The Scheme is being provided in order to improve road safety and efficiency on the local road network and to accommodate the predicted increase in traffic due to the anticipated development of the Central Business Park and the Glenbervie Development Site immediately south of the M876. Predictions have shown that in the absence of any road improvements, traffic would increase on the A88 and on the A905 through the residential area of Skinflats. A plan of the Scheme is shown below.

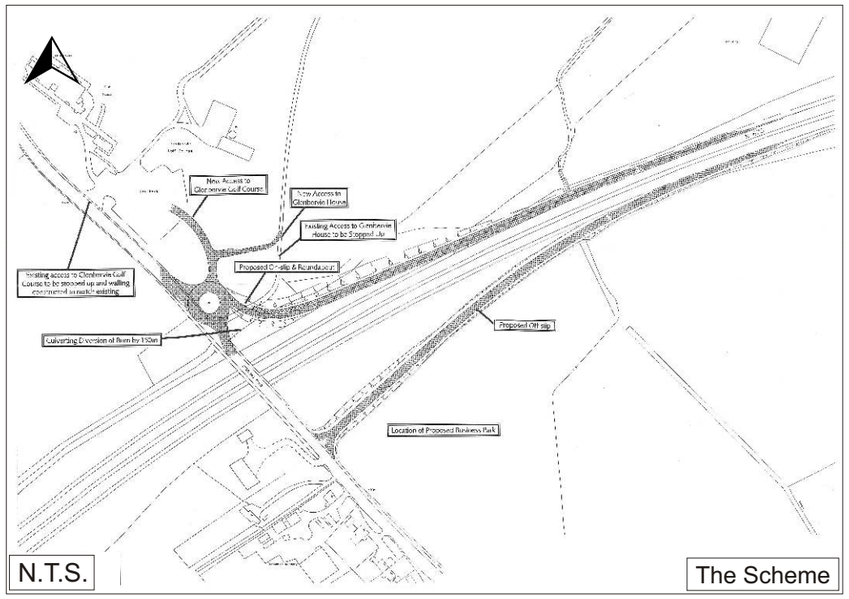
The northern slip road would tie into the A9 Stirling Road by means of a new roundabout, which would also allow access to Glenbervie House and Glenbervie Golf Course car park. The existing access to Glenbervie House and Glenbervie Golf Course would be closed and a new wall would be constructed, in-keeping with the existing wall fronting the A9 Stirling Road. Land within the existing M876 highway boundary and land associated with five other properties/businesses would be required in order to accommodate the Scheme.

The southern slip road would connect with the A9 Stirling Road by means of a give-way T-junction. This would involve the loss of land from within the existing highway boundary and land set aside by Forth Valley Enterprise to accommodate the proposed off-slip road associated with the proposed single-user business facility.

In addition to the new wall, other measures would be taken to reduce the environmental impact of the Scheme, such as landscape planting. An existing burn, which runs next to and north of the existing M876 boundary fence, would need to be channelled over approximately 40 metres and diverted over 150 metres to the north of the Scheme. The Scheme would involve the provision of some new lighting at the junctions and for 70 metres down each slip road.

Environmental Effects of the Scheme

An Environmental Impact Assessment for the Scheme has been carried out in accordance with the procedures detailed in Volume 11 of the Scottish Office publication, "Design Manual for Roads and Bridges: Environmental Assessment". A summary of the results of the Environmental Impact Assessment is provided below and important environmental and planning constraints within 2 kilometres of the Scheme are shown on the plan opposite.



Landscape Effects
Landscape impacts would consist principally of the loss of mature trees/vegetation and the culverting/channelling of a small burn. Visual receptors within the immediate vicinity of the Scheme are low in number, although the property at 89 Stirling Road would experience substantial visual intrusion in the opening year of the Scheme and 85 Stirling Road would experience substantial visual intrusion even when the proposed planting is established 15 years after opening. Wherever possible, existing vegetation would be retained and mitigation planting would be undertaken to replace that lost through construction. With the maturing of existing and mitigation planting, some impacts of the Scheme would be reduced for some receptors, whilst for others mitigation planting measures would have little effect.

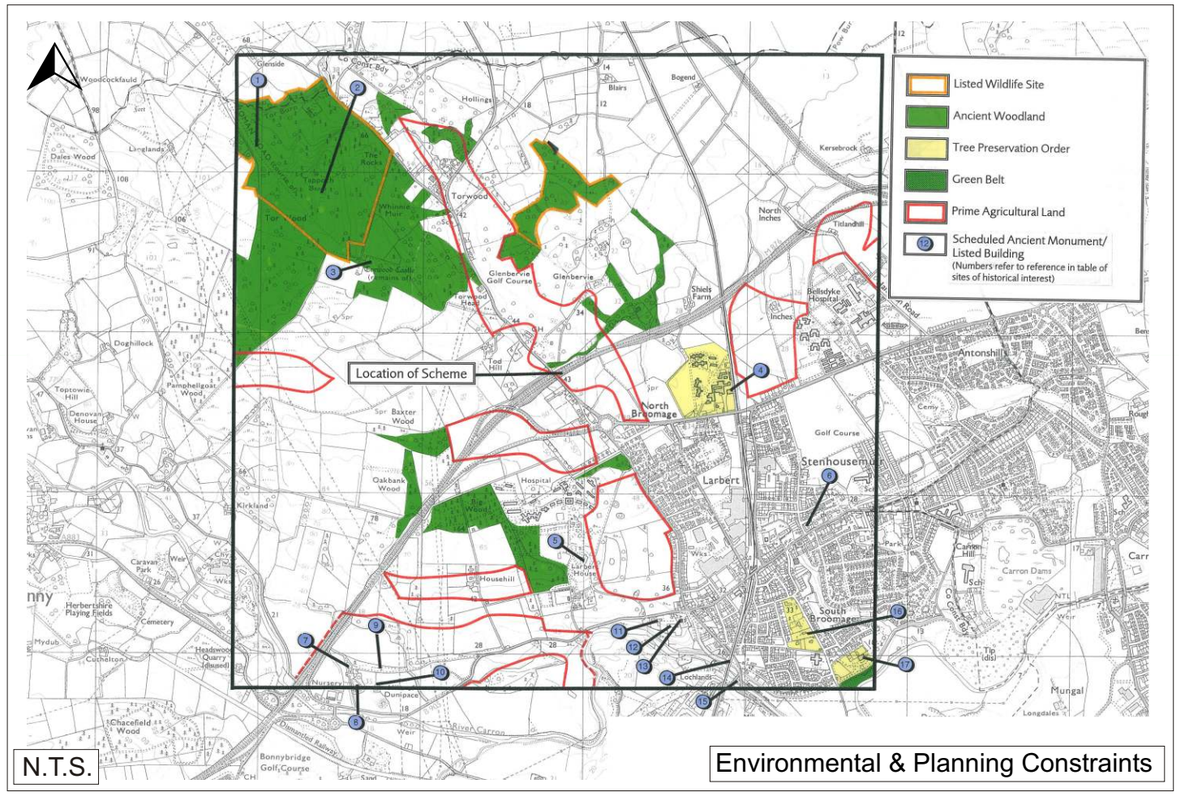
Geology and Soils No sites of geological or geomorphological interest or contaminated land would be affected by the Scheme. Construction could lead to a slight deterioration in soil quality immediately adjacent to the proposed slip roads.

Water Quality and Drainage The Scheme would require the culverting and diversion of a small burn and drainage ditch. The impact on the water quality would be minimised through the selection of a suitable channel design using sympathetic materials which would minimise disruption to flow. Through the implementation of a suitable drainage management system, i.e. the installation of French drains, it is unlikely that contaminated run-off from the road surface would cause a deterioration in water quality of neighbouring watercourses and groundwater.

Ecology and Nature Conservation No designated nature conservation sites would be affected by the Scheme, although areas of semi-improved neutral grassland, broadleaved woodland (including stands of mature trees), hedgerows and a woodland burn would be affected. There is some potential for trees affected by the Scheme to support bat roosts. Mitigation measures would include minimising the working area, minimising loss of trees, reinstating with appropriate seed mixes, planting with native species and general good working practices. Trees to be lost would be subject to a pre-construction inspection by a licensed bat handler to confirm that no bats are present and retained trees would be protected during construction.

Cultural Heritage A desk study and assessment of effects on cultural heritage features has concluded that no impact would occur as a result of the Scheme. This has been confirmed by Historic Scotland and Falkirk Council's Archaeologist.

Land Use A small area of what may be prime agricultural land (Class 2w) would be required, as would areas of woodland, grassland and roadway. However, the viability of agricultural land units would not be affected by land-take. The loss of agricultural land is not therefore seen as significant, given the limits on the quality of the soil



caused by the presence of the existing motorway, the small land area required and the fact that it would not render any agricultural units non-viable.

Air Quality The localised air quality assessment of selected receptors indicates that air quality would slightly deteriorate at properties close to the location of the Scheme. The generalised assessment shows that there would be a very slight deterioration in air quality for seven properties with the implementation of the Scheme.

The regional air quality assessment predicts that between present conditions and the opening year there would be a decrease in concentrations of all pollutants, except carbon dioxide, both with and without the Scheme. Comparing the situation without the Scheme to the scenario with the Scheme in the opening year, there is a small increase for all pollutants. The highest increase is for particulates of 1.2%, which is very small.

Traffic Noise and Vibration Noise levels at all properties within 300m of the Scheme are predicted to increase from present conditions to the opening year both with and without the Scheme. Predicted noise levels at properties close to the Scheme in the opening year and 14 years after opening demonstrate that there is predicted

to be an increase of up to 0.8 decibels with the Scheme; compared to without the Scheme at the worst affected property. As the predicted increases are below 1 decibel, it is considered that impacts are likely to be imperceptible to residents of the properties and no noise nuisance assessment is required.

Road and Footpath Users It is predicted that there would be no impact on driver stress levels along both the A88 and the M876 with the implementation of the Scheme, although it is noted that driver stress is currently assessed as 'high' in both cases.

There would be few instances of new pedestrian severance as a result of the Scheme, with the exception that pedestrian visitors to Glenbervie Golf Course and Glenbervie House would experience new severance, ranging from slight to moderate, depending on the direction of journey undertaken. However, it is believed that these pedestrian journeys are rarely undertaken. Pedestrians, cyclists and equestrians (including those crossing the A88), would experience a slight relief from existing severance with the Scheme as a result of the reduction in traffic flows.

Construction Effects Impacts during construction would include increased noise, vibration and dust, although suitable construction practices would minimise these effects. There would also be an increased risk of pollution to watercourses, either from silt or from accidental spillage of materials and the structural changes to the course of the small burn and drainage ditch. Construction site drainage would be managed in order to prevent silt-laden run-off from entering watercourses. Temporary construction areas would be kept to a minimum and would avoid sensitive ecological areas and retain existing vegetation wherever possible. A Construction Environmental Management Plan would be devised and implemented during the construction phase.

Comments on the Scheme

The Environmental Statement will be available for inspection to allow the public and interested environmental bodies the opportunity to comment on the proposals. Copies of this Environmental Statement can be purchased from:

Falkirk Council
Department of Strategic Services
Abbotsford House
David's Loan
FALKIRK
FK2 7YZ

Copies of this Non-Technical Summary are available separately as a free leaflet. Comments on the Environmental Statement should be sent to Falkirk Council at the above address to arrive by the date specified in the Environmental Statement.

Scottish Enterprise
Forth Valley

TRANSPORT SCOTLAND

Falkirk Council

M876 Slip Roads, Glenbervie, Larbert

Non Technical Summary of the Environmental Statement

Details of the Scheme

This Non-Technical Summary (NTS) summarises the main findings of the Environmental Statement for two proposed slip roads at Junction 2 of the M876 at Glenbervie, Larbert (hereinafter referred to as 'the Scheme). Each slip road would be constructed mainly on embankment, be approximately 500 metres in length and 3.7 metres wide, with 2.3 metre wide hardshoulders.

Prior to undertaking the final decision on the Scheme design, alternative options were considered. These comprised not building a scheme at all, public transport options, road upgrading/widening options and traffic calming. A number of slip road options were also considered. However, all options expect one (the Scheme) were discounted after an initial assessment because they failed to meet specific planning and transportation objectives for the Larbert and Stenhousemuir area.

ideas

Hyder Consulting