



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M80 Gantry Replacement

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to demolish the existing M80 7-8 G90 gantry on the northbound (NB) carriageway, relocate the existing M80 7-8 G20 gantry, as well as remove and install new signage and vehicle restraint systems (VRS) over a length of 0.7km (Approx. 1.1ha).

The construction activities for the works are as follows:

- Installation of traffic management (TM) on M80 NB including temporary vehicle barriers (various phases, locations and arrangements).
- Establish site compound, welfare facilities etc. (various phases, locations and arrangements).
- Remove existing VRS at works locations.
- Excavate and pile for new foundations at locations of new gantry, one foundation in NB verge and one foundation in central verge.
- Cast reinforced concrete for new foundations at location of new gantry.
- Install a new post mounted sign upstream of existing location of M80 7-8 G20, in NB verge.
- Remove existing gantry steel superstructure from M80 7-8 G20 and installing it on the new foundations at location of the new gantry.
- Touch up paint on gantry steelwork.
- Dismantle existing M80 7-8 G90 gantry including demolition of foundations down to 1m below ground level.
- Demolish foundations of gantry M80 7-8 G20 down to 1m below ground level.
- Install new VRS at existing and new gantry/sign locations.
- Apply road markings on M80 between Junctions 7 and 8.
- Remove all TM.

The works are currently programmed to be completed within 2026/2027 financial year, with works expected to begin on the 13th of April 2026. Works are programmed to be completed over two to three months as a combination of day and night-works (07:00 - 16:30 and 19:30 – 06:00). Multiple phases of TM will be required for the duration of the works, these include:

1. NB hard shoulder closure, potentially with narrow running lanes and a partial closure of Lane 1 to allow all works to be undertaken in the NB verge at various locations.
2. NB Lane 3 closure with hard shoulder running, potentially with narrow running lanes. A partial Lane 2 closure, along with a Lane 3 southbound (SB) closure with hard shoulder running to allow all works to be undertaken in the central reserve.
3. Full overnight closures of the M80 in both directions during lifting out and in of the M80 7-8 G20 superstructure and for demolition of M80 7-8 G90 gantry.

Location

The scheme lies on the M80 NB carriageway at Dennyloanhead (Figure 1), within Falkirk Council and is predominantly bordered by both arable land and small sections of woodland.

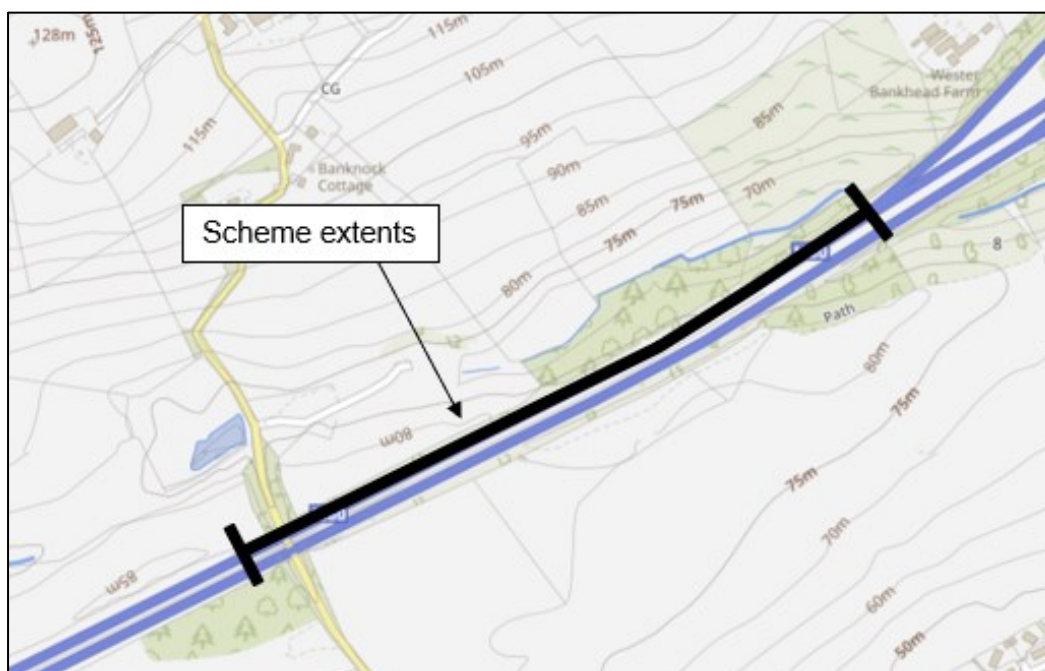


Figure 1: Extents of the works - Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

Properties within 300m of the scheme – refer to ‘Population and Human Health’.

A search of the [Air Quality in Scotland](#) online mapping tool highlights that sites monitoring air quality in the wider area record bandings to be within the ‘green zone’ (Low Index 1-3).

The scheme is located within the Falkirk Council boundary area, which had six Air Quality Management Areas (AQMAs) within its administrative boundary, five of which are now revoked. The closest active AQMA, 'Falkirk Town Centre', is located approx. 8km east of the scheme extents (at its nearest point) and is declared for nitrogen dioxide (NO₂) and particulate matter (PM₁₀).

There are four sites registered on the Scottish Pollutant Release Inventory ([SPRI](#)) for pollutant releases to air within the last 10 years, within 10km of the scheme extents:

- 'Energen Biogas Limited, Cumbernauld' – waste and waste-water management, declared for carbon dioxide (CO₂) and methane (CH₄) (located approx. 3.3km southwest),
- 'Station Road, Cowie' – paper and wood production and processing, declared for antimony (Sb), arsenic (As), benzopyrene (C₂₀H₁₂), cadmium (Cd), CO₂, carbon monoxide (CO), chromium (Cr), copper (Cu), dioxins and furans, formaldehyde (CH₂O), lead (Pb), manganese (Mn), mercury (Hg), nickel (Ni), nitrogen oxides, non-methane volatile organic compounds, particulate matter, and zinc (Zn) (located approx. 8.9km northeast),
- 'Bakelite Synthetics UK Limited, Cowie' – chemical industry, declared for formaldehyde (CH₂O) (located approx. 8.8km northeast), and
- 'Greengairs Landfill, Meikle Drumgray Road, Airdrie' – waste and waste-water management, declared for carbon dioxide, carbon monoxide, chlorofluorocarbons, hydrochlorofluorocarbons (located approx. 9.7km south).

The baseline air quality within the scheme extents is primarily influenced by motor vehicles travelling along the M80 trunk road. Secondary sources are most commonly derived from motor vehicles travelling along nearby local network roads and day-to-day agricultural land management activities.

Cultural heritage

According to the [PastMap](#) and [Historic Environment Scotland](#) (HES) online mapping tools, there are no designated cultural heritage assets located within 300m of the scheme extents.

There are three undesignated cultural heritage assets (UCHA) located within 300m of the scheme extents. The nearest record pertains to 'Falkirk, Blaeberry Muir' National Record of the Historic Environment (NRHE) (ID: 46927), 'Falkirk Museum' NRHE (ID: 107874), and 'Falkirk' NRHE (ID: 116494) which are all located approx. 80m southeast of the scheme extents.

Construction of the M80 carriageway is likely to have removed any archaeological remains that may have been present within the trunk road boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low.

Given that the works will be restricted to the existing M80 NB carriageway boundary and surrounding verges and that there are no designated cultural heritage assets located within 300m of the works, it is assessed that cultural heritage will not be

impacted by the scheme. Therefore, this topic has been scoped out of further assessment.

Landscape and visual effects

The scheme is not situated within a [National Park](#) (NP) or [National Scenic Area](#) (NSA).

The Landscape Character Types (LCT) within the study area is 'Lowland River Valleys - Central' (no. 152) ([Scottish Landscape Character Types](#)). The key characteristics of which are:

- Well-defined river corridors, most with flat valley floor enclosed by often commanding hills,
- Strong topographic and visual identity with varying scale and character,
- Glacial terrain and deposits located on valley margins, often subject to mineral extraction,
- Relatively high proportion of tree cover, with roadside and hedgerow trees and semi-natural woodland,
- Dense areas of coniferous forest cover the slopes surrounding the reservoir in the Upper Carron Valley,
- Road corridors often running parallel to river corridor form key linear features,
- Settlement often closely linked to the river corridor and parallel road corridors,
- Intensive settlement and urban development and urban development on margins of valleys south and north of Firth of Forth,
- Predominance of traditionally managed estate, policy and designed landscapes,
- Nature conservation importance of river and associated habitats,
- Frequently enclosed and focussed views along the river valley, and
- Visibility of remnant derelict land, motorway and road corridors, power lines, wind farms and industrial sites from the urban fringe of Falkirk/Denny.

[Land use](#) located within 300m of the scheme extents can be categorised as the following:

- Motorway and major roads,
- Medieval/ post-medieval reverse s-shaped fields,
- Industrial-scale farming unit,
- Managed woodland, and
- Rectilinear farms and fields.

The [national scale land capability for agriculture](#) classifies land surrounding the scheme location as being:

- 'Class 3.2' – Land capable of average crop production though high yields of barley, oats, and grass can be obtained. Grass leys are common.

There is one area of woodland registered on the [Native Woodland Survey of Scotland](#) database within 300m of the scheme extents:

- Approx. 0.9ha of wet woodland, located approx. 30m south from the western end of the scheme extents, bordering the southbound (SB) carriageway.

In addition to the above, the following woodlands are located within 300m of the scheme extents:

- Approx. 1.5ha of conifer woodland, located directly alongside the NB carriageway boundary at the eastern end of the scheme extents,
- Approx. 0.9ha of mixed mainly broadleaved woodland, located approx. 30m south from the western end of the scheme extents,
- Approx. 0.9ha of mixed mainly conifer woodland, located approx. 145m south of the scheme extents, and
- Approx. 0.6ha of mixed mainly conifer woodland, located approx. 175m northeast of the scheme extents.

There are no areas of woodland registered on the [Ancient Woodland Inventory Scotland](#) database within 300m of the scheme extents and there are no trees covered by a Tree Preservation Order (TPO) with connectivity to the scheme extents.

The existing M80 trunk road is a prominent linear landscape feature. The trunk road corridor, for example, has a distinct character shaped by high volume, fast-flowing traffic, road markings, safety barriers, signage, landscaping, etc. The scale of the trunk road detracts from the quality and character of the wider landscape.

Biodiversity

The [NatureScot Sitelink](#) online mapping tool identifies that the scheme is not situated within 2km of any European Sites designated for biodiversity features e.g. Special Areas of Conservation (SAC), Special Protection Areas (SPA), or Ramsar sites.

However, the scheme lies approx. 3.8km northwest of Slamannan Plateau SPA and approx. 12.3km southwest of the Firth of Forth SPA and Ramsar Site and therefore lies within the disturbance zone for several of the qualifying features of both SPAs.

Slamannan Plateau Site of Special Scientific Interest (SSSI) (component of the SPA) lies approx. 3.8km southeast of the scheme extents (straight line distance, at its nearest point).

The Firth of Forth SSSI (component of the SPA) lies approx. 12.3km northeast of the scheme extents (straight line distance, at its nearest point).

There are no [Local Nature Conservation Sites](#) (LNCS), SSSIs or Local Nature Reserves (LNRs) designated for biodiversity features located within 300m of the scheme extents.

A Preliminary Ecological Appraisal (PEA) survey was undertaken by surveyors in July 2024. Habitats within the northern extents of this scheme are comprised of a small area of conifer plantation located on a sloped embankment, and a watercourse which runs along the bottom of the woodland, with arable fields found in the wider area.

A search of the NBN online mapping tool records the following species as detailed in the Network Management Contract (NMC) within 2km of the scheme extents (in the last 10-years):

Four injurious weeds:

- Broad-leaved dock (*Rumex obtusifolius*),
- Common ragwort (*Senecio jacobaea*),
- Creeping thistle (*Cirsium arvense*), and
- Oil seed rape (*Brassica napus*).

One invasive native perennial:

- Rosebay willowherb (*Chamaenerion angustifolium*).

No invasive non-native species (INNS) were recorded within 2km of the scheme extents (in the last 10-years).

A search of the Asset Management Performance System (AMPS) online mapping tool records the following plant species as detailed in the NMC within the scheme extents:

One invasive native perennial:

- Rosebay willowherb.

While not within the scheme extents INNS Japanese knotweed (*Reynoutria japonica*) has been identified along the southbound carriageway verge opposite the existing gantry within the northern extents of the scheme at NGR: NS 80191 80185.

Habitat immediately bordering the scheme extents predominantly consists of large areas of open managed grassland and pastoral land, a combination of dense broadleaved and coniferous mature tree woodland directly alongside the NB carriageway boundary, semi-mature/mature broadleaved tree shelterbelts, steep sloped embankments, mature hedgerows, natural roadside vegetation (e.g., immature trees, shrubs etc.) and made verges which undergo cyclic maintenance (e.g., grass-cutting, weed control, etc.). While there is high availability of roadside vegetation, the habitat immediately bordering the trunk road is assessed to be of

reduced ecological value, due to the likelihood of trunk road disturbances from high volume, fast-flowing traffic and that the M80 trunk road limits the connectivity and continuity for species between their potential habitats on either side of the road.

Geology and soils

The M80 within the scheme extents is not located within a [Geological Conservation Review Site](#) (GCRS), and there are no [Local Geodiversity Sites](#) (LGS) within 300m, or which share connectivity to the scheme extents.

The [National Soil Map of Scotland](#) online mapping tool records two generalised soil types beneath the scheme extents:

- Brown soils.
- Mineral gleys.

There are two major soil groups recorded beneath the scheme extents:

- Brown soils.
- Gleys.

The [British Geological Survey](#) online mapping tool records the superficial geology within the scheme extents as:

- Till, Devensian – Diamicton.

The bedrock geology within the scheme extents is recorded as:

- Scottish Middle Coal Measures Formation – Sedimentary Rock Cycles, Coal Measure Type.
- Scottish Lower Coal Measures Formation – Sedimentary rock Cycles, Coal Measure Type.

There is no evidence of historical industrial processes or the storage of hazardous materials that could have given rise to significant land contamination.

Material assets and waste

The proposed works are required to replace the existing M80 gantry, install new signage, and install new VRS at the existing and new gantry/sign locations along the M80 NB carriageway. Materials used will consist of:

- Concrete.
- Sign posts and faces.
- Steel reinforcement.
- Structural steelwork.

- Paint.
- Steel VRS barriers.

As the value of the scheme is greater than £350,000, a Site Waste Management Plan (SWMP) is required for these works.

The 0.7km scheme involves removal of the existing M80 gantry and signage. In total, approx. 71.5 tonnes of excavated material (including wood, soils and stones) (European Waste Catalogue Code: 17 02 01 and 17 05 04), approx. 70 tonnes of concrete (European Waste Catalogue Code 17 01 07), and approx. 51 tonnes of steel (European Waste Catalogue Code: 17 04 05) will be removed from site, none of which is classified as hazardous material.

Noise and vibration

Receptors – refer to ‘Population and Human Health’.

Works are not located within a [Candidate Noise Management Area](#) (CNMA) or [Candidate Quiet Areas](#) (CQA).

The night-time noise level ([LDEN](#)) modelled within the scheme extents is recorded as between 75 and 80 decibels (dB) with noise levels decreasing to between 55 and 60 decibels for the nearest surrounding Noise Sensitive Receptor (NSRs) (residential property).

The baseline noise and vibration in the scheme extents is primarily influenced by vehicles travelling along the M80 trunk road. Secondary sources are most commonly from day-to-day urban and agricultural activities, and from motor vehicles travelling along nearby local network roads.

Population and human health

There is one residential property located within 300m of the scheme extents. This property lies approx. 255m northeast of the scheme extents and is fully screened from the scheme extents due to intervening woodland and topography.

There are no non-motorised user (NMU) or community facilities with connectivity to the scheme extents and street lighting is not present throughout the scheme.

The M80, within the scheme extents, is a motorway with a speed limit of 70mph applying throughout. The Average Daily Traffic (ADT) flow is moderate (15,548 motor vehicles (ID: JTC00616, 2026 data)) ([Drakewell Traffic Statistics](#)).

Road drainage and the water environment

The [Scottish Environment Protection Agency \(SEPA\) River Basin Management Plan](#) online mapping tool records no classified surface waterbodies within 300m of the scheme extents.

Two unclassified surface waterbody has been identified within 300m of the scheme extents:

- 'Drain one', lies approx. 35m north from the eastern end of the scheme (at its nearest point) and crosses below the M80 approx. 100m east of the scheme.
- 'Pond one', which is lies approx. 90m north of the scheme extents,

These waterbodies are too small (in terms of catchment area) to be classified as a main stem waterbody by SEPA under the WFD.

A search of the [SEPA's Flood Map](#) online mapping tool records that the scheme extents have a low risk of surface water flooding each year (i.e., there is a 0.1% chance of surface water flooding).

A search of [Scotland's Environment \(SE\)](#) online mapping tool determined that the trunk road lies on the 'Denny' groundwater, which has been classified as 'Poor'.

A search of the [SE](#) determined that the trunk road, within the scheme extents, does not lie within a Nitrate Vulnerable Zone (NVZ).

Climate

The [Climate Change \(Scotland\) Act 2009](#) ('The Act'), and its subsequent amendment under the [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#), sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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 the above noted legally binding target of net-zero by 2045. 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](#)).

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) and Transport Scotland's Environmental Impact Assessment Guidance ([Guidance - Environmental Impact Assessments for road projects](#)).

Description of main environmental impacts and proposed mitigation

Air quality

During the construction phase, activities undertaken on site could potentially have some minor localised and short-term air quality impacts in proximity to the works. The construction phase will, for example, require a range of ancillary plant, vehicles, and non-road mobile machinery (NRMM) which will contribute to local dust and air pollutants. The main sources are likely to be dust generated during the removal of the existing gantry and signage, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for impacts to local air quality.

However, considering the nature and duration of the scheme, along with implementation of mitigation detailed below, the proposed works' impacts on local air quality levels during the construction period are assessed to be temporary, negligible adverse in magnitude.

Upon completion of the works, no residual air quality impacts are anticipated.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have the potential to produce dust will be removed from site as soon as possible.

- All ancillary plant, vehicles and NRMM will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities that have the potential to impact local air quality are occurring. In the unlikely event that unacceptable dust or exhaust emissions are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.

Landscape and visual effects

During construction there will be a short-term impact on the landscape character and visual amenity of the local area due to the presence of construction plant, vehicles, and TM. However, all construction is restricted to areas of made/engineered ground on the M80 NB carriageway and immediate surrounding verges, as such, the magnitude of this impact is considered to be low

Furthermore, the works are programmed to be undertaken as a combination of day and night-works on a rolling programme (over approx. two – three months). As such, the visual impact of the works will be somewhat reduced.

Considering the nature and duration of the scheme, and with implementation of mitigation detailed below, impacts on landscape and visual effects are assessed as temporary, negligible adverse in magnitude.

Upon completion of the works, no residual impacts on landscape and visual effects are anticipated e.g., when complete, the visual appearance will remain largely unaffected, with a removed and repositioned gantry and new signage/VRS on the M80 NB carriageway being the only discernible change. However, these items are in line with the existing road furniture and as not assessed to detract from the existing landscape value of the scheme location.

Landscape and visual effects mitigation measures:

- The site will be monitored regularly for signs of litter and other potential contaminants, and litter will be removed before and after works take place.
- The site will be left clean and tidy following construction.

- Construction vehicles will not be left in places where soil or vegetation can be damaged.

Biodiversity

The scheme extents lie approx. 3.8km northwest of Slamannan Plateau SPA and its component SSSI, and approx. 12.3km southwest of the Firth of Forth SPA and Ramsar Site and its component SSSI. Given the nature of the works and that they will be restricted to the replacement of the existing gantry, as well as the removal/installation of signage and VRS on the M80 NB carriageway and surrounding verges, the HRA has concluded that the works will not result in any Likely Significant Effects (LSE).

The works will result in a temporary short-term increase in noise levels which may cause disturbance to local wildlife, if present in the vicinity of the works. The works will, for example, require a range of ancillary plant, vehicles and NRMM which will emit noise and create potential disturbance. The works will also require delivery of materials and the presence of personnel to facilitate the works. However, the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the M80. The potential for significant species disturbance within the area of construction is therefore somewhat diminished.

Japanese knotweed, an INNS, has been recorded in the wider area surrounding the scheme extents within the verge of the M80 southbound (SB) carriageway boundary opposite the existing gantry. In addition, rosebay willowherb, an invasive native perennial, has been identified within the NB carriageway verge within the scheme extents. However, while all works will be restricted to the replacement of the existing gantry as well as the removal/installation of signage and VRS, there is still the potential to impact upon these species. As such, precautionary mitigation detailed below will further reduce this risk.

Considering the nature and duration of the scheme, and with implementation of mitigation detailed above, the proposed works impacts on biodiversity throughout the construction period are therefore assessed to be temporary, minor adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated in relation to biodiversity.

Biodiversity mitigation measures:

- Where possible, artificial lighting used during night works will be sufficiently screened and aligned to ensure that there is no direct illumination of neighbouring habitat (e.g., tree shelterbelt, woodlands etc.).
- Toolbox Talk TTN-139 'Protected Species' will be briefed to all site operatives prior to the commencement of works.
- The works are not permitted to disturb or destroy any active birds nests. If an active birds nest is identified onsite that will be impacted by works, BEAR Scotland's Environmental Team should be contacted.
- All site operatives will be made aware of the location and extent of INNS Japanese knotweed, recorded within the verge of the SB carriageway. No entry into the verge by site operatives or the placement of temporary TM signage within the M80 SB carriageway verge is permitted at the location of Japanese knotweed.
- Japanese knotweed, an INNS, and rosebay willowherb, an invasive native perennial, have been recorded along the verge within the scheme extents. Toolbox Talk TTN-009 'Working with Injurious Weeds & Invasive Plants' will therefore be briefed prior to works commencing. Site personnel will remain vigilant for the presence of any other potentially unrecorded instances of invasive or injurious species in road verges throughout the works period.
- 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' as required.
- Site personnel will remain vigilant for protected species and will not approach or touch any animals seen on site. Any sightings of protected species will be reported to BEARs Environmental Team. Should a protected species be encountered or move within 50m of the active works (including compounds), works will be temporarily halted until the animal(s) move at least 50m away from the construction site, or until BEAR's Environmental Team can provide advice.
- The Contractor will employ 'soft start' techniques for all noisy activity to avoid sudden and unexpected disturbance during works. Each time the activity is started up after a period of inactivity, the noise levels will be gradually increased over a period of 30 minutes to permit animals (including birds) to move away from the disturbance.
- All equipment stored onsite, if necessary, will be checked at the start of each shift to ensure no animals are present. Any storage containers/plant within the compound will also be secured overnight to prevent exploration by mammal species. Any areas where an animal could become trapped (e.g., storage containers) will also be covered at the end of each working day.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). If during works unforeseen access to the surrounding environment is required, works will cease in this area and BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects.

- BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects if:
 - unforeseen site clearance is required,
 - unplanned works must be undertaken out with the carriageway boundary,
 - there is any deviation from the agreed plan, programme and/or method of working,
 - nesting birds are found onsite.
- BEAR Scotland's Control Room will be contacted if there is a pollution incident.

Material assets and waste

The value of the scheme is greater than £350,000, as such, a Site Waste Management Plan (SWMP) is required.

Minimising impacts arising from construction materials are focussed upon making the most efficient use of materials onsite to reduce the need for imported primary materials and minimise the creation and disposal of waste through (i) reduction, (ii) re-use, and (iii) recycling. Potential impacts have been assessed for both the construction and operational phases of this scheme. It is anticipated that most material impacts are likely to arise during construction, though long-term residual impacts could occur post construction during the operational phase e.g., during the disposal of materials arising from routine maintenance operations.

Considering the nature and duration of the scheme, and with implementation of the mitigation detailed below, the proposed works impacts on material assets and waste throughout the construction period are therefore assessed to be temporary, negligible adverse in magnitude. Upon completion of the works, no residual impacts are anticipated on materials or waste.

Material assets and waste mitigation measures:

- A SWMP will be completed by the Designer and Contractor as required. The SWMP will provide details of the following:
 - The quantity and type of waste that will be produced.
 - How waste will be minimised, reused, recycled, recovered, or otherwise diverted from landfill.
 - How materials that cannot be reused, recycled, or recovered will be removed from site and consigned, transported and disposed of in full accordance with all relevant legislation.
- Good materials management methods (e.g., 'just-in-time' delivery) will be implemented wherever possible.

- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or waste are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. Waste transfer notes and/or waste exemption certificates will also be completed and retained.
- Designated areas will be identified within which all materials and personnel, including construction compounds, where necessary, will be contained to limit environmental disturbance during construction works. This will include a designated area (if required) for segregation and reuse of waste materials.
- The selection of areas for materials stockpiling will avoid sensitive locations such as road drainage. Stockpiled materials with leachate potential, for example, will be stored away from road drainage to prevent cross-contamination with other materials, wastes, or groundwater.
- Materials will be stored with the appropriate security to prevent loss, theft, or vandalism.
- All temporary road signs and traffic cones will be removed from site on completion of works.
- Wastewater from welfare facilities (if required) will be subject to effluent treatment followed by tanker removal.
- If hazardous substances are used onsite, each substance will be subject to assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. Hazardous substances will also be clearly labelled, and disposed of, in line with relevant waste regulations. Special waste will also not be mixed with general waste and/or other recyclables.

Noise and vibration

Activities undertaken on site could potentially have some localised and short-term noise impacts in proximity to the works. The road works will, for example, require a range of ancillary plant, vehicles and NRMM to facilitate the replacement of the existing gantry, as well as the removal/installation of signage and VRS. Noise will also be generated by using excavators, breakers (jackhammers), concrete mixer trucks, and through the use of rollers, etc. As a result, there is potential for noise and vibration impacts to residents of nearby properties.

However, the works are not located within a CNMA or CQA, and they will be completed over approx. two – three months as a combination of day and night-works, with the aim being to complete the noisiest works by 23:00. In addition, there is one property located within 300m of the scheme; however, it lies approx. 255m northeast of the scheme extents, therefore it is unlikely noise and vibration associated with the works will lead to significant impacts, disruption and/or complaints.

Considering the likely sources of noise and vibration, with the nature and duration of the scheme, and with implementation of the mitigation detailed below, it is unlikely that noise and vibration associated with the works will lead to significant impacts, disruption and/or complaints. The proposed scheme is therefore anticipated to result in temporary, minor adverse noise impacts.

- The local authority environmental health department will be notified of nighttime working by BEAR Scotland's design engineer.
- Where possible, the noisiest work operations (e.g., excavators, using breakers (jackhammers), concrete mixer trucks, use of rollers, etc.) will be completed before 23:00.
- If unacceptable noise is emanating from the site the operation will, where possible, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) repositioning equipment, (d) changing the method of working etc. Corrective actions will be actioned through the non-conformance reporting procedure, which ensures a root-cause analysis is carried out on each incident. The non-conformance procedure also ensures that appropriate corrective and preventative action measures are agreed and implemented in a timely fashion with all parties, and are recorded and actioned through to closeout, and fully auditable and traceable.
- Ancillary plant, vehicles and NRMM with directional noise characteristics will (where practical) be shut down in intervening periods between site operations.
- The use of paving breakers (jackhammers), chipping hammers, etc. will be avoided (except where there is an overriding justification), and if used will be fitted with mufflers or silencers of the type recommended by the manufacturer.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All ancillary plant, vehicles and NRMM used onsite will have been regularly maintained, paying attention to the integrity of silencers and acoustic enclosures.
- HGV, site vehicles and NRMM will be switched to the minimum setting required by HSE and, where possible, will utilise 'broadband non-tonal' or 'directional sound reversing' alarms. Speed limits will also be reduced through the works.

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents and road users. While TM will be in place for approx. two- - three months, full road closures of the M80 NB carriageway

will be restricted to night-time hours on an occasional basis when traffic flows will be at a minimum, as such no congestion issues are expected during the proposed construction hours.

Only one residential property lies within 300m of the scheme extents and is situated approx. 255m northeast from the scheme extents and are screened from the works. As such, any potential impacts to nearby properties that could arise during the works (i.e., from site lighting) are considered to be minimal.

Considering the nature and duration of the scheme, and with implementation of the mitigation described above, impacts on population and human health are assessed as temporary, minor adverse in magnitude.

Upon completion of the works, there will be no residual impacts in relation to population and human health.

Population and human health mitigation measures:

- Where appropriate, a communication strategy (e.g., social media, consultation with local authority and other stakeholders, letter drop (for night-time works), etc.) will be initiated to keep local residents and/or businesses informed of the proposed working schedule, particularly the times and durations of noisy construction activities. The communication strategy will also provide a 24-hour contact number for the BEAR Scotland Control Room.
- Advanced signage will be strategically placed on the trunk road to notify stakeholders of the road closure and diversion at least seven days in advance.
- A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEARs social media platforms.

Road drainage and the water environment

During the gantry replacement works, there is potential for temporary adverse impacts on the water environment. Potential changes in water quality e.g., from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain) during

works have the potential to have a direct or indirect effect on surrounding waterbodies.

One minor watercourse (referred to as 'Drain one') lies approx. 35m north of the works, however, given the restriction of the works to the existing M80 NB carriageway boundary, there is limited potential for direct impacts. Furthermore, the potential for a direct pollution incident within a waterbody is also unlikely e.g., experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard best working practice is adopted (e.g., adherence to SEPA GPPs, utilisation of drain covers or similar, etc.), water quality is protected.

Considering the nature and duration of the scheme, and with implementation of the mitigation detailed below, the proposed works impacts on the road drainage and water environment are assessed as temporary, negligible adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated in relation to the road drainage and water environment.

Road drainage and the water environment mitigation measures:

- Site operatives will be made aware of the proximity and sensitivity of 'Drain one'.
- No work has been identified that would require entering a waterbody. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before works commence) to allow consideration of potential environmental effects.
- The abstraction or transfers of water from, discharges to, or the washing of tools in surface waterbodies identified is not permitted.
- The Contractor will implement measures to minimise the risk of sediment or accidental spillages entering the road drainage system e.g., prior to works commencing any roadside gullies within 10m of work activities will be bunded (e.g., utilisation of drain covers or similar) to ensure full segregation of the works from the road drainage system. The Contractor will inspect bunds periodically to ensure that they have not been removed, damaged, or interfered with and they will be cleaned of silt and debris as necessary. If it is identified that bunds are not up to standard, the works will not commence until they have been reinstated to the condition, they were originally in.
- All site personnel will be made aware of site spillage response procedures and in the event of a spill, all works associated with the spill will stop, and the incident reported to the Site Supervisor. Small spills that did not leave the site boundary and are cleaned up without material environmental harm or residual environmental impact would most likely not be required to be notified to SEPA or other authorities. However, all such incidents will be recorded and reported to BEAR Scotland's Environmental Team. In the event of a 'serious incident', SEPA will be notified without delay. Such notification will include: (i) the time and duration of the incident, (ii) a description of the cause of the incident, (iii) any

effect on the environment as a result of the incident, and (iv) any measures taken to minimise or mitigate the effect and prevent a recurrence.

- All waste, vehicles, ancillary plant, NRMM and fuels will be stored in the compound (s) or laydown area and will be secured and located, if space is available, at least 10m from drainage entry points and the River Esk, in order to comply with GPP 5 'works and maintenance in or near water'. Refuelling will only be undertaken at designated refuelling areas (e.g., on hardstanding, with spill kits available, and >10m from drainage entry points and the River Esk, where practicable). Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required. Only designated trained and competent operatives will be authorised to refuel plant. Generators, and other ancillary plant and NRMM, where there is a risk of leakage of oil or fuel, will have internal bunding or must have a secondary containment system placed beneath them that meets 110% capacity requirements. Containment systems will also be emptied regularly. All waste, vehicles, ancillary plant, NRMM and fuels will also be stored in a manner that ensures they are protected from damage by collision or extremes of weather.
- Regular visual pollution inspections of the designated laydown area and work site (particularly near road drainage entry points) will be conducted (e.g., site walkover by engineer or Site Supervisor), especially during periods of heavy rain.
- All vehicles and NRMM onsite will have been regularly maintained, paying attention to the integrity of oil tanks, coolant systems, gaskets etc. A checklist will be present to make sure that the checks have been carried out.

Climate

BEAR Scotland, working on behalf of Transport Scotland, undertake carbon monitoring of major projects and operational activities. Emissions from activities are recorded using Transport Scotland's Carbon Management System. BEAR Scotland also undertakes resource efficiency activities to manage and reduce emissions contributing to climate change. The works will also extend the maintenance intervals required for future works. In doing so, the service life of the trunk road is also extended.

During works there is potential for impacts as a result of the emission of greenhouse gases through the use of equipment, vehicles, and NRMM, material use and production, and transportation of material/waste. However, considering the nature and duration of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be negligible and adverse in magnitude.

Upon completion of the proposed scheme no residual impacts are anticipated on the climate.

Climate mitigation measures:

- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gases emitted as part of the works.
- BEAR Scotland will adhere to its Carbon Management Policy.
- Where possible, waste will be removed to local waste management facilities.

Vulnerability of the project to risks

There will be no change to the likelihood of flooding on the M80 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the M80 NB carriageway surface, with access to the scheme gained via the TM on the M80 mainline. TM will employ three separate phases of road closures on the M80 NB carriageway for a duration of approx. two – three months. These will be comprised of a combination of single lane and hard shoulder closures, as well as full overnight closures of the M80 NB carriageway. As such, the proposed works' impacts on road traffic accidents are assessed to be of negligible magnitude.

A Site Environmental Management Plan (SEMP) will be produced by BEAR Scotland which sets out a framework to reduce the risk of adverse impacts from construction activities on sensitive environmental receptors. The Contractor will comply with all conditions of the SEMP during works and may be subject to audit throughout the contract.

Considering the above, the vulnerability of the project to major accidents and disasters is considered to be low.

Assessment cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity. Any future BEAR Scotland schemes will be programmed to account for already-programmed works and as such, any cumulative effect will be limited.

In addition, a search using [Falkirk Council 'Simple Search'](#) identified that there are two planning applications within 300m of the scheme extents:

Table 1. Planning applications in the last two-years

Reference	Description	Status	Distance from works
P/22/0245/COND01	Compliance with Conditions of P/22/0245/MSC - Construction of 526 Dwellinghouses and Associated Infrastructure and Landscaping Works (Approval of Matters Specified in Conditions of Planning Permission P/09/0508/PPP Including Approval of Revised Masterplan)	Awaiting decision	Approx. 60m south of the scheme extents (at its nearest point)
P/25/0143/75M	Modification of Planning Obligation under Section 75 of the Town and Country Planning (Scotland) Act 1997 attached to Planning Permission P/09/0508/PPP to the extent that Clause 14 of the Obligation relating to M80/A803 Infrastructure Mitigation is considered delete.	Decided – approve modification of the obligation	Approx. 60m south of the scheme extents (at its nearest point)

The above planning applications relate to the compliance of conditions for the construction of a large residential area which is already under construction and the modification of the same planning application. While it is unclear what stage these works are at, given that it is likely that they will occur concurrently with the planned gantry works there is potential for some cumulative impacts relating to noise. However, works will be largely undertaken during day time hours and as such any cumulative impacts are not assessed to be significant.

A search of the [Scottish Road Works Commissioner](#) shows that there are currently no other road works ongoing, or noted as being planned, on the M80 trunk road or

surrounding roads in proximity to the scheme extents which will be undertaken at the same time.

Assessments of the environmental effects

The M80 Gantry Replacement scheme lies within the buffer zone of qualifying features of the Slamannan Plateau SPA and the Firth of Forth SPA and Ramsar Site. A HRA has concluded that the proposed works will not result in any Likely Significant Effects (LSE) on any of the qualifying features of the SPAs or Ramsar Site and as such an Appropriate Assessment (AA) is not required.

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:

- Works are restricted to the replacement of the existing gantry, as well as the removal/installation of signage and VRS, with all works restricted to made ground on the M80 NB carriageway boundary and the surrounding verges.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area surrounding the scheme extents.
- The risk of major accidents or disasters is considered to be low.

Location of the scheme:

- Land use will not change as a result of the works.
- The works do not require any private land acquisition.
- The scheme is not located within a densely populated area.

Characteristics of potential impacts of the scheme:

- The waste hierarchy will be followed to reduce waste to landfill.
- Works are programmed to take approx. two – three months as a combination of day and night-works to complete, with the aim being to complete the noisiest works by 23:00.
- With good practice pollution prevention measures implemented onsite, there is a negligible risk of a pollution event e.g., compliance with the SEMP.

References of supporting documentation

Habitats Regulations Appraisal – M80 Gantry Replacement

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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