transport.gov.scot



Environmental Impact Assessment Record of Determination

A737 St. James to Linclive Jct. SB

Contents

Project Details	4
Description	4
Location	5
Description of local environment	6
Air quality	6
Cultural heritage	6
Landscape and visual effects	7
Biodiversity	7
Geology and soils	
Material assets and waste	9
Noise and vibration	9
Population and human health	
Road drainage and the water environment	11
Climate	11
Description of main environmental impacts and proposed mitigation	
Air quality	
Impacts	
Mitigation	
Landscape and visual effects	14
Impacts	14
Mitigation	14
Biodiversity	14
Impacts	14
Mitigation	15
Material assets and waste	15
Impacts	15
Mitigation	
Noise and vibration	
Impacts	
Mitigation	
Population and human health	
Impacts	
Mitigation	

Environmental Impact Assessment Record of Determination Transport Scotland

Road drainage and the water environment	18
Impacts1	18
Mitigation1	18
Climate	19
Impacts1	19
Mitigation1	19
Vulnerability of the project to risks2	20
Assessment cumulative effects	20
Assessments of the environmental effects	21
Statement of case in support of a Determination that a statutory EIA is not required	21
Annex A	23

Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a 1,562m stretch of the A737 carriageway (southbound (SB)) located northwest of Paisley, Renfrewshire. The carriageway is presenting signs of continual deterioration.

Construction activities will entail the resurfacing of the A737 carriageway between the St James Interchange and the Linclive Interchange with the activities as follows:

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

The following (but not limited to) plant/machinery/vehicles may be used throughout the scheme:

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

The works are scheduled to be completed within this financial year (April 2025 to March 2026) for a duration of seven to ten nights, with works being undertaken during night-time hours.

TM for the scheme is likely to entail daytime SB lane closures with the potential for night-time A737 carriageway closures. Any required carriageway closures will entail diversions through the Ferguslie Park area of Paisley, re-joining the A737 carriageway via the A761.

Location

The scheme is approximately 12,339m² located within a semi-urban section of the A737 carriageway to the northwest of Paisley, Renfrewshire, at the approximate National Grid References (NGRs) detailed below:

- NS 46422 65232
- NS 45011 64618

The scheme location is illustrated in Figure 1 and is approximately 12,339m² in area.



Figure 1: Scheme location.

Description of local environment

Air quality

Baseline air quality levels are likely to be influenced by vehicle traffic from the A737 carriageway and the surrounding agricultural, commercial and residential activities. The <u>Annual Average Daily Flow</u> (AADF) in 2023 for the A737 carriageway within the scheme extents (estimated count point ID: 80545), accounted for 59,811 vehicles, with 2,089 of these being Heavy Goods Vehicles (HGVs).

Three residential properties have been identified within 200m of the scheme extents with the closest located approx. 30m south (Burnside Place). Non-residential air quality sensitive receptors identified within 200m of the scheme extents include Inkerman Bowling Club (approx. 20m south) and the Premier Inn Glasgow (Paisley) Hotel (approx. 200m south).

Renfrewshire Council has declared two <u>Air Quality Management Areas</u> (AQMAs), with one at Paisley Town Centre (located approx. 1.3km southeast of the scheme) and another at Johnstone High Street (located approx. 2.1km southwest of the scheme). These AQMAs are both declared for their levels of nitrogen dioxide (NO₂) and, in the case of Paisley Town Centre, also particulate matter of a diameter less than 10 micrometres (PM₁₀). No real-time <u>air quality monitoring stations</u> are present within 200m of the scheme extents.

<u>The Scottish Pollutant Release Inventory</u> (SPRI) has not identified any sources of pollution within 1km of the scheme).

Cultural heritage

<u>Scotland's Environment mapping resource</u> has not identified any designated culturally significant assets within 300m or non-designated culturally significant assets within 100m of the scheme extents.

As a result of this, and the works containment within the A737 carriageway boundary, it has been determined that the project does not carry the potential to cause direct or indirect impact to cultural heritage. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Landscape and visual effects

Due to the low-lying nature of the scheme surroundings, residential properties (such as the 'Old Schoolhouse' on Candren Road and some within the Ferguslie Park area of Paisley) are expected to have sight of the scheme extents. <u>Renfrewshire Council</u> <u>Core Paths</u> LIN/8' (parallel to the scheme extents on the northbound (NB) carriageway), 'LIN/14' (an offshoot of the LIN/8 core path approx. 30-40m north of the scheme extents) and 'NP/25' (running beneath the scheme extents via Blackstone Road) are likely to have sight of the scheme. All of these core paths are unnamed and thus, path codes have been used in this instance.

No National Scenic Areas (NSAs) or Garden Designed Landscapes (GDLs) have been identified within 500m of the scheme extents (<u>PastMap</u>).

<u>Scotland's Landscape Character Type Map</u> lists the landscape character type present within the scheme extents to be 'Agricultural Plain – Glasgow & Clyde Valley'. <u>Scotland's Historic Land-Use Map</u> lists the land surrounding the scheme extents as a mixture of urban, industrial/commercial and rectilinear farms and fields.

No <u>Tree Preservation Orders</u> (TPOs) have been identified within 300m of the scheme extents.

Biodiversity

The A737 carriageway within the scheme extents contains areas of low-lying vegetation, shrub and thin tree lines separating the carriageway from commercial/residential areas, pastoral farmland and waste ground. <u>Scotland's</u> <u>Ancient Woodland Inventory</u> (AWI) has not identified any areas of ancient woodland within 500m of the scheme extents.

No designated European sites have been identified within 2km of the scheme extents (<u>NatureScot's Sitelink</u>). The Black Cart Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI) (approx. 2.1km north) and the Inner Clyde SSSI, Ramsar and SPA (approx. 5.1km north) have been identified as being hydrologically connected to the works via the Candren Burn watercourse which flows beneath the scheme extents.

Due to the potential for likely significant effects on these designated European sites, a Habitats Regulations Appraisal (HRA) has been undertaken for the scheme.

No nationally designated sites (such as SSSIs or local/national nature reserves) have been identified within 200m of the scheme extents however, the

aforementioned designated European sites also constitute SSSI sites, as mentioned above.

<u>The NBN Atlas</u> resource has identified the presence of Invasive Non-Native Species (INNS) within 500m of the scheme extents including:

- Japanese knotweed (Reynoutria japonica);
- Himalayan balsam (Impatiens glandulifera);
- Rhododendron (Rhododendron ponticum);
- giant hogweed (Heracleum mantegazzianum); and
- Montbretia (Crocosmia × crocosmiiflora).

This resource has also identified the presence of Transport Scotland Target Species within this parameter including that of rosebay willowherb *(Chamaenerion angustifolium)*, broad-leaved dock *(Rumex obtusifolius)*, creeping thistle *(Cirsium arvense)* and spear thistle *(Cirsium vulgare)*. The Amey Environment SW INNS Map resource has not recorded the presence of any INNS within 500m of the scheme extents. This resource has, however, identified the presence of Transport Scotland Target Species rosebay willowherb, creeping thistle, broad-leaved dock and common ragwort *(Jacobaea vulgaris)* within the verge adjacent to the scheme extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource and, in turn, a site visit was scoped out. The transient nature of the works combined with the requirement of the works to be contained within the pavement boundary has allowed for this conclusion.

Geology and soils

The scheme is not located within 200m of any Geological Conservation Review sites (GCRs) or SSSIs designated for their geological significance (<u>NatureScot's Sitelink</u>).

<u>The National Soil Map of Scotland</u> lists the soil present within the scheme extents to be that of immature soils. This resource holds no data with regard to the Land Classification for Agriculture due to the scheme's semi-urban location.

Bedrock Geology:

• Limestone Coal Formation - Sedimentary rock cycles, Clackmannan group type. Sedimentary bedrock formed between 329 and 328 million years ago during the Carboniferous period.

Superficial Deposits:

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

As a result of the works taking place strictly within made ground within the A737 carriageway boundary, it has been determined that the 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 works are required to resurface the worn carriageway and reinstate road markings and studs. Materials used will consist of:

- Bituminous surfacing (TS2010, AC binder and AC base);
- Road marking materials (thermoplastic road marking paint) and studs;
- Vehicle fuel;
- Oil; and
- Lubricant.

Wastes are anticipated to be planings from the carriageway surface course, with no coal tar recorded from coring logs within scheme extents. The Contractor is responsible for the disposal/recycling of road planings, and this will be registered in accordance with a Paragraph 13(a) waste exemption issued by the Scottish Environment Protection Agency (SEPA), as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

This scheme value is not in excess of £350k and therefore a Site Waste Management Plan (SWMP) will not be produced.

Noise and vibration

Baseline noise levels are likely to be influenced by vehicle traffic from the A737 carriageway and surrounding commercial/residential and agricultural activities. The <u>AADF</u> in 2023 for the A737 carriageway within the scheme extents (count point: 80545), accounted for 59,811 vehicles, with 2,089 of these being HGVs.

Three residential properties have been identified within 300m of the scheme extents with the closest located approx. 30m south (Burnside Place). Non-residential noise sensitive receptors identified within 200m of the scheme extents include Inkerman Bowling Club (approx. 20m south) and the Premier Inn Glasgow (Paisley) Hotel (approx. 200m south).

<u>Scotland's Noise Map</u> has indicated modelled day-evening-night noise levels (Lden) within 70m of the carriageway to be between 65 and 80dB, with lower night-time noise levels (Lnight) of between 55 and 70dB within 70m. The scheme is not located within a Candidate Noise Management Area (CNMA) as defined within the <u>Transportation Noise Action Plan</u>.

Population and human health

Due to the minor, transient and temporary nature of the scheme, and its containment within the carriageway boundary, a reduced buffer of 300m has been utilised for Population and Human Health baseline, impacts and mitigations.

The A737 carriageway within the scheme extents is located to the northwest of Paisley, Renfrewshire. This section of the A737 carriageway links the towns of Paisley, Johnstone and Beith with the M8 and the city of Glasgow. Whilst settlements such as those listed provide amenities and facilities, including educational facilities, medical facilities and care facilities, a greater abundance and complexity of these facilities can be found in the nearby city of Glasgow.

Three residential properties have been identified within 300m of the scheme extents with the closest located approx. 30m south (Burnside Place). Non-residential properties and areas of note within 300m of the scheme extents include Inkerman Bowling Club (approx. 20m south), the Premier Inn Glasgow (Paisley) Hotel approx. 200m south), various commercial premises and farmland/buildings.

The A737 carriageway within the scheme extents is street-lit, contains no pedestrian footways, no laybys, no bus stops or crossover points. An on-slip is present at the schemes northern extent linking the A737 carriageway with the St James Interchange and an off-slip is present at the schemes southern extent linking the A737 carriageway with the Linclive Interchange.

<u>Renfrewshire Council Core Paths</u> 'LIN/8' (parallel to the scheme extents via the NB carriageway), 'LIN/14' (an offshoot of the LIN/8 core path north of the scheme extents) and 'NP/25' (running beneath the scheme extents via Blackstone Road) have all been identified within 300m of the scheme extents. All of these core paths are unnamed and, thus path codes have been used in this instance.

No <u>National Cycle Network</u> (NCN) routes have been identified within 300m of the scheme extents.

Road drainage and the water environment

<u>SEPA's Water Classification Hub</u> has identified the Candren Burn (site ID: 10022) watercourse flowing beneath the scheme extents. This watercourse is classified under the Water Framework Directive (WFD) as being in 'Poor' condition. The Black Cart Water watercourse has also been identified within 500m of the scheme extents (approx. 200m north). This watercourse is classified as being in 'Moderate' condition under the WFD. Multiple unnamed field drains and unclassified watercourses have also been identified adjacent to the scheme extents.

SEPA's Water Classification Hub identified the groundwater conditions within the scheme extents (entitled 'Linwood', site ID: 150488) as being in 'Poor' condition.

<u>SEPA's Flood Map</u> has identified the A737 carriageway and its surrounding verge areas within the scheme extents to be at a 'Medium' (approx. 0.5% each year) to 'High' (approx. 10% each year) risk of surface and river water flooding.

The A737 carriageway within the scheme extents is drained via top-entry gullies and is not within a Scottish Government <u>Nitrate Vulnerable Zone</u> (NVZ).

Climate

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (GHGs) by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the <u>Mission Zero for Transport</u>. Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the South West Network Management Contract (SW NMC) network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry the potential to produce airborne particulate matter, dust and generate emissions that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion, particularly on routes impacted by diversions.
- Renfrewshire Council's declared AQMAs will be unimpacted by the works due to the scheme's minor, temporary nature and the general distance of the sites from the area of works.

Mitigation

- Best practice and measures as outlined in the '<u>Guidance on the assessment of</u> <u>dust from demolition and construction (January 2024)</u>' 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;
 - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (stockpiles will be covered or fenced to prevent wind whipping);
 - Cutting, grinding or sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
 - Drop heights from conveyors and other loading or handling equipment will be minimised;
 - Vehicles carrying wastes and materials will be covered when entering and leaving the work area to prevent escape of materials during transport;
 - Equipment will be readily available on site to clean any dry spillages and spillages will be cleaned up 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.

No significant effects are predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Landscape and visual effects

Impacts

- There will be no operational impacts on visual receptors as works entail the likefor-like resurfacing of the A737 carriageway within the scheme extents.
- Residential receptors and core paths with sight of the works have the potential to be visually impacted by the scheme during construction due to the presence of TM, plant, vehicles, machinery and operatives.
- The general setting of the area may be impacted during construction due to the presence of TM, plant, vehicles, machinery and operatives.

Mitigation

- Works will be contained within the A737 carriageway extents.
- Asset installation will be of a minimal visual impact (if any due to the like-for-like nature of the scheme) and will be in keeping with the current setting of the A737 carriageway within the scheme extents.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

The effect on landscape and visual effects is deemed to be neutral. 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 and additional noise could cause temporary disturbance to any surrounding nocturnal species.

- There is potential for protected species to be active within the surrounding area and for the works to result in disturbance to these species.
- Due to the scheme being contained within the pavement boundary, the INNS and Transport Scotland Target Species identified within 500m of the scheme extents will not be impacted by the works.
- The scheme has potential connectivity to the Black Cart SPA and the Inner Clyde and Ramsar SPA (and associated SSSIs) and thus these sites may be impacted by the works through pollution events.

- An HRA has been undertaken to assess the impacts of the scheme upon the aforementioned designated European sites. No direct impacts or significant effect pathways are anticipated for the qualifying interests of the European sites, with the sites located over 2km north of the scheme. There is physical connection of functional habitats suitable for some designated species (via the Candren Burn), however noise and visual disturbance and water and air pollution risks will be appropriately minimised by standard pollution and noise controls.
- As part of the Network Management Contract, Amey, on behalf of Transport Scotland, has been asked to keep a record of various target species. Works will not cause the spread of these species, if a possibility arises wherein works are likely to result in the spread of these species through disturbance, the appropriate Amey landscaping team will be consulted.
- In the event that protected species are sighted, works will temporarily be suspended and will be reported to the Amey ET&S team for any guidance, if required, and the control room will be contacted for environmental record.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundaries of the carriageway.
- All site lighting will be directed away from sensitive ecological receptors such as woodland and watercourses.
- Noise mitigation measures, as outlined in the Noise and Vibration section, and pollution control mitigations, as outlined in the Road Drainage and the Water Environment section, will be adhered to during the works.

No significant effects are predicted on biodiversity. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

Impacts

• The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over this period.

- The works will result in contribution to resource depletion through use of virgin materials.
- GHG emissions will be generated by material production and transportation to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuels, a non-renewable source.

- 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.
- It is Amey policy to reuse or recycle as much waste material as possible. Where reuse is not feasible, waste material will be removed to a licenced waste facility.
- Where possible, different waste streams will be separated at the source.
- Waste will be stored in suitable containers and covered.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works. Waste contractors on-site will adhere to the duty of care with regards to the disposal of removed materials.
- Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As such, road planings generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document '<u>Guidance on the Production of Fully</u> <u>Recoverable Asphalt Road Planings</u>' where possible.

With best practice mitigation measures in place, no significant effects are predicted in relation to Material Assets and 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.
- Noise and vibration heavy works will likely be required during night-time hours, which could cause disturbance for nearby sensitive receptors (such as residential and non-residential properties within 300m).
- Noise impacts will result from vehicle traffic along the potential night-time diversion routes as a result of the TM being implemented, thus causing increased noise levels and disturbance to nearby receptors.

- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- A soft start to the works will be undertaken, whereby plant/machinery will be turned on sequentially as opposed to simultaneously.
- Amey's environmental briefing on noise and vibration will be delivered to operatives prior to the start of construction.
- Diversion routes will be discussed with the local authority to obtain a route(s) with minimal disruption.
- Amey's ET&S team has contacted Renfrewshire Council's Environmental Health Team to notify of the works due to night-time programming.
- Due to night-time programming, properties within 300m of the scheme extents will be notified in advance of the works. Pre-notification will include details of proposed timings and duration.

With best practice mitigation measures in place, and due to the works being of a minor and transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration and no further assessment is required.

Population and human health

Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- TM for the works will involve road closures and a potential night-time diversion route:
 - Nearby residents of surrounding settlements may experience travel disruption due to presence of TM, which may lead to increased journey lengths and times.
- There will be no impact on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- On/off slips present at the northernmost and southernmost scheme extents are likely to be impacted by the works.
- No impacts on Renfrewshire Council Core Paths within proximity to the scheme extents are anticipated due to their distance and separation from the area of works.

- TM (including carriageway closures) will be advertised upon approach and in advance of the scheme. Potential closures and diversions routes will be discussed in advance with the relevant Renfrewshire Council department by Amey.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Further site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).

No significant effects on population and human health are predicted. 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 runoff from the works could enter surrounding surface water environment. In the event of rain and/or a flooding incident, this debris may be mobilised and could enter the road drainage system, thus 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 surrounding water environment.
- Should flooding occur, this may delay the scheduled works.
- The scheme has the potential to impact the Candren Burn and the Black Cart Water watercourses via pollution events.

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 both during and following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This will 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 Amey 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 frequently, especially during heavy rainfall and wind.
- 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.
- All storage of materials/fuel and any refuelling activities will be more than 10m away from any drainage inlet at all times and placed on a hardstanding surface with an appropriate level of bunding.
- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- Amey's environmental briefing on water pollution prevention will be delivered to operatives prior to the start of construction.
- All site operatives will be made aware of the locations of the Candren Burn and Black Cart Water prior to works commencing.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's Guidance for Pollution Prevention (GPPs), no significant effects are predicted on the 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 emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel distance 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.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, the 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

<u>The Scottish Road Works Commissioner's Interactive Map</u> has not highlighted any works during the proposed timescale and at the location of the works.

<u>Renfrewshire Council's Planning Portal</u> has not highlighted any planning applications within the scheme extents at the time of the works in question.

<u>Amey's current programme of works</u> has not highlighted any other works on the A737 carriageway that will be undertaken in conjunction with the scheme.

No other nearby schemes which may result in a combined effect on nearby receptors have been identified.

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.

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 reports and consultations have been undertaken:

- An Environmental Scoping Assessment of the scheme, undertaken by the Amey ET&S Team in April 2025.
- Consultation with Renfrewshire Council's Environmental Health team in April 2025.
- An HRA, undertaken by the Amey ET&S Team in April 2025.

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:

- 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 in-combination effects have been identified.

- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- 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. No impacts on the environment are expected during the operational phase as a result of works.
- By removing the carriageway defects this will provide this part of the A737 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions, and positive operational impacts for road users.

Location of the scheme:

- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part in a sensitive area.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational adverse impacts are anticipated.
- An HRA has been undertaken regarding the scheme's hydrological connectivity to designated European sites. This document has concluded that no likely significant effects are likely to occur on these sites as a result of the scheme.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- 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.



© Crown copyright 2025

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit http://www.nationalarchives.gov.uk/doc/open-government-licence or email: <u>psi@nationalarchives.gsi.gov.uk</u>

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, June 2025

Follow us:

f transcotland



transport.gov.scot



Scottish Government Riaghaltas na h-Alba gov.scot