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Environmental Impact Assessment Record of Determination

M8 Junction 26 to KGV Eastbound

GENERAL

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Project Details

Description

The works involve resurfacing and installation of inlays to address structural defects and prevent further deterioration of the carriageway. The scheme covers an approximate area of 26,000m^2 along the M8 Junction 26 in Glasgow.

Construction will include the installation of concrete inlays at varying depths between 40-170mm along a section of the M8. The surface will be milled off to these depths then resurfaced using a paver to match the same thickness of the material removed. A hot applied bitumen sealant will be used to seal the new and existing materials at both ends of the scheme.

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.

The following plant/machinery/vehicles may be used throughout the scheme:

- Planer;
- Wagon(s);
- Bitumen tank;
- Extrusion liner;
- Paint tanker;
- Paver; and
- Roller(s)

The proposed works are scheduled to start on 1 June 2025 over 11 nights. Traffic management will be a combination of overnight closures of the mainline and slip road closures.

Location

The scheme is located along the M8 Junction 26 in Renfrewshire. The scheme can be found at the following National Grid Reference Points:

Start: NS 50978 66076

End: NS 52706 65906

Figure 1: Scheme Location Plan

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Description of Local Environment

Air Quality

The scheme is located within an urban area of Renfrewshire surrounded by industrial buildings and retail parks. There are approximately 500 residential properties located within 200m of the scheme extents, the closest one being 35m north located on Cairn Avenue. There are further air quality receptors located within 200m these include:

- Arkleston Primary School located approx. 190m northwest from the start of the scheme
- Premier Inn Glasgow Braehead hotel approx. 85m north.
- Harmony Row Youth Club located approx. 70m north.

Renfrewshire Council have declared three Air Quality Management Areas (AQMA) all out side of the scheme extents, these include:

- Paisley AQMA located approx. 3.5km south from the works declared pollutants such as Nitrogen dioxide NO_2, and Particulate Matter PM_{10}.
- Johnston High Street located approx. 9km southwest from the works declared pollutants such as Nitrogen dioxide NO_2.
- Renfrew Town Centre located approx. 1.5km northwest from the works declared pollutants such as Nitrogen dioxide NO_2

Baseline air quality is predominantly influenced by vehicle traffic along the M8. The closest manual count point 80221 within the scheme extents highlights the Annual Average Daily Flow (AADF) of traffic for all motor vehicles in 2023 was 97,242 motor vehicles with 4,614 of those being Heavy Good Vehicles (HGVs).

According to the Scottish Pollutant Release Inventory (SPRI) there are two records located within 1km of the works. These are:

- Princes' Beverage distributor (Animal and Vegetable products from the food and beverage sector) located approx. 770m east from the works.
- Shieldhall Waste Transfer Station (waste and waste-water management) located approx. 1km east from the works.

Cultural Heritage

A desk-based assessment was undertaken using Pastmap. A study area of 300m was used for designated cultural heritage assets however none were identified. An

area of 200m was used for non-designated cultural heritage assets. See Table 1 below for full details.

Table 1: Non-Designated Cultural Heritage Assets within 200m

Name	Reference Number	Description	Distance from Scheme
Renfrew Golf Course	Ref: 44206 Ref: 8698	Canmore & Historical Environmental Record (HER)	112m north
Deanfield	Ref: 92679 Ref: 19090	Canmore & HER	130m north
Renfrew, Braehead Retail Park, Archaeological Survey; Trial Excavations	Ref: 723	HER	46m north
Glasgow, Hillington	Ref: 359919	Canmore	140m south

Landscape and Visual Effects

The lack of vegetation screening along certain sections of the scheme extents and the raised elevation of the M8, suggests that residential properties and surrounding businesses as well as any recreational paths will have a view of the works.

According to Scotland's Environment Map there are no ancient woodlands and tree preservation orders within 500m of the works. The scheme is not located within a national scenic area.

The Landscape Character Type (LCTs) Map identifies the Landscape Character Assessment as 'Urban'.

The Historic Landscape Assessment (HLA) Map identified that the land surrounding the scheme extents has previously been classified as 'rough grazing' areas.

Pastmap has not identified any Garden & Designed Landscapes within 500m of the scheme extents.

Biodiversity

Sitelink does not highlight any European designated sites located within 2km of the scheme extents. Sitelink has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 1km of the scheme extents.

There are some scattered shrubs located along the verge of the M8 which has the potential to support nesting birds.

The National Biodiversity Network (NBN) Atlas has highlighted the following Invasive Non-Native Species (INNS) within 500m of the works, however, no INNS have been identified within the scheme extents:

- Japanese knotweed (*Fallopia japonica*) located approx. 300m north.
- Himalayan balsam (*Impatiens glandulifera*) located approx. 300m north.

The NBN Atlas has not identified any protected species within 500m of the works.

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool highlights the following target species, Rosebay willowherb (*Chamaenerion angustifolium*), Common ragwort (*Jacobaea vulgaris),* Broad leaf dock *(Rumex obtusifolius)* scattered along the verge of the M8.

A competent ecologist has ruled out the need for a site visit due to the urban location and nature of the works.

Geology and Soils

SiteLink notes there are no Geological Conservation Review Sites (GCRS), geological SSSIs or Local Geodiversity Sites (LGS) within 500m of scheme extents.

Due to the urban nature of the scheme extents, Scotland Soil Map has not identified any soil data within the scheme extents.

The British Geology Viewer notes the geology and soil within the scheme extents consists of the following:

Superficial deposits

- Superficial Deposits - Sediment. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

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

Bedrock geology

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

The excavations will be shallow and therefore not be deep enough to affect the superficial deposits or bedrock. Also, as the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the project does not carry the potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated, and geology and soils has been scoped out of requiring further assessment.

Material Assets and Waste

Table 2: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	Bituminous surfacing materials (TS2010 binder/base); Vehicle fuel; Road marking materials and studs; Oil; and Lubricant.	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

Activity	Material Required	Origin/ Content
		TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. All of the materials listed will contain a % of recycled material. The rest will come from primary sources.

Table 3: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	Asphalt Planings	Uncontaminated road planings generated as a result of the works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

Noise and Vibration

The scheme is located an urban area within Renfrewshire surrounded by industrial buildings and retail parks. There are approximately 700 residential properties located within 300m of the scheme extents, the closest one being 35m north located on

Cairn Avenue. There are further noise sensitive receptors located within 300m these include:

- Arkleston Primary School located approx. 190m northwest
- Premier Inn Glasgow Braehead hotel approx. 85m north.
- Harmony Row Youth Club located approx. 70m north.

Baseline noise levels are influenced by vehicle traffic along the M8. The closest manual count point 80221 within the scheme extents highlights the Annual Average Daily Flow (AADF) of traffic for all motor vehicles in 2023 was 97,242 motor vehicles with 4,614 of those being Heavy Good Vehicles (HGVs).

According to The Round three Noise Action Planning, the scheme is not locate within any Candidate Noise Management Areas (CNMA)s.

According to Scotland Noise Map during daytime hours the modelled noise within the scheme extents ranges from 81dB to 75dB LDAY and during night-time hours the noise within the scheme extents ranges from 72dB to 65dB LNGT.

Population and Human Health

Core path Scotland has highlighted five core paths within 300m of the works, these include:

- REN/32 located 90m north
- REN/10 located 276m northwest
- REN/8 located 110m north
- REN/23 located 55m north
- REN/3 located 70m west

There are also no National Cycle routes, or Bridleways. The M8 does not have any bus stops within the carriageway however it is used for routes between Glasgow and the local wider area.

Road Drainage and the Water Environment

According to Scottish Environment Protection Agency (SEPA)'s water classification hub, the closest watercourse is Clyde Estuary - Inner (inc Cart) (ID: 200510) which is located approx. 230m north from the end of the works. This has a moderate overall ecological watercourse.

SEPA's Flood Maps does not highlight any surface or river water flooding within the scheme extents.

The groundwater within the scheme extents is identified as Govan Sand and Gravel (ID: 150779) which also has a 'good' overall ecological potential.

Drainage along the M8 within the scheme extents consists of gullies along either side of the carriageway.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009 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 CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (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.

Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

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

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – South West.

Policies and Plans

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

Description of Main Environmental Impacts and Proposed Mitigation

Air Quality

Impacts

- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- During construction there is the potential for an increase in dust and emissions from plant, machinery and site activities. This is likely to cause some deterioration in air quality within the local area. These impacts will last for the duration of the works only.
- An increase in the use of HGVs during construction will likely have a temporary impact on air quality within the local area.
- 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.
- There will be no impact on any AQMAs located within Renfrewshire Council.
- Due to the distance of the SPRI sites there will be no cumulative impacts resulting from the works.

Mitigation

Best practice and measures as outlined in the 'Guidance on the assessment of dust from demolition and construction (January 2024)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;

  - Minimise drop heights from conveyors and other loading or handling equipment.
  - Ensure vehicles entering and leaving the work area are covered to prevent escape of materials during transport;
  - Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
  - When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.
  - Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

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

Cultural Heritage

Impacts

- Works are unlikely to physically alter the non-designated assets listed above due to the distance of the assets identified. The Renfrew, Braehead Retail Park, Archaeological Survey; Trial Excavations was undertaken in 1996 and nothing was identified.
- The potential for the presence of unknown archaeological remains within scheme extents is unlikely as original construction of the M8 and associated Hillington Interchange would likely have removed any features of archaeological significance, and works are to be restricted to the existing boundary.

Mitigation

- During construction, plant, vehicles, personnel, materials etc. will be contained to hardstanding areas within the carriageway boundary at all times.
- If any archaeological finds are found, these will not be removed and the Energy Transition & Sustainability team will be contacted for further advice.

Providing all works operate in accordance with current best practice, no significant effects are predicted on cultural heritage.

In accordance with DMRB Guidance document LA 116: Cultural Heritage, no further assessment is required.

Landscape and Visual Effects

Impacts

- Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape during and after construction.
- The works will have a temporary impact on the visual receptors during construction such as additional lighting, presence of works, traffic management and plant being present.

Mitigation

- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works are unlikely to be significant.

Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species in the general area.
- An increase in noise levels has the potential to disturb any protected species nearby.
- There will be no impacts to the target species identified along the verge of the M8 as the works will remain within the carriageway boundary.

Mitigation

- Any artificial lighting will be pointed directly at the works as to minimise impact on nocturnal species.

- If the event that protected species are discovered during works, all work will cease and a member of the Energy Transition & Sustainability Team will be contacted for advice.
- On site light sources will be kept to a minimum, and only used as required.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- As part of the NMC, Amey, on behalf of transport Scotland, has been asked to keep a record of various target species, including Rosebay willowherb and Common ragwort. Works will not cause the spread of this species, if works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.

With the above mitigation measures and best practice being adhered to, no significant effects on biodiversity are anticipated.

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

Material Assets and Waste

Impacts

- Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.
- 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, which will reduce the need for further materials and wastes.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay
- The works will result in contribution to resource depletion through use of virgin materials.
- Non-recycled construction waste often ends up in landfills. Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.
- Landfills have limited capacity, and construction waste can quickly overwhelm them, creating a need for new landfill sites and reducing available land for other uses.

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.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- 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.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.

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

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.
- Noisy works such as the use of heavy machinery are required during night-time hours, which could cause disturbance for the close residents and amenity users such as the Premier Inn Glasgow Braehead hotel. It is also anticipated that noisy works could cause some day-time disturbance.
- The works are not likely to change the existing baseline noise level post construction for any noise sensitive receptors.

Mitigation

- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Unnecessary revving of engines will be avoided and equipment switched off when not in use.
- The drop height of materials will be minimised.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The noisiest works will be completed before 23:00 where feasible.
- Due to nighttime programming, Renfrewshire Council have been notified of the works.
- A letter drop will be undertaken to notify the close residential properties of the scheme.
- All site operatives will be briefed with a Noise and Vibration Toolbox Talk before works commence.

With best practice mitigation measures in place, there are no significant effect predicted on Noise and Vibration.

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

Population and Human Health

Impacts

- Construction site lighting during night-time hours could cause disturbance to residential properties in close proximity, and for the nearby amenity users.
- No temporary or permanent land take is required, as all works will occur within the existing carriageway boundary.
- All WCH users including the Core paths and any pedestrian footways will not be impacted by the works due to the works being contained within the carriageway boundary.

Mitigation

- TM restrictions/arrangements and any anticipated travel delays will be publicised within the local and wider area through radio announcements and letterbox drops, aimed at minimising disruption to vehicular travellers.

With best practice mitigation measures in place, no significant effects are anticipated on Population and Human Health.

Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required.

Road Drainage and the Water Environment

Impacts

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. 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 negatively affect the distant water environment.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur (available 24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (particularly GPP 1, GPP 2, GPP 6, GPP 8, and GPP 22).

Climate

Impacts

- GHG emissions will be generated through the use of machinery, vehicles and materials (both recycled and virgin) required for the scheme, as well as through transportation to and from the 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.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be neutral.

Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the Project to Risks

As the works will be limited to the like-for-like replacement of the carriageway structure, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

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

Assessment Cumulative Effects

The Scottish Road Works Commissioner's Interactive Map and Amey's Current Programme of works has not highlighted any works during the proposed timescale and at the location of the proposed works.

A search on Renfrewshire Councils planning portal does not identify any works that will conflict with the proposed works.

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/consultations have been undertaken:

- Environmental Scoping Assessment (ESA) undertaken by Amey's Sustainable Solutions Team in March 2025
- Due to nighttime programming, Renfrewshire Council have been notified of the works.

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 improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

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

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

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

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No significant effects 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.

- 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 boundaries and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- This scheme is not situated in a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during night time hours with traffic management in place.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- 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. Measures will be in place to ensure appropriate removal and disposal of waste.
- No in-combination effects have been identified.

Annex A

"Sensitive area" means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.

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