



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M8 Arkleston Cemetery to Junction 27 Off slip WB

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Project Details

Description

Structural defects have been identified on the M8, between Arkleston cemetery and Junction 27, within the proposed scheme extents and require repairing.

The length of the scheme is 1,453m, with a total works area of approximately 20,000m².

The proposed construction activities are likely to involve the following:

- Installation of Traffic Management (TM);
- Milling of the carriageway to agreed depths (TBC);
- Resurfacing of carriageway to the existing road levels using TS2010, AC20 binder and AC32 base;
- Reinstatement of road markings, linings, and studs; and
- Removal of TM.

The plant and equipment required includes the following:

- Roller wagon; and
- Paver planer.

Materials:

- TS2010 surface course;
- AC20 bituminous binder;
- AC32 bituminous base;
- Road marking materials and studs;
- Vehicle fuel;
- Oil; and
- Lubricant.

The proposed construction is programmed to be completed within the 2024/2025 financial year (April 2024 to March 2025). Works are expected to be carried out during daytime and night-time hours. The duration of the works will be 10 days.

TM will be in the form of a combination of night-time road closures, lane closures and a 36-hour total closure of the off slip.

Location

The proposed scheme is located along an urban section of the M8 between Arkleston Cemetery and Junction 27 (Figure 1 and 2).

The scheme is split into two sections with works being carried out on the main carriageway (Figure 1) and on the off slip (Figure 2); these sections are approx. 100m apart. The approximate National Grid References (NGRs) are detailed below:

Mainline

- Start: NS 50598 65929
- End: NS 49751 65695

Off slip

- Start: NS 49603 65685
- End: NS 49186 65727

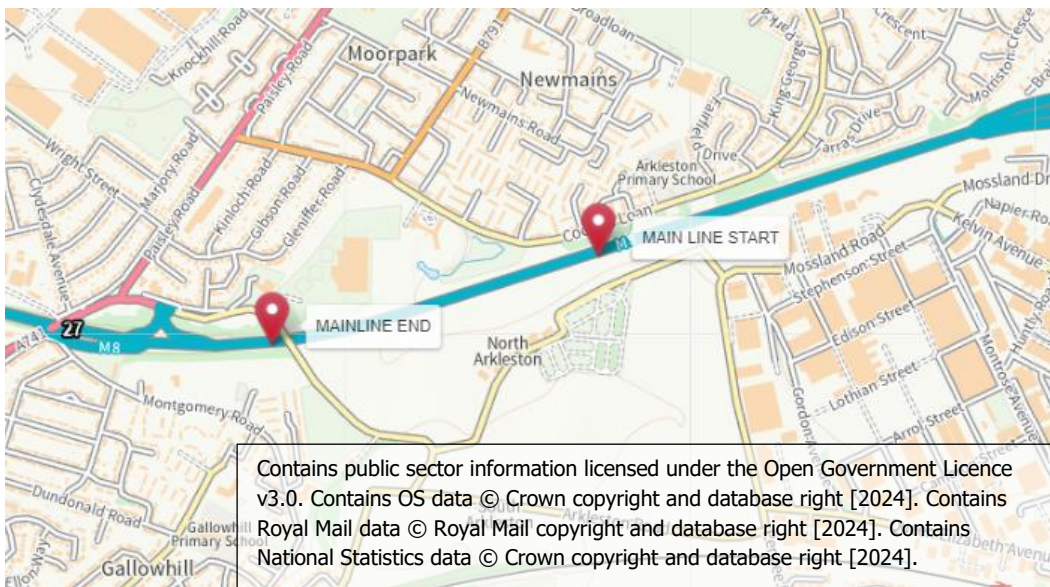


Figure 1: Mainline works start and end points

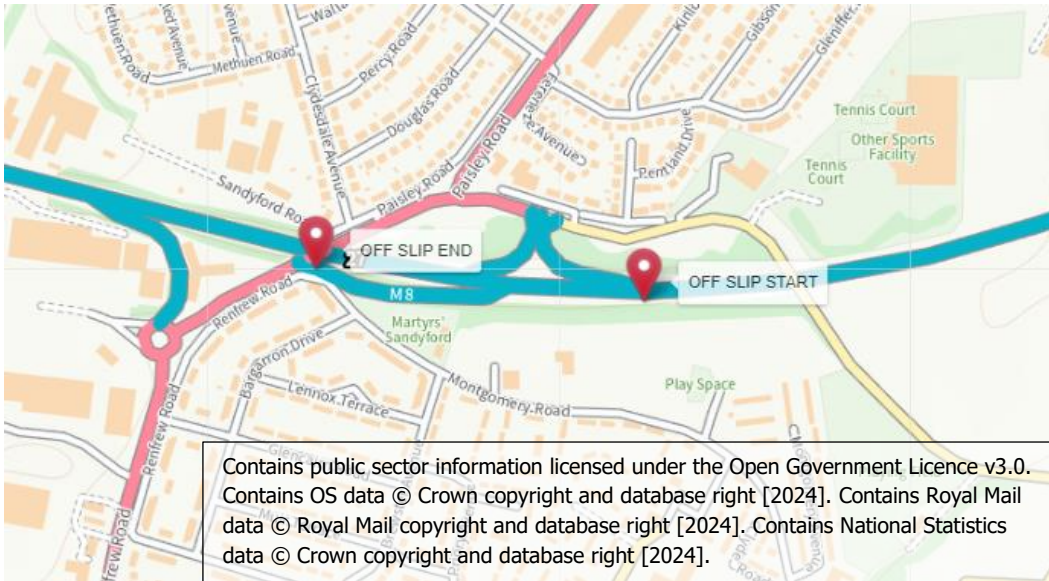


Figure 2: Off-slip works start and end points.



Figure 3: Proposed Scheme Location.

Description of local environment

Air quality

The proposed scheme is located along an urban section of the M8 at junction 27, west of Glasgow. There are approximately 100 residential properties within 200m of the proposed scheme, the closest is located approx. 50m north.

There are three air quality sensitive receptors within 200m of the proposed scheme:

- Arkleston Cemetery - approx. 80m south.
- Renfrew Care home - 120m north.
- Arkleston primary school - approx. 180m northeast.

Renfrewshire has declared the following three [Air Quality Management Area's \(AQMA's\)](#):

- Paisley AQMA:
 - Located approx. 1.2km southwest of the proposed scheme extents.
 - Declared for Particulate Matter of a diameter less than 10 micrometres (PM10) and Nitrogen Dioxide (NO₂).
- Johnstone High Street:
 - Located approx. 6.5km southwest of the proposed scheme extents.
 - Declared for NO₂.
- Renfrew Town Centre:
 - Located approx. 1.2km north of the proposed scheme extents.
 - Declared for NO₂.

There are two registered sites on the [Scottish Pollutant Release Inventory \(SPRI\)](#) for air pollution within 1km of the scheme extents;

- Description: Animal and vegetable products from the food and beverage sector
Facility: Sandyford Abattoir, Sandford Road, Paisley.
Distance: 280m northwest.
- Description: Waste and waste-water management
Facility: Paisley STW, Abercorn Street, Paisley.
Distance: 500m northwest.

In 2022 the Annual Average Daily Flow ([AADF](#)) for all vehicles along the M8 at Junction 27 (manual count point 701) was 115,840, with 4% of those being Heavy Goods Vehicles (HGVs).

Baseline air pollution levels are primarily influenced by road traffic and other urban activities.

Cultural heritage

A desktop study has been undertaken using the [Pastmap](#) resource which identified no statutory designated sites (listed buildings, battlefields, or scheduled monuments) within 300m of the proposed scheme.

[Pastmap](#) has identified the following undesignated cultural heritage assets within 100m of the proposed scheme:

Canmore's

- Renfrew Airfield (Reference: 94956) - Within the scheme extents
- Paisley, Montgomery Road, Sandyford Church (Reference: 198394) - 30m south
- Arkleston Cemetery, Paisley, Arkleston Road, Arkleston Cemetery Lodge (Reference: 317128) - 80m south
- Cockles Hill, earthwork (Reference: 43078) - 90m north
- Cockles Hill Park, Arkleston, coins and unidentified pottery (Reference: 43070) - 80m north
- Paisley, Montgomery Road, Gallowhill Court (Reference: 198392) - 80m south
- Paisley, Paisley Road, Villa (Reference: 270828) - 90m north.

Historical Environment Records (HER)

- Renfrew Airfield (Reference: 19267) - within scheme extents.
- Paisley, Montgomery Road, Sandyford Church (Reference: 76324)- 30m south
- Arkleston Cemetery, Paisley, Arkleston Road, Arkleston Cemetery Lodge (Reference: 90992) - 80m south.
- Paisley, Paisley Road, Villa (Reference: 86018) - 90m north

Landscape and visual effects

The proposed scheme is located along an urban section of the M8 at junction 27, west of Glasgow. [Scotland's Historic Land-Use Map](#) classifies the surrounding land as urban, recreational areas and rectilinear farms and fields.

A desktop study using [NatureScot Sitelink](#) and [PastMap](#) online interactive map has not highlighted any areas designated for landscape character within 300m of the works.

[Scotland's Ancient Woodland Inventory](#) has not highlighted any sections of ancient woodland within 500m of the proposed scheme.

Through [Scotland's environment web database](#), it was found that there are no trees within 1km of the proposed scheme with Tree Preservation Orders (TPO's).

The views to and from the road is primarily urban and recreational, there is minimal screening between the carriageway and the properties.

The resurfacing works that are located within the existing carriageway boundary and are temporary therefore, no change anticipated which has allowed the section to be scoped out as requiring further assessment in accordance with DMRB Guidance document LA 107: Landscape and Visual effects.

Biodiversity

A desktop study has been undertaken using [SiteLink](#) and no designated sites have been identified within 2km of the scheme.

The [National Biodiversity Network \(NBN\) Atlas](#) has identified records for Himalayan Balsam within 1km of the proposed scheme, these records are not within the scheme extents.

Transport Scotland's Asset Management Performance System (AMPS) records highlight the presence of the following Invasive Non-Native Species (INNS) and injurious weeds within the scheme extents:

INNS

- Giant hogweed (*Heracleum mantegazzianum*)- records dated December 2023; and

- Japanese knotweed (*Fallopia Japonica*)- records dated December 2023.

Injurious Weeds

- Common ragwort (*Jacobaea vulgaris*)- records dated December 2023;
- Rosebay willowherb (*Chamaenerion angustifolium*)- records dated December 2023; and
- Creeping thistle (*Cirsium arvense*)- records dated December 2023.

[Scotland's Ancient Woodland Inventory](#) has not highlighted any sections of ancient woodland within 500m of the proposed scheme.

Through [Scotland's environment web database](#), it was found that there are no trees within 1km of the proposed scheme with Tree Preservation Orders (TPO's).

Geology and soils

A desktop study using [Nature Scot's Sitelink](#) found that there are no Geological Conservation Review Sites present within 2km of the site extents.

A desktop study was undertaken using [Britain's Geology Viewer](#) and [Scotland's Soils Map](#). Baseline conditions for geology and soil in the area are detailed below:

Bedrock Geology

- Lawmuir Formation - Sedimentary rock cycles, Strathclyde group type.
- Western Midland Valley Westphalian to Early Permian Sills - Olivine-microgabbro.
- Hurlet Limestone - Limestone.
- Lower Limestone Formation - Sedimentary rock cycles, Clackmannan group type.

Superficial

- Raised Marine Beach Deposits, Late Devensian - Sand and gravel.
- Superficial Deposits - Sediment.
- Till, Devensian - Diamicton.

Soil

- N/A- Urban

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being ‘no change’ and has been scoped out of requiring further assessment.

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Table 1 below illustrates the materials required to undertake the works.

Table 1: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • TS2010 • AC20 bituminous binder • AC32 bituminous base • Road paint; and • Road studs. 	<p>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 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.</p> <p>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.</p>

Table 2: Key waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Road planings • Coal tar 	<p>Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p> <p>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.</p> <p>Tar bound materials are considered to be special waste.</p> <p>Due to the value of the scheme being less than £350,000, a Site Waste Management Plan (SWMP) will not be required.</p>

Noise and vibration

The proposed scheme is located along an urban section of the M8 from Arkleston Cemetery to junction 27.

The baseline noise levels are mainly influenced by traffic on the M8 Carriageway; there is a small level of screening in the form of a tree line.

There are approximately 100 residential properties within 300m of the proposed scheme, the closest is located approx. 50m north.

There are three noise sensitive receptors within 300m of the proposed scheme:

- Arkleston Cemetery - approx. 80m south.
- Renfrew Care home - 120m north.
- Arkleston primary school - approx. 180m northeast.

Using [Scotland's Noise Map](#), modelled daytime noise levels (Lden) show levels of 80 dB within the carriageway, 75-80 dB within approx. 60m and 65-75 dB within approx. 200m. Modelled night-time noise levels (Lnight) show levels of approx. 75-80 dB within the carriageway, 70-75 dB within approx. 50m and levels of approx. 55-70 dB within 200m.

In 2022 the [AADF](#) for all vehicles along the M8 at Junction 27 (manual count point 701) was 115,840, with 4% of those being HGVs.

The proposed scheme is not located within a [Candidate Noise Management Area \(CNMA\)](#).

Population and human health

There are several community features within 500m of the proposed scheme:

- Arkleston Cemetery - approx. 80m south.
- Renfrew Care home - 120m north.
- Arkleston primary school - approx. 180m northeast.
- Gallowhill Primary School - approx. 380m south.

There are several unnamed cycle paths located within 500m of the proposed scheme, with the closest being located 50m north, no cycle paths cross the scheme extents.

[Scotland's environment web database](#) has not identified any core paths within 500m.

Using the [British Horse Society's horse-riding routes map](#) there are no routes within 500m of the proposed scheme.

There is street lighting on this section of the M8.

Road drainage and the water environment

A desktop study using the [SEPA's Water Environment Hub](#) has identified no watercourses within 500m of the proposed scheme.

There are three ponds located within 500m of the proposed scheme, these are located at the following NGR's:

- NS 49961 65802- approx. 50m north;
- NS 50170 65882- approx. 60m north; and
- NS 50393 65941- approx. 60m north.

Under the Water Framework Directive (WFD) the groundwater (Clyde Estuary, ID: 200510) has a 'moderate' condition status.

Using [SEPA's Flood Maps](#) it was found that there are sections of the scheme which have a high risk (10%) flooding of surface water flooding each year within the scheme extents.

The scheme is not located within a [Nitrate Vulnerable Zone](#) as defined by the Scottish Government.

Drainage along this stretch of the M8 is in the form of gully drains.

Climate

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 CO₂ 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.

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities have potential to produce airborne particulate matter and to generate emissions and dust that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.

Mitigation

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

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Planing operations will be wetted to reduce dust arising.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.

The residual significance of effect on air quality is deemed to be neutral. Therefore, in accordance with DMRB Guidance document LA 105: Air quality no further assessment is required.

Cultural heritage

Impacts

- The scheme will take place entirely within the carriageway boundary. No significant adverse effects on the cultural heritage features are anticipated.

Mitigation

- Should the nature of the works change, or additional excavation works be required, the Amey SS Team will be contacted prior to works commencing.
- Works and storage of plant/machinery/vehicles will be contained within the carriageway boundary at all times throughout the scheme.

No significant effects are predicted on cultural heritage as the works do not substantially diminish the heritage interest of the cultural heritage resources. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage no further assessment is required.

Biodiversity

Impacts

- Due to the night-time programming, site lighting and additional noise from construction could temporarily disturb any surrounding habitats where nocturnal or protected species may be active within the local surrounding area.
- There is the potential for works (if uncontrolled) to spread INNS or injurious weeds.
- There is potential for protected species to be active within the surrounding area and for the works to result in disturbance to these species.
- Works have the potential to cause the spread of Transport Scotland target species including Rosebay willowherb, common ragwort, and creeping thistle.

Mitigation

- If any protected species are seen on site, all work will be temporarily stopped until the animal has moved out of the construction zone. All sightings will be reported to the Sustainability Solutions Team and an ecologist will assess the situation before any work is to continue.
- The Amey control room will be contacted for the environmental record.
- Where possible directional lighting onto site will be used to avoid overspill onto adjacent areas of potential habitat, in an aim to reduce any disturbance to nocturnal species.

- Storage of plant, machinery, vehicles, and equipment will be restricted to the boundaries of the carriageway. No storage of plant, machinery, vehicles, and equipment will be undertaken on the grass verges. The works will be contained entirely within the carriageway.
- If the scope of the works change and work in the verge is required, all works will temporarily stop, and the environment team contacted due to the presence of Japanese knotweed and giant hogweed.
- If works are required within the verge, no works will take place within 7m of known areas of INNS without an INNS method statement.
- The Invasive Plants briefing will be delivered to all site operatives before works start.

The works will be contained entirely within the carriageway, with best practice techniques and implementation of mitigation measures, no significant effects are predicted on biodiversity as a result, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- The use of TS2010 will reduce the use of imported aggregates and increase the use of a wider range of sustainable aggregate sources.
- There is potential for impacts during the works as a result of the improper storage or disposal of waste and unnecessary production of waste.

Mitigation

- All waste will be stored in secure containers and segregated into different waste streams.
- All waste will be transported by a suitably licenced contractor and will be accompanied by a correctly completed waste transfer note (WTN). Waste will only be disposed of at a suitably licenced waste management site.
- If any road planings are found to be contaminated with coal tar the waste will be classed as special waste and will be removed to a licenced facility.

- 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.
- 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](#).

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.

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 residential properties will benefit from improved road surfacing once the scheme is operational.
- Noise heavy works will likely be required during night-time hours, which could disturb sensitive receptors within 300m of the proposed scheme.

Mitigation

- No plant, vehicles, or machinery will be left idling when not in use.
- The drop height of materials will be minimised.
- Plant and vehicles will be started sequentially.
- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers and regularly maintained.
- The Noise and Vibration briefing will be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted in relation to 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 for residential properties with views of the works, and for the sensitive receptors.
- There will be no impact on land take from private land and/or community facilities as a result of the scheme, as all works will be contained within the carriageway boundary.
- TM will likely cause traffic delays and increase congestion which may lead to longer journey times. Impacts will be temporary during the construction phase only.

Mitigation

- Signage of lane closures will be clear and visible to the public.
- Site lighting will be directed away from residential properties.
- TM arrangements and any expected travel delays will be publicised within the local and wider area.
- Properties affected by the scheme will be notified in advance of the works. Pre-notification will include details of proposed timings and duration of the works.

With best practice mitigation measures in place, no significant effects are predicted 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

- There is a risk that debris and runoff from the works could enter surface water and groundwater if it is not controlled effectively.
- 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 surrounding water environment.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.

- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented on site to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present on site 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 (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- Weather reports will be monitored prior to 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 and adhere to SEPA's Guidance for Pollution Prevention (GPPs) (particularly GPP 1, GPP 6, and GPP 22).

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, no significant effects are predicted on the local water environment.

Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

GHG emissions will be released through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions being emitted.
- The requirement for additional lighting will be reduced as far as reasonably practicable.

- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, no significant effects are predicted on climate. 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 surface, 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 proposed 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](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

[Amey's current programme of works](#) has not highlighted any works within the scheme extents.

Renfrewshire Council [Planning Portal](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area.

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

An Initial Environmental Review (IER) was undertaken by the Sustainability Solutions (SS) Team at Amey in March 2024.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

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

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

Characteristics of the scheme:

- At end of life, components can be recycled, reducing waste to landfill.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- As the works are a like-for-like replacement of the carriageway surfacing, 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.
- 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 should decrease post construction.

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.
- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

Characteristics of potential impacts of the scheme:

- 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.
- Pollution prevention measures will be implemented.
- The waste hierarchy will be adhered to.

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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