



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A8 Woodhall Roundabout to Newark Roundabout Westbound

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Project Details

Description

Amey have been commissioned by Transport Scotland to undertake improvements of the A8 carriageway surface at Woodhall Roundabout to Newark Roundabout to improve the safety and quality for vehicle travellers. This is due to the identification of surface defects and structural defects during site investigations.

Construction will be undertaken during a weekend in August 2024, under a full road closure during night-time working hours. This will require traffic being diverted via Glasgow Road from Woodhall Roundabout.

The works will consist of two treatments including surface dressing and pre-patching of existing defects over an area of approximately 1.87ha.

Construction activities include:

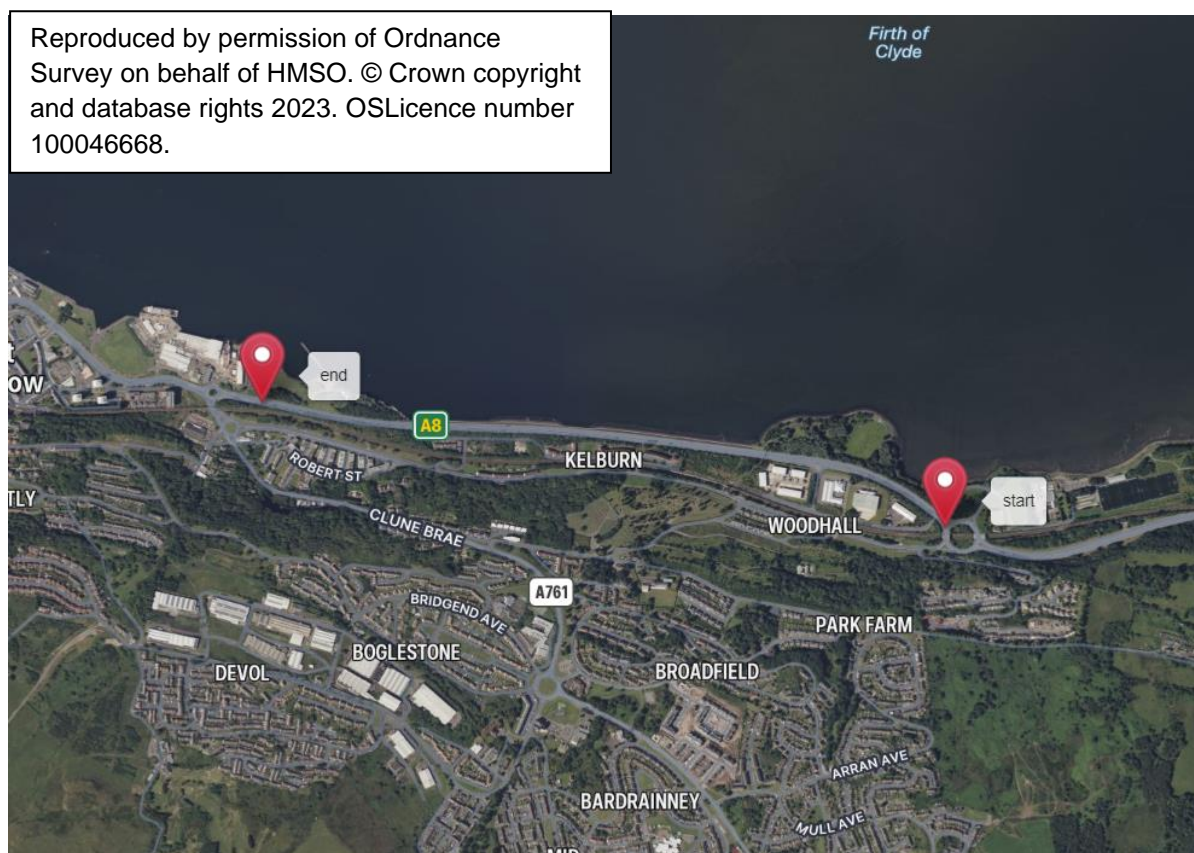
- Implementation of Traffic Management (TM);
- Milling out of existing material by road planer;
- Loader used to collect and move excess material within work area;
- Sweeper to collect loose material;
- Waste material will be removed from site;
- New materials will be laid, including binder, bituminous asphalt and tack bond and compressed using a road paver and compacted by a roller;
- Road markings and road studs will be applied where necessary; and
- TM removal.

Location

The scheme is located along the A8 in Port Glasgow and starts and ends at the following National Grid Reference (NGRs) and is illustrated within Figure 1:

- Start: NS 34848 73944
- End : NS 32844 74392

Figure 1: Scheme Location



Description of Local Environment

Air Quality

The scheme is located within a coastal area along the A8 in Port Glasgow along Greenock Road, surrounded by residential areas such as Kelburn and Woodhall. There are approximately 100 residential properties within 200m, the closest one being approximately 20m south from the works. Other important receptors located within 200m of the works include:

- Kelburn Park located directly to the north of the works.
- Newark Castle Park located approximately 60m north of the works.
- Newark Castle located approximately 110m north of the works.
- Woodhall Train Station located approx. 115m south of the works.
- Port Glasgow Community Fire Station located approximately 190m west of the works.

Inverclyde Council have not recorded any Air Quality Management Areas ([AQMA](#)).

Baseline air quality is mainly influenced by vehicles travelling along the A8 trunk road and the Paisley to Gourock railway line runs adjacent to the scheme.

Manual count point [30720](#) is located along the A8 within the scheme extents. This shows that the AADF of traffic in 2022 for all motor vehicles was 27522 with 926 of those being HGVs.

[Scottish Pollutant Release Inventory \(SPRI\)](#) has record of the following pollutant releases to air within 1km of the scheme:

- Production and processing of metals - British Metal Treatments (FPS Surface Coatings Ltd) located approx. 700m south of the works.

Cultural Heritage

A desktop study has been undertaken using [PastMap](#) resource which highlighted the following designated features within 300m of the scheme extents:

- Newark Castle, Port Glasgow Scheduled Monuments (Ref: SM90230) and Canmore (Ref: 42421) located approximately 90m north of the works.
- Former Clune Park Church of Scotland, Robert Street Listed Building (Ref: LB40072) located approximately 160m south of the works.
- 6 And 8 Newark Street Listed Building (Ref: LB40077) and Canmore (Ref: 199781) located approximately 170m south of the works.
- Clune Park School, Robert Street (Ref: LB40073) located approximately 190m south of the works.
- Broadfield Hospital, Broadstone House, (Mental Home) Old Greenock Road. Listed Building (Ref: LB40078) located approximately 200m south of the works.
- Bay Street/Robert Street, Gourock Ropeworks Listed Building (Ref: LB40067) located approximately 270m west of the works.

There are also several Canmore's which are non-designated cultural heritage features located within 200m of the scheme, these include:

- River Clyde, Auchenleck (Ref: 350981) located within the scheme extents.
- Port Glasgow, Greenock Road (Ref: 355276) located within the scheme extents.
- Glasgow, Fyfe Shore Road (Ref: 359897) located approximately 13m south from the works.
- Port Glasgow, Greenock Road, Railway Viaduct (Ref: 354300) located approximately 15m south from the works.
- Port Glasgow, Fyfe Shore Road (Ref: 354064) located approximately 17m north from the works.

- Port Glasgow, Lamont's Castle Yard (Ref: 143536) located approximately 19m north from the works.
- Port Glasgow, Kelburn Terrace, General (Ref: 199581) located approximately 40m south from the works.
- Port Glasgow, Gasworks (Ref: 42440) located approximately 70m south from the works.
- Port Glasgow, Clune Park Housing, Caledonia Street, General (Ref: 357673) located approximately 85m south from the works.
- Port Glasgow, Woodhall, Woodhall Station (Ref: 199435) located approximately 95m south from the works.
- Port Glasgow, Clune Park Housing, Bruce Street, General (Ref: 357672) located approximately 100m south of the works.
- Newark Castle, Tower (Ref: 42422) located approximately 100m southwest from the works.
- Port Glasgow, Clune Park Housing, Wallace Street, General (Ref: 199665) located approximately 110m south from the works.
- Port Glasgow, Glasgow Road, Bridge (Ref: 91876) located approximately 110m west from the works.
- Port Glasgow, Clune Park Housing, Maxwell Street, General (Ref: 357670) located approximately 110m south from the works.
- Parklea Bowling Club, Port Glasgow (Ref: 351901) located approximately 150m east from the works.
- Port Glasgow, Robert Street, Clune Park Church of Scotland (Ref: 199555) located approximately 160m south of the works.
- Port Glasgow, Woodhall Terrace, General (Ref: 199669) located approximately 160m from the works.
- Port Glasgow, Robert Street, Clune Park Primary School (Ref: 199556) located approximately 200m south from the works.

Pastmap has identified numerous designated and non-designated sites/features, however as the works are confined to the carriageway surface, the carriageway has previously been maintained and no verge working required Cultural Heritage has been scoped out and is not discussed further within the RoD.

Landscape and Visual Effects

A desk-based study using the [Scottish Landscape Character Type Map](#) describes the land within the scheme extents as 'urban'.

[The Historic Landscape Assessment Map](#) shows that the historic land use of the land within and surrounding the scheme consist of Industrial or Commercial Area, Recreation Area, Urban Area and Seashore.

According to [PastMaps](#), the Finlaystone House Garden & Designed Landscapes is located 440m to the east from the start of the scheme.

[Scotland's Environmental Map](#) highlights that there are no Tree Preservation Orders (TPO)s located within 500m of the scheme, however, there are unnamed Ancient Woodlands located towards the start of the scheme within 500m of the works.

The scheme is located within an urban area of Port Glasgow in Inverclyde. The works are protected by large areas of screening, therefore there is no residential properties that have a view of the scheme and construction works. As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Biodiversity

The scheme is located within a coastal area (Clyde along the A8 in Port Glasgow along Greenock Road, surrounded by residential areas such as Kelburn and Woodhall.

The Clyde Estuary is located to the north and areas of residential properties, and woodland to the south.

[Sitelink](#) has highlighted the Inner Clyde Special Protection Area (SPA) ([8514](#)) and RAMSAR ([8429](#)), located approximately 20m north of the scheme at its closest point.

Due to the identification of a designated European site with 2km a Habitat Regulations Appraisal (HRA) has been undertaken.

The Inner Clyde Site of Special Scientific Interest (SSSI) ([1701](#)) is also located 20m north of the scheme at its closest point.

[The National Biodiversity Network \(NBN\) Atlas](#) has highlighted the following Invasive Non-Native Species located within 500m of the scheme:

- Japanese Knotweed (*Fallopia japonica*)
- Rhododendron (*Rhododendron ponticum*)
- Hollyberry Cotoneaster (*Cotoneaster bullatus*)
- Entire-leaved Cotoneaster (*Cotoneaster integrifolius*)

According to the Amey Southwest environmental database, there is evidence of Japanese Knotweed located along the A8 within the scheme extents.

A search of Transport Scotland Asset Management Performance System (AMPS) has highlighted Japanese Knotweed (*Fallopia japonica*), Common Ragwort (*Jacobaea vulgaris*), Himalayan Balsam (*Impatiens glandulifera*) and Rosebay Willowherb (*Chamaenerion angustifolium*) along the verge within the scheme extents.

It is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. In addition, the nature of the scheme is contained within the carriageway boundary involving like-for-like works within already engineered layers and as such a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and Soils

According to [Scotland Soil Map](#), there is no data within the scheme extents, likely due to the scheme being in a semi-urban location. The closest soil data to the scheme extents comprise of Brown earths. This will likely be the same within the scheme extents due to the similar nature of the land.

A desk-based study using [Geology Viewer](#) has highlighted that the geology within the scheme extents consists of:

- Superficial deposits - Raised Marine Deposits of Holocene Age - Clay, silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.
- Superficial deposits - Sediment. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
- Bedrock geology - Inverclyde Group - Sandstone with subordinate argillaceous rocks and limestone. Sedimentary bedrock formed between 358.9 and 344.5 million years ago during the Carboniferous period.

Sitelink notes that there are no Geological Conservation Review Sites (GCRS) or Local Geodiversity Sites (LGS) located within 200m of the scheme extents.

As noted in the biodiversity section, The Inner Clyde Site of Special Scientific Interest (SSSI) (1701) is located 20m north of the scheme at its closest point. This site is designated for Saltmarsh.

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 works are required to resurface the worn carriageway and reinstate road markings. Tables 1 and 2 below describes the materials required and likely waste produced from the works.

The proposed scheme will require a Site Waste Management Plan (SWMP).

Table 1: Key Materials Required for Activities.

Key Materials Required for Activities		
Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • TS2010 surface course • AC20 bituminous binder • AC32 bituminous base • Thermoplastic screed • Road studs • Fuel and oils 	<ul style="list-style-type: none"> • TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical 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 source. • A proportion of RAP is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.

Table 2: Key Waste Arising from Activities.

Key Waste Arising from Activities		
Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Asphalt plannings (after coring no tar was present within the road cores) 	<p>Uncontaminated road plannings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Plannings'.</p> <p>No coal tar is expected to be found due to previous investigation works and the age and make-up of the current scheme.</p> <p>All waste will be removed from site with appropriate documentation including Waste Transfer Notes (WTN).</p>

Noise and Vibration

The scheme is located along the A8 in Port Glasgow along Greenock Road, surrounded by residential areas, trees, and shrubs. There are approximately 100 residential properties, the closest one being approximately 20m south from the works. Other important receptors located within 300m of the works include:

- Kelburn Park located directly to the north of the works.
- Newark Castle Park located approximately 60m north of the works.
- Newark Castle located approximately 110m north of the works.
- Woodhall Train Station located approx. 115m south of the works.
- Port Glasgow Community Fire Station located approximately 190m west of the works.

Works are located with a [Candidate Noise Management Area](#) (CNMA) but not within a Candidate Quiet Area (CQA). Baseline noise levels are influenced by vehicles travelling along the A8 and the Paisley to Gourock railway line that runs adjacent to the scheme. The road surface is in poor condition which will add to the increased noise levels.

According to [Scotland Noise Map](#), the noise along the A8 within the scheme extents ranges from 70 => x < 75 dB during daytime hours and ranges from 60 => x < 65 dB during night-time hours.

Manual count point [30720](#) is located along the A8 within the scheme extents. This shows that the Annual Average Daily Flow of Traffic (AADF) in 2022 for all motor vehicles was 27522 with 926 of those being Heavy Goods Vehicles (HGVs).

Population and Human Health

A study area of 300m has been used for this assessment as the works are like for like maintenance repairs and are unlikely to impact receptors beyond 300m.

The scheme is located along the A8 in Port Glasgow along Greenock Road, surrounded by residential areas, trees, and shrubs. There are approximately 100 residential properties recorded within 300m of the scheme extents, the closest one being approximately 20m south from the works. Other important receptors located within 300m of the works include:

- Kelburn Park located directly to the north of the works.
- Newark Castle Park located approximately 60m north of the works.
- Newark Castle located approximately 110m north of the works.

- Woodhall Train Station located approx. 115m south of the works.
- Port Glasgow Community Fire Station located approximately 190m west of the works.

There are no bus stops on the A8 within the scheme extents; however, it is used for access between Glasgow and the local wider area.

There are numerous streetlights located along the scheme extents within the verges.

According to [Inverclyde council Core Path Plan](#), core path 1K runs along the boundary of the scheme to the north along the coast.

There are no [National Cycle Routes](#) or [Horse-riding Routes](#) located within 300m of the scheme.

No temporary or permanent land-take is required.

Road Drainage and the Water Environment

A desk-based study using [Scottish Environment Protection Agency \(SEPA\)'s Water Classification Hub](#) shows that Clyde Estuary (ID: 200320) is located approx. 30m north of the works location at its closest point. SEPA has given this waterbody an overall classification of moderate.

Greenock groundwater (ID: 150451) is the groundwater located within the scheme extents this has an overall status of 'good'.

[SEPA's Flood Maps](#) highlights that there is a high likelihood of surface water flooding within the scheme extents, suggesting that each year this area has a 10% chance of flooding.

Drainage on the A8 where works are to be undertaken consists of gullies which run along either side of the central reserve.

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 Climate Change \(Scotland\) Act 2009](#)). The Act includes 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 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. ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot](#) (www.gov.scot)). By 2040, the Scottish Government is committed to reducing 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 and this commitment is being enacted through the Mission Zero for Transport ([Mission Zero for transport | Transport Scotland](#)). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

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

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

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.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- 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.
- 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.

The residual significance of effects is considered not significant and does not warrant any further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

Biodiversity

Impacts

- Due to the night-time programming, site lighting and additional noise from construction could temporarily disturb any surrounding habitats where nocturnal or protected species may be active within the local surrounding area.
- The HRA concluded that although works are scheduled to be undertaken during the wintering period for birds, the works are unlikely to cause significant disturbance to the qualifying interest of the European protected sites, due to the physical separation between the proposed scheme and the works.
- The lack of functionally linked and suitable habitats between the designated sites boundaries and the proposed scheme means that the qualifying feature is highly unlikely to be present within the scheme extents.
- Additionally, the A8 carriageway will likely act as a buffer between the proposed scheme and the designated sites, as baseline noise levels would otherwise be heavily influenced by commuting traffic along the A8.
- Due to the works being undertaken within the carriageway, there will be no impacts on the INNS located along the verge.

Mitigation

- Where lighting is required, hoods will be used and lights directed at works and away from ecological receptors, to minimise disturbance to nocturnal species.
- In the event that protected species is noticed on site, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the sustainable solutions team.
- 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.
- In the event that an INNS is identified on site, all works will temporarily stop, and the environment team contacted.
- All site operatives will be briefed on the INNS toolbox talk before the works commence.
- All site workers will have received adequate training relevant to their role prior to working on the site, including specific environmental inductions and 'toolbox talks.'

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on local biodiversity is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material Assets and Waste

Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

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 at the time of being used.
- 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 (if required) 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.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.

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

- Noise heavy works using plant and machinery such as the roller wagon and paver planer are required during night-time hours for both aspects of the works, which could cause disturbance for the nearby amenity users as there is little to no screening between the properties and the carriageway.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- Construction effects on noise and vibration will be localised, and the works are temporary and like-for-like in nature.
- There will be temporary adverse construction impacts due to noise/disruption, however, the scheme will improve safety and quality for road users and pedestrians which will benefit road users in the long-term. There are not anticipated to be any permanent impacts on noise and vibration following the completion of works.

Mitigation

- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silence/mufflers.
- Residential properties within 300m that are likely to be impacted by the works will be notified via a letter drop and a communications strategy for road users will be implemented.
- The noise & vibration briefing will be delivered to all site operatives before works start and the contractor will assess the effectiveness of noise mitigation while on site.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery to minimise disturbance.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and Human Health

Impacts

- Core paths and the pedestrian access and cycleways surrounding the scheme will be unaffected and will remain open during the works.
- Access to Kelburn Park will not be affected by the works.
- There is no requirement for temporary or permanent land take as the site works take place all within the carriageway boundary.

Mitigation

- TM restrictions/diversions 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.
- Site specific control measures regarding noise and vibration and air quality can be found in the relevant sections.

With best practice mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant.

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 drainage systems and surrounding surface watercourses. 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.
- 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.
- There are not anticipated to be any permanent impacts on road drainage or the water environment following the completion of 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.
 - The control room will be contacted if any pollution incidences occur.
- 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.

Providing all works operate in accordance with current best practice, , the residual effect on the local water environment during construction is considered to be not significant.

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.

Vulnerability of the Project to Risks.

As the works will be limited to the like-for-like resurfacing of the carriageway and replacement of filter drains, 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.

Assessment Cumulative Effects

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

The data collated from the Scottish Pollutant Release Inventory (SPRI) will not have a cumulative significant effect on the air quality within the scheme extents. The SPRI identified is not releasing any significant pollutants that will have a detrimental impact on the local air quality and overall effect of the scheme.

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

[Inverclyde Councils Planning Portal](#) has not highlighted any works located within the scheme extents that are going to affect further TM or have an impact on the wider community.

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 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.

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in May 2024.

- A Habitat Regulations Appraisal (HRA) undertaken by the Ecology Team at Amey in May 2024.

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:

- 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 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 approximate 18,747m² area of existing carriageway.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The 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 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).
- The HRA concluded that there will be no likely significant effects on the Inner Clyde SPA and RAMSAR.

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. 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.
- The works will be temporary and localised and completed during night-time hours.

References of Supporting Documentation

- An Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in May 2024.
- A Habitat Regulations Appraisal (HRA) undertaken by the Ecology Team at Amey in May 2024.

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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