EC DIRECTIVE 2011/92/EU (as amended)

ROADS (SCOTLAND) ACT 1984 (Environmental Impact Assessment) Regulations 2017 (as amended)

RECORD OF DETERMINATION

Name of Project:	**Location:**
A725 Whirlies Rbt to Crossbaskets	Start of scheme: NS 64474 55734 End of scheme: NS 66684 56317

Description of Project:

The works are required to maintain the safety and integrity of the A725 eastbound carriageway as it is exhibiting extensive transverse and longitudinal cracking as well as fretting. The High Friction Surfacing (HFS) is in poor condition and there are a large quantity of surface defects emerging.

The works will involve an inlay treatment between 40mm and 290mm over an approximately 17,664m^2 (approx. 1.77 ha) of defective road surface. Road markings will also be reapplied as and when necessary.

The package of works are set to take place in September 2020 over two full weekends. Site workings hours are yet to be confirmed but are likely to involve 24hr working.

Traffic management arrangements will involve a full closure of the eastbound carriageway. Traffic will be diverted from A725 and follow Stoneymeadow Road then the B7012, where it will re-join the A725 carriageway via Douglas Street.

South Lanarkshire Council Environmental Health Noise Team were notified on 27th April 2020 regarding the proposed works.

Please see Appendix 1 for a Location Plan and Scheme Extents drawing.

Description of Local Environment:

The following baseline descriptions have been numbered to follow the appropriate DMRB chapters for environmental assessment and do not reflect a ranking of sensitivity.

1. Population and Human Health

The works are located in the semi-urbanised area of A725, north-east of East Kilbride in South Lanarkshire. Resurfacing works will take place along the eastbound carriageway from the Whirlies Roundabout to the Hamilton Road off-slip/B7012. A large residential area is located to the south

Description of Local Environment:
(adjacent to the westbound carriageway) and a woodland area to the north (adjacent to the eastbound carriageway). Several residential properties are located to the south, with the closest properties situated approximately 35m from the eastbound carriageway. Industrial and commercial properties exist within 100m of the start of the scheme extents. No cycle paths[1] or bridleways are located within the scheme extents. Core path[2] EK5830/1 runs parallel to the start of the scheme extents (near Whirlies roundabout) and core path EK5921/2 is a minor route which lies adjacent to the eastbound carriageway in the middle of the scheme extents. Two bus stops are located within the scheme extents. The Annual Average Daily Traffic Flows (AADT) at this location is 13,171, approximately 24% of which consists of Heavy Goods Vehicles (HGVs). The ambient noise level is likely to be influenced by vehicle traffic from the carriageway. According to Scotland's Transportation Noise Action Plan 2019-2023[3], Two CNMA's (in Figure 63) are located at the start and middle of the scheme extents.

2. Biodiversity
 	
The works are located on a semi-urban stretch of the A725 carriageway to the east of East Kilbride. The scheme is immediately flanked by a large areas of woodland on either side of the carriageway. Woodland is present throughout the entire scheme extents. It stretches along the majority of the eastbound carriageway and is bordered on its other side by a golf course and farmland.
 	
A desktop study using Nature Scot Sitelink[4] has not identified any Natura 2000 sites within 2km of the proposed works. The following locally designated site is located immediately adjacent to the westbound carriageway (approx. 15m from scheme extents):
 	
• Calder Glen Site of Special Scientific Interest (SSSI)
  ○ Designation: Geological – Stratigraphy
  ○ Feature: Lower Carboniferous [Dinantian - Namurian (part)][5]
 	
Scotland TranServ's Invasive Non-native Species Database has not identified any INNS within proximity to the scheme extents.
 	
<u>Field Survey</u>
 	
A site survey was undertaken on the 27th of November 2019 in the woodland adjacent to the westbound carriageway by the beginning of the scheme extents. The survey was carried out for the potential presence of protected species. Sections of the woodland surveyed seemed optimal for badger, however no setts or other field signs were identified during the survey.
 	
All woodland within proximity to the scheme extents was surveyed for the presence of protected species. The majority of woodland (i.e. survey area) was a mixture of overgrown vegetation with

[1] https://osmaps.ordnancesurvey.co.uk/ncn (accessed 20/04/2020)

[2] https://southlanarkshire.maps.arcgis.com/apps/webappviewer/index.html?id=ea777bba61f94767a4a801f2f1d65e8b (accessed 20/04/2020)

[3] https://consult.gov.scot/transport-scotland/transportation-noise-action-plan-2019-2023/ (accessed 01/02/2020)

[4] https://gateway.snh.gov.uk/sitelink/searchmap.jsp (accessed 20/04/2020)

[5] https://sitelink.nature.scot/site/293 (accessed 20/04/2020)

Description of Local Environment:
poor access or showed signs of frequent human habitation. The habitat was deemed unsuitable for protected species. No evidence of protected species (either fresh or historical) was found. Consultation with Nature Scot will not be required in relation to these works.
3. Land The majority of the works area footprint consists of two eastbound lanes, with no hard shoulder. The start of the scheme is a single merging. Road verges are vegetated with trees and small areas of low lying grass. Commercial/industrial areas are location to the west and residential areas are located to the south.
4. Soil The scheme is not located within, or within proximity to, any Local Geodiversity Sites (formerly known as RIGS)[6] or geologically designated SSSIs[7]. The majority of soil data at this location is unavailable, however the western half of the scheme has records of mineral gleys, according to the National Soil Map of Scotland[8].
5. Water The Rotten Calder Water (ID: 10052)[9] flows beneath the A725 at the end of the scheme extents. SEPA[10] has classified the water body with an overall status of moderate, an ecological status of moderate and a chemical status classed as a pass. The Rotten Calder shares connectivity with Calder Glen SSSI. An unnamed issues (unclassified by SEPA) flows underneath the middle of the scheme extent into Lee's Burn. SEPA's River and Coastal Flood Map[11] highlights small isolated areas at high risk from surface water flooding within the scheme extents. Due to the elevated carriageway structure, river flooding from the Rotten Calder is unlikely to affect the works area.
6. Air Areas of woodland, residential properties and farmland exist within the surrounding area. Air quality is likely to be impacted mainly by road traffic and farmland activities. The works fall within the Whirlies Roundabout Air Quality Management Area[12] at the western end of the scheme extents.
7. Climate

[6] https://www.google.com/maps/d/viewer?mid=1HfclRWcITRxXUZWNARManl-PUhE&ll=57.74680670722851%2C-5.313263556249922&z=6 (accessed on 20/04/2020)

[7] https://gateway.snh.gov.uk/sitelink/searchmap.jsp (accessed on 20/04/2020)

[8] http://map.environment.gov.scot/Soil_maps/?layer=1 (accessed on 20/04/2020)

[9] https://www2.sepa.org.uk/waterbodydatasheets/PDF/2012/10052.pdf (accessed 20/04/2020)

[10] http://gis.sepa.org.uk/rbmp/ (accessed 20/04/2020)

[11] http://map.sepa.org.uk/floodmap/map.htm (accessed 20/04/2020)

[12] https://uk-air.defra.gov.uk/aqma/maps/ (accessed 30/04/2020)

Description of Local Environment:

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).

Scotland TranServ, working on behalf of Transport Scotland, undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

In addition, Scotland TranServ undertakes resource efficiency activities to manage and reduce emissions contributing to climate change. Actions and considerations for this scheme are detailed in section 8 Material Assets.

8. Material Assets

Activity	Material Required	Origin/ Content
Site Construction	• AC20 Binder • AC32 Base • TS2010 Surface • Road paint / Studs Lubricant • Vehicle fuel • Oil	A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course. 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 should reduce the usage of imported aggregates, and increase the use of a wider range of sustainable aggregate sources.

All materials will be procured in accordance with Balfour Beatty Sustainable Procurement Policy.

Key Waste Arising from Activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Asphalt planings	• The core report show evidence of Tar Bound Macadam in cores C14, C15, C18 and C19 at between depths of 115mm and 240mm. • Non-contaminated asphalt planings will be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.

9. Cultural Heritage

Description of Local Environment:
PastMap[13] identifies the following features of cultural heritage within 300m of the eastbound carriageway: • Stoneymeadow Road Bridge[14] recognised as a Category B Listed Building located approx. 75m north of the western region of the carriageway. • Long Calderwood[15] recognised as a Scheduled Monument located approximately 160m south of the carriageway. • Crossbasket[16] recognised as a Category A Listed Building, estimated at a distance of 170m north of the western region of the carriageway.
10. Landscape This stretch of the A725 carriageway does not fall within any designation for landscape quality or character according to PastMap[17] and NatureScot Sitelink[18]. Areas of woodland exist north of the carriageway. During construction, views of, and from, the road will be temporarily affected due to the presence of works, traffic management and plant. As the works are operating on a like-for-like basis, no permanent changes to landscape features are predicted.

Description of the main environmental impacts of the project and proposed mitigation:
The following environmental impacts have been numbered to follow the appropriate DMRB chapters for environmental assessment and do not reflect a ranking of impact severity. Construction and operational impacts, including impact on Policies and Plans, are covered within each environmental topic heading where applicable.

1. Population and Human Health
1.1 Impacts
• If noise heavy works are required during night time hours then this could cause disturbance for residential properties in close proximity.
• Traffic management is expected to consist of a total closure, with a suitable diversion route put in place.
  ○ Given the high percentage of HGVs at this location, traffic management may temporarily redirect HGV movement along this route.
  ○ Additional HGV vehicles may cause disturbance to residential properties along the diversion route, particularly during night time hours.
• Local bus stops will be affected by road closures.

[13] http://pastmap.org.uk/ (accessed on 21/04/2020)
[14] http://portal.historicenvironment.scot/designation/LB26606 (accessed on 21/04/2020)
[15] http://portal.historicenvironment.scot/designation/SM4701 (accessed on 21/04/2020)
[16] http://portal.historicenvironment.scot/designation/LB1004 (accessed on 21/04/2020)
[17] http://pastmap.org.uk/ (accessed on 21/04/2020)
[18] https://gateway.snh.gov.uk/sitelink/searchmap.jsp (accessed on 21/04/2020)

Description of the main environmental impacts of the project and proposed mitigation:
• As works will be restricted to the trunk road boundary, no impact is predicted to the Core Path. 1.2 Mitigation • Residential properties within proximity to the works will be notified in advance of the works. This includes notices within Shaftesbury Court, Phoenix Court and Globe Court high rise flats. The notification should provide information on the nature, timing and duration of the proposed works. See notification maps for more details. • Due to night time programming, South Lanarkshire Council's Environmental Health Department have been contacted prior the commencement of the works. This will be repeated once detailed programming is available. • Local bus providers will be notified of any closures and diversions routes, with temporary bus stops being set up where appropriate. • Advance warning signs will be placed in advance of the works, detailing the upcoming closure and diversion route, in an effort to minimise disturbance to vehicular travellers. With mitigation measures in place, the residual impact to population and human health is considered to be negligible. It has been determined that the proposed project will not have direct or indirect significant effects to population or human health.
2. Biodiversity 2.1 Impacts • Works have potential to cause disturbance to protected species in the local area   o No setts were identified during the ecological site visit. • Debris and dust generated from the works may enter the Calder Glen SSSI if not effectively controlled 2.2 Mitigation • Operatives will be briefed with the badger toolbox talk before starting construction works. • Plant, vehicles, equipment and materials will be restricted to the paved carriageway at all times and will not mount, park or be stored on the verge. • In the event of sighting protected species, construction works will temporarily stop until the species has vacated the site. • Dust producing activities will be dampened where possible to reduce the likelihood of debris or dust arising becoming windborne and reaching adjacent land or reaching nearby watercourses in an uncontrolled manner. • Visual pollution inspections of the working site (particularly areas near drainage) shall be conducted in frequency, especially during periods of heavy rain or wind. All works will operate in accordance with current best practice, including SEPA's GPPs and Nature Scot guidance, the residual impact to biodiversity is considered to be neutral. It has been determined that the proposed project will not have direct or indirect significant effects to biodiversity.

Description of the main environmental impacts of the project and proposed mitigation:
3. Land 3.1 Impacts The works will be kept to the existing carriageway and will not require any access on or over any private land out with the existing trunk road boundary. No site specific impacts have been highlighted. 3.2 Mitigation No site specific mitigation has been identified as being required to mitigate land. It has been determined that the proposed project will not have direct or indirect significant effects to Land.
4. Soil 4.1 Impacts The works will be kept to the existing carriageway and soils shall not be impacted. No site specific impacts have been highlighted. 4.2 Mitigation No site specific mitigation has been identified as being required to mitigate soils. All works will operate in accordance with current best practice. It has been determined that the proposed project will not have direct or indirect significant effects to Soil.
5. Water 5.1 Impacts • If not appropriately controlled, debris and run off from the works have the potential to enter the Rotten Calder and detrimentally impact its water quality. • Flooding areas are minor in nature and unlikely to have a detrimental impact on works. 5.2 Mitigation • Spill kits will be available and replenished on site at all times. • Debris and dust generated through the works will be prevented from entering top entry gullies. o Dust producing activities will be dampened where possible to reduce the likelihood of debris or dust arising becoming windborne and reaching adjacent land or reaching nearby watercourses in an uncontrolled manner. • Visual pollution inspections of the working site (particularly areas near drainage) shall be conducted in frequency, especially during periods of heavy rain or wind. • Best practice, as detailed by SEPA's Guidance for Pollution Prevention (GPPs), will be followed onsite at all times. This will ensure that any potential sediments / spills are not allowed to enter road drainage unchecked. The residual impact on the water environment is considered to be neutral. It has been determined that the proposed project will not have direct or indirect significant effects to water.

Description of the main environmental impacts of the project and proposed mitigation:
6. Air 6.1 Impacts On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a slight impact on local air quality levels, particularly within the current AQMA. 6.2 Mitigation All works will operate in accordance with current best practice which includes, but is not limited to, turning off all vehicles and equipment when not in use, no unnecessary idling and making sure all vehicles, plant and motorised equipment are in good working order. Providing all works operate in accordance with current best practice, the residual impact for air is considered neutral. It has been determined that the proposed project will not have direct or indirect significant effects to Air.
7. Climate 7.1 Impacts Greenhouse gas emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials). 7.2 Mitigation • Local suppliers will be used as far as practicable to reduce travel time and greenhouse gas emitted as part of the works. • Vehicles / plant shall not be left on when not in use to minimise and prevent unnecessary emissions being emitted. • All works shall operate in accordance with current best practice, as demonstrated by SEPAs GPPs. • Further actions and considerations for this scheme are detailed in section 8 Material Assets. It has been determined that the proposed project will not have direct or indirect significant effects to Climate.

8. Material Assets
 	
8.1 Impacts
 	
• The core report show evidence of Tar Bound Macadam in cores C14, C15, C18 and C19 at between depths of 115mm and 240mm.
  o Inlay treatment depth will be between 40mm – 290mm
  o All Hazardous Waste/Special Waste will be transported by a registered waste carrier and accompanied by a consignment note from SEPA.
  o The waste contractor will give SEPA advance notice of at least three days before moving the special waste.
• Contribution to resource depletion through use of virgin materials.
 	
8.2 Mitigation

Description of the main environmental impacts of the project and proposed mitigation:
• Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications; • The chosen material 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 should reduce the usage of imported aggregates, and increase the use of a wider range of sustainable aggregate sources. It has been determined that the proposed project will not have direct or indirect significant effects to Materials Assets.
9. Cultural Heritage 9.1 Impacts No site specific impacts have been highlighted. 9.2 Mitigation No site specific mitigation has been identified as being required to mitigate land. All works will operate in accordance with current best practice. It has been determined that the proposed project will not have direct or indirect significant effects to Cultural Heritage.
10. Landscape 10.1 Impacts No site specific impacts have been highlighted. 10.2 Mitigation No site specific mitigation has been identified as being required to mitigate landscape. All works will operate in accordance with current best practice. It has been determined that the proposed project will not have direct or indirect significant effects to Landscape.
11. Vulnerability of the Project to Risks As the works will be limited to the like-for-like replacement of the carriageway pavement and associated road furniture, there is no change to the vulnerability of the road to the risk or severity of major accidents / disasters that would impacts on the environment It has been determined that the proposed project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Extent of EIA work undertaken and details of consultation:
The following environmental parameters have been considered within this Record of Determination: • Population and Human Health • Biodiversity • Land • Soil

Transport Scotland

Record of Determination A725 Whirlies Rbt to Crossbaskets

Extent of EIA work undertaken and details of consultation:

- Water
- Air
- Climate
- Material Assets
- Cultural Heritage
- Landscape

The following statutory organisations have been consulted:

- South Lanarkshire Council Environmental Health Noise Team have been notified

The following environmental surveys / reviews have been undertaken:

- A design Environmental Review of the scheme, undertaken by the Environmental and Sustainability Team at Scotland TranServ, was issued in April 2020.

Statement of case in support of a Determination that a formal EIA and Environmental Impact Assessment Report is not required:

This is a relevant project falling within Annex II that:

- Exceeds 1 hectare in area (total area affected 17,664sqm/1.77ha)

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). Screening using Annex III criteria, reference to consultations undertaken and review of available information has identified there is no need for a full EIA.

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

Characteristics of the scheme:

- Construction activities are restricted to 17,664sqm / 1.77 ha area of existing carriageway.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications;
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- Road planings will be fully recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- It has been assessed that the works hold a negligible risk of causing a pollution event or resulting in a significant nuisance.

Location of the scheme:

- The scheme is located east of East Kilbride immediately surrounded by both residential, industrial and commercial properties and areas of woodland. A golf course and farmland are found within the wider area.
- The scheme shares connectivity with one “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).
    - Calder Glen SSSI, designated for Geological Stratigraphy with Lower Carboniferous features.

Transport Scotland

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Characteristics of potential impacts of the scheme:

- As the works will be limited to the like-for-like replacement and include the additional installation of sub-surface drainage of the carriageway pavement and associated road furniture, there is no change to the vulnerability of the road to the risk or severity of major accidents / disasters that would impacts on the environment.
- No significant residual impacts are predicted. Disruption due to construction activities are not expected to be significant and will be mitigated as far as is reasonably practicable.
- The successful completion of the scheme should afford benefits to road users.
- The use of TS2010 road surfacing should afford 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 should decrease post construction

File references of supporting documentation:

Appendix 1 – Scheme Location and Extents

APPENDIX 1 : SCHEME LOCATION AND EXTENTS