities as a result of the scheme.
- Access to the residential properties and community assets identified will not be impacted by the works as there are no direct access/egress points to these receptors within the scheme extents.
- Core Path REN/32 and REN/11 will not be impacted by the works.

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.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Any change of schedule will be communicated to local residents throughout the work programme.

- The diversion route will not conflict with any works highlighted on the Scottish Road Works Register (SRWR).

With mitigation measures in place, no significant effects associated with 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 run off from the works could be suspended in the surface water and coastal water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment, such as the River Clyde.
- 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 adversely impact the 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.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The 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 in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (particularly GPP 1, GPP 2, GPP 5, GPP 6, GPP 8, GPP 21 and GPP 22).

Providing all works operate in accordance with current best practice, no significant effects are predicted on the water environment. 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.
- 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 resurfacing of the carriageway, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

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

Assessment cumulative effects

According to Amey's Current Works Schedule and the Scottish Road Works Commissioner, there are no works scheduled to be carried out within the proposed works time and location.

Renfrewshire Council's Planning Portal also does not indicated any scheduled works that will be carried out the proposed works location and time.

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

Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other proposed works in the local area. Considering the nature and scale of the maintenance works being undertaken, no in combination effects are anticipated.

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 and sensitive receptors.

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Energy Transitions & Sustainability Team at Amey in March 2025.
- Consultation with Renfrewshire Council undertaken by the Energy Transitions & Sustainability Team at Amey in March 2025.

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

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

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

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

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

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.

- No negative impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- At end of life, some components can be recycled, reducing waste to landfill.
- The TS2010 design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries (total area 1ha.) and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part in a sensitive area.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment and drainage.
- Measures will be in place to ensure appropriate removal and disposal of waste and 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.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in-combination effects have been identified.

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.

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, April 2025

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot