



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

transport.gov.scot

Environmental Impact Assessment Record of Determination

M8 Adjacent to Junction 2 On- slip Westbound

Contents

Project Details	3
Description.....	3
Location	4
Description of local environment.....	5
Air quality	5
Cultural heritage	6
Landscape and visual effects	7
Biodiversity	9
Geology and soils	11
Material assets and waste	12
Noise and vibration	12
Population and human health	13
Road drainage and the water environment.....	13
Climate	14
Policies and plans	15
Description of main environmental impacts and proposed mitigation	16
Air quality	16
Landscape and visual effects	17
Biodiversity	17
Material assets and waste	19
Noise and vibration	21
Population and human health	22
Road drainage and the water environment.....	23
Climate	25
Vulnerability of the project to risks	25
Assessment of cumulative effects.....	26
Assessments of the environmental effects	27
Statement of case in support of a Determination that a statutory EIA is not required.....	27
References of supporting documentation	29
Annex A.....	30

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing of the M8 carriageway. The works will consist of resurfacing of the entire carriageway to an inlay depth of 40mm, with localised areas of 110mm, 145mm and 185mm inlay where required, and reinstatement of road markings for a length of approximately 2220m (2.61ha).

Construction activities for the resurfacing procedure are as follows:

- Set up traffic management (TM) and mark out site,
- Milling of existing bituminous material by road planer,
- Jackhammer and compressor for breaking up surfaces not accessible by planer (e.g., around gullies),
- Loader/excavator used to collect and move excess material,
- Sweeper to collect loose material and provide clean laying surface,
- Milled out/excavated materials all taken off site,
- Tack/bond coat laid,
- Binder material laid and compressed by paver (where required),
- Material compacted using a heavy roller,
- Traffic loops reinstated where necessary,
- New bituminous surface course material laid by paver,
- Material compacted using a heavy roller,
- Mechanical sweeper to collect loose material,
- HGV for removal and replacement of material,
- Road markings and studs applied where necessary,
- Remove TM and open road.

The works are programmed to be completed within the 2026/27 financial year with works expected to begin on 5th October 2026. The works are scheduled to be completed over six nights (20:30 – 06:00). Traffic management (TM) will consist of a full night-time closure of the M8 WB carriageway between Junction 2 and Junction 3. The diversion will take travellers off the M8 westbound (WB) at Junction 2 and onto the M9, A89, and A899, before returning to the M8 WB at Junction 3. This will result in an additional 1.6 miles and approximately 7 minutes onto journey times.

Location

The scheme lies on the M8 westbound adjacent to and immediately following Junction 2 within the City of Edinburgh and West Lothian Council boundaries (Figure 1.).

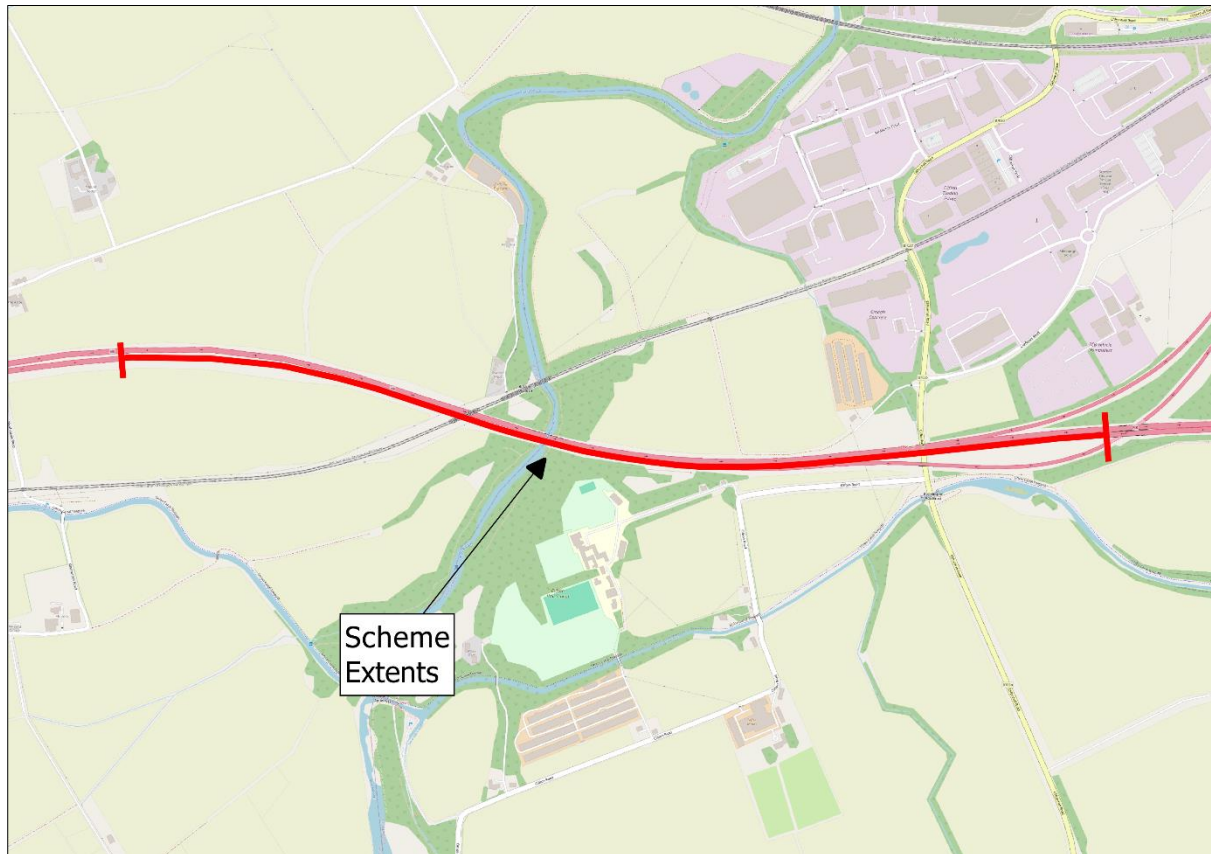


Figure 1. Extents of the Works. - Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

For properties within 300m of the scheme refer to “Population and Human Health.

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

The scheme is located within the City of Edinburgh and West Lothian Council boundaries, which report five active and no active [Air Quality Management Areas \(AQMAs\)](#) within their administrative boundaries respectively. The closest active AQMA is the “Glasgow Road 2013” AQMA, which is located approximately 1.5km north of the scheme extents, and has been declared for nitrogen dioxide (NO₂).

There are 11 sites registered on the Scottish Pollutant Release Inventory ([SPRI](#)) for air pollutant releases within 10km of the scheme extents in the last 10 years. Their details are as follows:

- “Clifton Poultry Farm, Clifton Road, Newbridge” - Intensive livestock production and aquaculture – declared for ammonia – located approximately 475m south of the scheme extents.
- “Hillwood Quarry, Ratho, Midlothian” – Mineral industry – declared for carbon dioxide and particulate matter <10 microns in diameter (PM₁₀) – located approximately 700m northeast of the scheme extents.
- “Clapperton Poultry Complex, Broxburn, West Lothian” - intensive livestock production and aquaculture – declared for ammonia, PM₁₀, and total particulate matter – located approximately 1.55km southwest of the scheme extents.
- “Gogarbank Poultry, Corstorphine, Edinburgh” - Intensive livestock production and aquaculture – declared for ammonia and PM₁₀ – located approximately 5.3km east of the scheme extents.
- “Ravelrig Quarry Kirknewton, Midlothian” – Mineral industry – declared for PM₁₀ and PM_{2.5} – located approximately 4.3km south of the scheme extents.
- “Kaimes Quarry Landfill Site, Kirknewton” – Waste and waste-water management – declared for methane – located approximately 4.8km south of the scheme extents.
- “Dalmeny Hound Point, South Queensferry” – Energy sector – declared for non-methane volatile organic compounds (NVMOCs) – located approximately 5.8km northeast of the scheme extents.
- “Balerno Poultry Farm, Lanark Road West, Balerno” - Intensive livestock production and aquaculture – declared for ammonia – located approximately 5.75km south of the scheme extents.

- “Wyman Gordon Ltd, Livingston” – Production and processing of metals – declared for carbon dioxide – located approximately 4.35km west of the scheme extents.
- “API Foils, Houston Industrial Estate, Livingston” – Other activities – declared for NVMOCs and toluene – located approximately 4.65km west of the scheme extents.
- “Shin-Etsu Handotai, Wilson Road, Livingston” – Chemical industry – declared for ammonia (t) – located approx. 8.55km southwest of the scheme extents.

Baseline air quality within the scheme extents is likely to be primarily influenced by traffic along the M8 carriageway. Secondary sources are most commonly derived from motor vehicles travelling along local network roads, and day-to-day agricultural and land management activities

Cultural heritage

The [PastMap](#) and [Historic Environment Scotland](#) (HES) online mapping tools record five designated cultural heritage assets within 300m of the scheme extents.

There is one scheduled monument within 300m of the scheme extents. The “Union Canal, Fountainbridge to River Almond” scheduled monument (ID: [SM11097](#)) is located approximately 55m south of the scheme extents at its closest point.

There are four listed buildings within 300m of the scheme extents. The closest of these is the “Clifton Hall Policies, East Lodge” Category B listed building (ID: [LB26903](#)), which lies approximately 15m south of the scheme extents. The next closest listed building lies approximately 100m north of the scheme extents.

Of lesser concern, there are numerous undesignated cultural heritage assets (UCHAs) within 300m of the scheme extents, six of which lie within the scheme extents. Their details are as follows:

- “Birdsmill Motorway Bridge” Historic Environment Record (HER) site (ID: MED16751) and National Record of the Historic Environment (NRHE) site (ID: [279588](#)).
- “Birdsmill Railway Bridge” HER site (ID: [18514](#)) and NRHE site (ID: [94461](#)).
- “Archaeological Watching Brief, Monitored Topsoil Removal and Excavation: Broxburn to Humble Farm Gas Pipeline Reinforcement” HER site (ID: [4020](#)).
- “Archaeological Desk-Based Assessment and Walkover Survey, Broxburn to Humble Farm Gas Pipeline Reinforcement, Broxburn, West Lothian” HER site (ID: [3784](#)).

Construction of the M8 is likely to have removed any archaeological remains that may have been present within the trunk road boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low.

Given that the works will be restricted to the existing M8 carriageway boundary, the potential for impacts to cultural heritage are deemed to be low. As such cultural heritage has been scoped out of further environmental assessment.

Landscape and visual effects

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

The Landscape Character Type (LCT) within the scheme extents is categorised as “Lowland Plain” ([LCT 274](#)) throughout most of the scheme extents, with a section of the scheme extents classified as “Lowland River Corridors – Lothians” ([LCT 271](#)) ([Landscape Character Type Map](#)).

The key characteristics of “Lowland Plain” are:

- Smoothly rolling, large scale agricultural plain with local interruptions of volcanic hills forming visual foci.
- Rivers cut through the farmland in incised valleys.
- High quality agricultural land with a predominantly rural character, divided into a strong pattern of large arable fields by fences, hedges, occasional walls and a network of shelterbelts.
- Policy woodlands and shelterbelts associated with designed landscapes, mansions, gatehouses and boundary walls contributing to character.
- Numerous villages and hamlets, including industrial settlements.
- Substantial but localised urban fringe influence around Edinburgh Airport, motorways and settlement expansion.
- Gentle sinuous sweep of the Union Canal as it leaves Edinburgh and heads north-west.
- Industrial heritage legacy, with prominent quarrying, landfill and shale bing impacts.
- Important setting for western Edinburgh.

The key characteristics of “Lowland River Corridors – Lothians” are:

- Predominantly deeply incised, narrow, meandering, distinctive, intimate river valleys formed by the rise and fall of sea levels since the end of the Ice Age.

- Changing to more open, shallower and less well-defined corridors towards the upstream and downstream ends of the river corridors.
- Densely wooded, enclosed steep-sided valley with mainly semi-natural broadleaf woodland.
- The gorge-like valleys are sparsely settled, with isolated steadings amongst pastoral farmland on the higher, shallower slopes.
- Significant recreational value due to public access.
- Outstanding landscape features including aqueducts and viaducts.
- Other features of interest in the landscape include rapids, weirs, waterfalls and mills.

The Historic Land-use Assessment ([HLA](#)) classifies the land-use within 300m of the scheme extents as:

- Motorway and Major Roads.
- Industrial or Commercial Area.
- Rectilinear Fields and Farms.
- Cultivated Former Parkland.
- Designed Landscape.
- Managed Woodland.

The “[National Scale Land Capability for Agriculture](#)” map classified the land surrounding the scheme extents as:

- Class 2 - Land capable of producing a wide range of crops.
- Class 1 - Land capable of producing a very wide range of crops.

There are four areas of ancient woodland located within 300m of the scheme extents ([Ancient Woodland Inventory](#)). Their details are as follows:

- A 1.32ha area (ID: 34,346) of “Other” antiquity ancient woodland, meaning woodland first recorded on the “Roy map”. It is spanned by the M8 within the scheme extents.
- A 3.1ha area (ID: 34,347) of ancient woodland of semi-natural origin which has been continuously wooded since at least 1750 (ASNO1750). It is spanned by the M8 within the scheme extents.
- A 4.68ha area (ID: 34,348) of long-established (of plantation origin) woodland which has been continuously wooded since at least 1860 (LEPO1860). It is spanned by the M8 within the scheme extents.
- A 5.65ha area (ID: 34,341) of ASNO1860 woodland. It is located approximately 185m north of the scheme extents at its closest point.

Areas 34,346, 34,347, and 34,348 are all continuous with one another.

There are six areas of woodland recorded on the [Native Woodland Survey](#) within 300m of the scheme extents. Their details are as follows:

- A 4.13ha area of nearly-native lowland mixed deciduous woodland. It is mixed maturity and located adjacent to the south of the scheme extents.
- A 1.07ha area of plantation of ancient woodland site (PAWS). It is mixed maturity and located approximately 15m north of the scheme extents.
- A 1.58ha area of native lowland mixed deciduous woodland. It is mixed maturity and located approximately 15m north of the scheme extents.
- A 2.33ha area of nearly-native lowland mixed deciduous woodland. It is mixed maturity and located approximately 30m south of the scheme extents.
- A 0.52ha area of native lowland mixed deciduous woodland. It is mixed maturity and located approximately 85m north of the scheme extents.
- A 0.95ha area of native lowland mixed deciduous woodland. It is mixed maturity and located approximately 290m south of the scheme extents.

The two areas of nearly-native woodland overlap significantly with areas 34,347 and 34,348 of ancient woodland listed above, and the PAWS woodland and 1.58ha area of native woodland overlap significantly with areas 34,346 and 34,347 of ancient woodland.

Other than the areas mentioned above, there are primarily broadleaved shelterbelts adjacent to the M8 carriageway at the east side of the scheme extents. Additionally, all of the classified areas mentioned above are continuous with other areas of unclassified woodland.

There are no areas of woodland covered by a Tree Preservation Order (TPO) within 300m of the scheme extents ([TPO Map](#)).

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

Biodiversity

There are no European Sites designated for nature conservation i.e. Special Protection Areas (SPA), Special Areas of Conservation (SAC), or Wetlands of International Importance (Ramsar Sites), located within 2km of the scheme extents. However, the scheme has hydrological connectivity with the Firth of Forth SPA and Ramsar Site which lies approximately 14km downstream of the scheme extents via

the River Almond. Additionally, the scheme lies within buffer zones for the Firth of Forth SPA and Ramsar Site, Outer Firth of Forth and St Andrews Bay Complex SPA, and Westwater SPA and Ramsar site.

There are no Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves (LNRs) designated for biodiversity features within 300m of, or which share connectivity to the scheme.

The Firth of Forth SPA and Westwater SPA both have associated SSSIs. Their details are as follows:

The Firth of Forth SSSI is located approximately 7.1km north of the scheme extents at its closest point. The scheme also has hydrological connectivity with the Firth of Forth SSSI via the River Almond.

The Westwater Reservoir SSSI lies approximately 18.2km south of the scheme extent.

There are four [Local Nature Conservation Sites \(LNCSs\)](#) within 300m of the scheme extents. They are:

- “River Almond - Lin's Mill to Newbridge” passes below the M8 carriageway within the scheme extents.
- “Union Canal - Wilkie's Basin to Ratho” is located approximately 30m south of the scheme extents at its closest point.
- “Union Canal - Lin's Mill to Wilkie's Basin” is located approximately 55m south of the scheme extents at its closest point.
- “Union Canal - Broxburn to Lin's Mill” is located approximately 280m south of the scheme extents at its closest point.

The NBN atlas also holds records of numerous bird species within 2km over a ten-year period. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their active nests are protected.

The NBN atlas holds the following records of invasive and injurious plants (as listed in the Network Management Contract):

Two injurious weeds:

- Common ragwort (*Jacobaea vulgaris*)
- Spear thistle (*Cirsium vulgare*).

No instances of Invasive Non-Native Species (INNS) or invasive native perennials.

The sole record is located approximately 1.76km northwest of the scheme extents.

A search of the Asset Management Performance System (AMPS) online mapping tool records the following instances of invasive or injurious plant species as listed within the NMC:

One injurious weed:

- One instance of spear thistle.

One invasive native perennial:

- Five instances of rosebay willowherb (*Chamaenerion angustifolium*).

No instances of INNS are recorded within the scheme extents.

The habitat immediately bordering the M8 within the scheme extents consists primarily of agricultural fields, the riparian area of the River Almond, and areas of primarily broadleaved treelines. While there is high availability of roadside vegetation, habitat immediately bordering the trunk road is assessed to be of reduced ecological value, due to the high likelihood of disturbances from moderate volume, fast-flowing traffic and that the M8 carriageway which also limits the connectivity and continuity for species between their potential habitats on either side of the road.

Geology and soils

There are no geological SSSIs or Geological Conservation Review Sites within 300m of the scheme extents ([SiteLink](#)). Additionally, there are no [Local Geodiversity Sites](#) (LGS) within 300m of the scheme extents.

The generalised soil type and major soil group within the scheme extents is primarily “Brown soils” with a small area at the far western side of the scheme with a major soil group of “Gleys” and generalised soil type of “Mineral gleys” ([Scotland’s Soils](#)).

Bedrock geology within the scheme extents is classified as “Calders Member-Sedimentary rock cycles, Strathclyde Group type” with superficial deposits of:

- Till, Devensian-Diamicton
- Glaciofluvial ice contact deposits-Gravel, sand and silt
- Alluvium-Clay, silt, sand and gravel.

([British Geology Viewer](#)).

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

Given the restriction of the works to the M8 carriageway boundary, and the lack of any excavation works, local geology and soils are unlikely to be affected by the proposed works. Therefore, “Geology and Soils” has been scoped out of further environmental assessment.

Material assets and waste

The proposed works are required to repair defects identified in a visual survey. Materials used will consist of:

- TS2010 10mm Site Class 1.
- AC20mm Binder.
- Thermoplastic Road Markings.
- Embedded Road Studs.
- Traffic Loops.

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

The 2220m scheme involves the removal of surface and localised areas of binder course. In total, approximately 2020 tonnes of bituminous material will be removed from site, of which 102 tonnes is classified as hazardous material containing coal tar. The coal tar bound planings will be removed from site and used within a separate BEAR Scotland scheme.

Noise and vibration

The works do not fall within a candidate quiet area ([CQA](#)).

The night-time noise levels (L_{night}) modelled within the scheme extents ranges between 70 and 80 decibels (dB), decreasing to between 60 and 70 dB at the nearest noise sensitive receptor (community) ([Noise Map Viewer](#)).

Baseline noise and vibration in the study area is mainly influenced by vehicles traveling along the M8 trunk road. Secondary sources are derived from vehicles travelling along nearby local network roads and day-to-day agricultural activities.

Population and human health

A small number of residential and commercial receptors, and one community receptor are found within 300m of the scheme extents. The closest of these is an outbuilding of “Clifton Hall High School” which lies approximately 15m south of the scheme extents. It is well screened from the scheme extents by a dense treeline. The closest residential receptor lies approximately 120m north of the scheme extents and is well screened from the scheme extents by the roadside embankment and topography of the surrounding fields.

There are no local access roads, laybys, or footpaths within the scheme extents.

Street lighting is present at the easternmost side of the scheme until the end of the Junction 2 WB onslip.

There is one core path within 300m of the scheme extents. Core Path “CEC 11 River Almond” is located approximately 60m south of the scheme extents at its closest point.

The scheme extents are located on the M8 WB carriageway which is a motorway with the national speed limit applying throughout. The average daily traffic (ADT) is moderate (17,619 motor vehicles (ID: [CTCPF010W](#), 2026 data)) ([Drakewell Data](#)).

Road drainage and the water environment

There are two [SEPA](#) classified surface waterbodies within 300m of the scheme extents:

- “River Almond (Breich Water confluence to Maitland Bridge)” (ID: 3001) is a river in the River Almond catchment area. It passes below the M8 carriageway within the scheme extents and has a main stem approximately 17.5km in length. It was classified as having an overall status of “Poor” by SEPA in 2024.
- “Union canal (Craigton to Murray Burn)” is a river in the River Almond catchment area. It passes approximately 65m south of the scheme extents at its closest point and has a main stem approximately 19.8km in length. It was classified as having an overall status of “Good ecological potential” by SEPA in 2024.

There are approximately six unclassified waterbodies within 300m of the scheme extents. Their details are as follows:

- “Drain 1”, a drainage waterbody which is located approximately 50m north of the scheme extents at its closest point.
- “WB1”, a small waterbody located approximately 90m south of the scheme extents. It drains into the River Almond upstream of the scheme extents.
- “Drain 2”, a drainage waterbody which is located approximately 120m south of the scheme extents at its closest point.
- “Drain 3”, a drainage waterbody which is located approximately 175m north of the scheme extents at its closest point.
- “Drain 4”, a drainage waterbody which is located approximately 180m north of the scheme extents at its closest point.
- “Drain 5”, a drainage waterbody which is located approximately 235m north of the scheme extents at its closest point.

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

A search of the [SEPA Flood Map](#) online mapping tool shows that there are several areas of increased flood risk, primarily located at the western end of the scheme extents. These areas range from a low likelihood of flooding (0.1% chance each year) to a high likelihood of flooding (10% chance each year).

The scheme is located within the Livingston groundwater basin (ID: 150711). It was classified as having a “Poor” overall status in 2024 by SEPA. It is a Drinking Water Protected Area (DWPA) ([SEPA](#)).

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

Climate

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

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland’s four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for

annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

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

Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to the above noted legally binding target of net-zero by 2045. Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport ([Mission Zero for transport | Transport Scotland](#)).

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

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

However, considering the nature and duration of the scheme, along with implementation of mitigation detailed below, the proposed works' impacts on local air quality levels during the construction period are assessed to be not significant.

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

Air quality mitigation measures:

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

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the M8, and construction works are programmed to be undertaken at night (six nights). As such, the visual impact of the works will be somewhat reduced.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation detailed below, impacts on landscape and visual effects are assessed to be not significant.

Upon completion of the works, no residual impacts on landscape and visual effects are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change.

Landscape and visual effects mitigation measures:

- The site will be monitored regularly for signs of litter and other potential contaminants, and litter will be removed before and after works take place.
- The site will be left clean and tidy following construction.
- Where possible, construction vehicles will not be left in places where soil or vegetation can be damaged. If damage to road verge occurs this will be lightly cultivated or graded (upon completion of the works) to allow natural recolonization by local species and promote integration with existing landscape character.

Biodiversity

A Habitats Regulations Appraisal (HRA) screening has been undertaken which ruled out the potential for Likely Significant Effects (LSE) on the qualifying features of the Firth of Forth SPA and Ramsar Site, Outer Firth of Forth and St Andrews Bay Complex SPA, and Westwater SPA and Ramsar Site due to the restriction of the works to the M8 carriageway, and the relatively minor nature of the works. As such, an Appropriate Assessment (AA) was not required.

The “River Almond - Lin's Mill to Newbridge” Local Nature Conservation Site (LNCS) passes below the M8 carriageway within the scheme extents. The works are restricted to the M8 carriageway and require no earthworks or vegetation removal. Given the relatively minor nature of the works, the relatively short duration (six nights), and that the works will be undertaken on a rolling schedule, the likelihood of

impacts is considered to be low. Given the mitigation detailed below, no impacts are expected to the “River Almond - Lin's Mill to Newbridge” LNCS.

A temporary short-term increase in noise levels may cause disturbance to local wildlife if present in the vicinity of the works. Disturbance to local wildlife may occur through the use of plant, vehicles and NRMM which will emit noise and create vibrations. In addition, the works will also require delivery of materials and the presence of personnel to facilitate the improvements to the road surface, which could result in disturbance. However, the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the M8, furthermore, the scheme is of short duration (six nights) and will be undertaken on a rolling programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore somewhat diminished.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation detailed above, the proposed works impacts on biodiversity throughout the construction period are therefore assessed to be not significant.

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

Biodiversity mitigation measures:

- Artificial lighting used during night works will be sufficiently screened and aligned to ensure that there is no direct illumination of neighbouring habitat (e.g., “River Almond - Lin's Mill to Newbridge” LNCS, adjacent woodland, adjacent waterbodies, etc.) to ensure minimal impact on nocturnal species.
- Site personnel will be informed of the location and proximity of the “River Almond - Lin's Mill to Newbridge” LNCS.
- The works are not permitted to disturb or destroy any active birds’ nests. If an active birds’ nest is identified onsite that will be impacted by works, the Environmental Team will be contacted.
- Toolbox Talk TTN-139 “Protected Species” will be briefed to all site personnel prior to the commencement of the works.
- Site personnel will remain vigilant for protected species and will not approach or touch any animals seen on site. Any sightings of protected species will be reported to BEARs Environmental Team. Should a protected species be encountered or move within 50m of the active works (including compounds), works will be temporarily halted until the animal(s) move at least 50m away from the construction site, or until BEAR’s Environmental Team can provide advice.

- The Contractor will employ 'soft start' techniques for all noisy activity to avoid sudden and unexpected disturbance during works. Each time the activity is started up after a period of inactivity, the noise levels will be gradually increased over a period of 30 minutes to permit animals to move away from the disturbance.
- All equipment stored onsite, if necessary, will be checked at the start of each workday to ensure mammal species are not present. Any storage containers/plant within the compound will also be secured overnight to prevent exploration by mammal species. Any areas where an animal could become trapped (e.g., storage containers) will also be covered at the end of each working day.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). If during works unforeseen access to the surrounding environment is required, works will cease in this area and BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects.
- BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects if:
 - unforeseen site clearance is required,
 - unplanned works must be undertaken out with the carriageway boundary,
 - there is any deviation from the agreed plan, programme and/or method of working,
 - nesting birds are found onsite.
- BEAR Scotland's Control Room will be contacted if there is a pollution incident.

Material assets and waste

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

However, the detailed design will reduce the requirements for primary materials e.g., the carriageway surfacing, and subbase will be carefully considered to minimise the requirements for importing primary material. Materials will also be derived from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion. Specifying TS2010 surface course also allows a wider array of aggregate sources to be considered when

compared to typical stone mastic asphalt (SMA). As a result, the use of TS2010 should reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. The design life for the TS2010 surfacing is also estimated to be 20 years. The enhanced durability of TS2010 therefore reduces reoccurring routine maintenance and associated levels of traffic disruption to this section of road over the period. In addition, the re-use of coal tar bound materials from a separate BEAR Scotland site will see a reduction in the volume of materials going to landfill.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, the proposed works impacts on material assets and waste throughout the construction period are therefore assessed to be not significant. Upon completion of the works, no residual impacts are anticipated on materials or waste.

Material assets and waste mitigation measures:

- A SWMP will be completed by the Designer and Contractor as required. The SWMP will provide details of the following:
 - The quantity and type of waste that will be produced.
 - How waste will be minimised, reused, recycled, recovered, or otherwise diverted from landfill.
 - How materials that cannot be reused, recycled, or recovered will be removed from site and consigned, transported and disposed of in full accordance with all relevant UK legislation.
- The Contractor is responsible for the recycling / disposal of non-hazardous road planings and will operate in line with the SEPA's Environmental Authorisations (Scotland) Regulations (EASR) 2025 Regulatory Position Statement - Low Risk Waste Activities WAS-PS-07.
- BEAR Scotland's subcontractor Tarmac will gain any necessary permissions under EASR from SEPA prior to the storage or re-use of coal tar bound materials.
- The re-use of the coal tar bound planings will be undertaken in line with SEPA's Position Statement on Cold Recycling – Treatment Storage and Use of Asphalt Waste Containing Coal Tar WAS-PS-06.
- Good materials management methods (e.g., 'just-in-time' delivery) will be implemented wherever possible.
- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or waste are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. Waste transfer notes and/or waste exemption certificates (if required) will also be completed and retained.
- The selection of areas for materials stockpiling will avoid sensitive locations such as road drainage. Stockpiled materials with leachate potential, for example, will

be stored away from road drainage to prevent cross-contamination with other materials, wastes, or groundwater.

- Materials will be stored with the appropriate security to prevent loss, theft, or vandalism.
- All temporary road signs and traffic cones will be removed from site on completion of works.
- Wastewater from welfare facilities (if required) will be subject to effluent treatment followed by tanker removal.
- If hazardous substances are used onsite, each substance will be subject to assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. Hazardous substances will also be clearly labelled, and disposed of, in line with the relevant waste regulations. Special waste will also not be mixed with general waste and/or other recyclables.

Noise and vibration

Activities undertaken on site could potentially have some localised and short-term noise impacts in proximity to the works. The road works will, for example, require a range of ancillary plant, vehicles and NRMM for cold milling in preparation for carriageway resurfacing. Noise will also be generated by using breakers (jackhammers), chipping hammers, use of rollers, etc. As a result, there is potential for noise and vibration effects to residential, commercial, and farmstead properties in the area, the closest of which is “Clifton Hall High School” which lies approximately 15m south of the scheme extents at its closest point. The closest residential receptor lies approximately 120m north of the scheme extents. However, the works are not located within a CQA, and works will also be completed over six nights, when the closest receptor, Clifton Hall High School, is not expected to be in use. In addition, the works will aim to complete the noisiest works by 23:00.

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in the ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

Considering the likely sources of noise and vibration, with the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, it is unlikely that noise and vibration associated with the works will lead to significant impacts, disruption and/or complaints. The proposed schemes impacts from noise and vibration are assessed to be not significant.

Noise and vibration mitigation measures:

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents and road users. However, TM will only be in place for six nights (when traffic flows will be at a minimum), as such no congestion issues are predicted during the proposed construction hours.

In addition, all residential properties are fully screened from the scheme extents and as such the potential for visual impacts is reduced.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation described above, impacts on population and human health are assessed to be not significant.

Upon completion of the works, there will be a positive impact in relation to population and human health due to the improvement of usability and safety provided by the new carriageway surface.

Population and human health mitigation measures:

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

Road drainage and the water environment

During resurfacing works, there is potential for temporary adverse impacts on the water environment e.g., River Almond, surrounding drainage waterbodies etc. Potential changes in water quality e.g., from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain) during works have the potential to have a direct or indirect effect on surrounding waterbodies such as the minor drainage channels found in proximity.

However, considering the relatively minor nature of the resurfacing works, the short duration, and the lack of any major waterbodies within the vicinity of the scheme extents, and with implementation of the mitigation detailed below, the proposed works impacts on the road drainage and water environment are assessed to be not significant.

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

Road drainage and the water environment mitigation measures:

- Site operatives will be informed of the location and sensitivity of the River Almond.

- If any works are identified that would require entering a waterbody, BEAR Scotland's Environmental Team will be contacted (before works commence) to allow consideration of potential environmental effects.
- The abstraction or transfers of water from, discharges to, or the washing of tools in surface waterbodies identified will not be permitted.
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- All site personnel will be made aware of site spillage response procedures and in the event of a spill, all works associated with the spill will stop, and the incident reported to the Site Supervisor. Small spills that did not leave the site boundary and are cleaned up without material environmental harm or residual environmental impact would most likely not be required to be notified to SEPA or other authorities. However, all such incidents will be recorded and reported to BEAR Scotland's Environmental Team. In the event of a 'serious incident', SEPA will be notified without delay. Such notification will include: (i) the time and duration of the incident, (ii) a description of the cause of the incident, (iii) any effect on the environment as a result of the incident, and (iv) any measures taken to minimise or mitigate the effect and prevent a recurrence.
- All waste, vehicles, ancillary plant, NRMM and fuels will be stored in the compound(s) or laydown area and will be secured and located, if space is available, at least 10m from drainage entry points, in order to comply with GPP 5 'works and maintenance in or near water'. Refuelling will only be undertaken at designated refuelling areas (e.g., on hardstanding, with spill kits available, and >10m from drainage entry points, where practicable). Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required. Only designated trained and competent operatives will be authorised to refuel plant. Generators, and other ancillary plant and NRMM, where there is a risk of leakage of oil or fuel, will have internal bunding or will have a secondary containment system placed beneath them that meets 110% capacity requirements. Containment systems will also be emptied regularly. All waste, vehicles, ancillary plant, NRMM and fuels will also be stored in a manner that ensures they are protected from damage by collision or extremes of weather.
- Regular visual pollution inspections of the designated laydown area and work site (particularly near road drainage entry points) will be conducted (e.g., site walkover by engineer or Site Supervisor), especially during periods of heavy rain.
- All vehicles and NRMM onsite will have been regularly maintained, paying attention to the integrity of oil tanks, coolant systems, gaskets etc. A checklist will be present to make sure that the checks have been carried out.

Climate

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

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

Climate mitigation measures:

- Use of warm mix asphalt as standard.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- BEAR Scotland will adhere to its Carbon Management Policy.
- Where possible, waste will be disposed of at local waste management facilities.

Vulnerability of the project to risks

There will be no change to the likelihood of flooding on the M8 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the M8 carriageway surface, with access to the scheme gained via the M8 mainline. TM will employ a full road closure with signed diversion.

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

Assessment of cumulative effects

A search of the [City of Edinburgh](#) and [West Lothian](#) planning portals returned six planning applications within 300m of the scheme extents in the last year:

- **Ref:** 24/05107/SCR – **Details:** “Request for EIA screening opinion. The development consists of small, purpose built, theatre within the school grounds of Cliftonhall, this is to extend the offering of their Drama and Performing Arts Programs, and periodic use by external parties.” – **Decision:** EIA not required – **Distance from scheme:** 60m south.
- **Ref:** 25/03598/FUL – **Details:** “Construction of small, purpose built, theatre within school grounds of Cliftonhall. Consisting of an entrance, circa 153 seat auditorium, sound deck, level stage area, plant + changing rooms and associated access paths.” – **Decision:** Granted – **Distance from scheme:** 190m south.
- **Ref:** 0922/FUL/24 – **Details:** “Change of use from paddock to domestic garden ground (in retrospect) and erection of garage with first floor living accommodation” – **Decision:** Grant planning permission – **Distance from scheme:** 195m north.
- **Ref:** 26/00162/FUL – **Details:** “Change of use Claylands Farmhouse from class 9 to class 8 childrens residential home and The Claylands Nursery from class 10 to class 8 childrens residential home.” – **Decision:** Awaiting assessment – **Distance from scheme:** 205m northeast.
- **Ref:** 24/04530/FUL – **Details:** “Change of use from Class 10 to class 9 residential of 3 former children's nursery buildings.” – **Decision:** Refused – **Distance from scheme:** 235m northeast.
- **Ref:** 26/02753/CLP – **Details:** “Use the residential farmhouse as a childrens home for no more than 3 children and 2 staff. No more than 5 people will be in residence.” – **Decision:** Awaiting Assessment – **Distance from scheme:** 255m northeast

Of the six planning applications, one has been refused (24/04530/FUL), and two are still awaiting assessment. As such, it is unlikely that these applications will result in in-combination effects with the planned resurfacing works. Of the remaining three, two relate to the same works (24/05107/SCR and 25/03598/FUL) for construction on the grounds of Cliftonhall school, and one relates to a change of use and minor construction works. While it is not possible to determine the timings of the associated works, both are relatively minor in nature. Given the minor nature of the planned works, the minor nature of the resurfacing works, and that the works will be undertaken on a rolling schedule, no in-combination effects are expected as a result of the works.

A search of the Scottish Road Works Commissioner's website ([map search](#)) has identified no other planned roadworks within 300m of the scheme extents at the same time as the resurfacing works.

In addition, BEAR Scotland resurfacing works are planned on the M8 WB carriageway at the end of the scheme extents, continuing to Union Canal bridge. These works are programmed to begin on the 14th of October and last for four nights. All BEAR Scotland works are planned in conjunction with other schemes to minimise the likelihood of cumulative impacts relating to TM or road works. As such, no cumulative impacts are expected relating to other BEAR Scotland schemes.

Assessments of the environmental effects

The M8 Adjacent to Junction 2 On-slip WB scheme lies within the buffer zones of qualifying species of the Firth of Forth SPA and Ramsar Site, Outer Firth of Forth and St Andrews Bay Complex SPA, and Westwater SPA and Ramsar Site. A HRA has concluded that the works will not result in LSE on any of the qualifying species of the sensitive areas, and as such AA is not required.

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section, there are no significant effects anticipated on any environmental receptors as a result of the proposed 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 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:

- The works are restricted to like-for-like replacement of the carriageway surface at the M8 adjacent to and following Junction 2 WB. These are relatively minor works which are restricted to areas of made/engineered ground on the M8 trunk road boundary.
- The works will be undertaken on a rolling schedule, minimising the impact to any one area, and any potential impacts of the works are expected to be temporary, short-term, not significant, and limited to the construction phase.
- 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 and by removing the carriageway defects, this will provide this section of the M8 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- Any potential impacts of the works are expected to be temporary, short-term, not significant, and limited to the construction phase.

Location of the scheme:

- The scheme is located on the M8 westbound carriageway, adjacent to and after the Junction 2 westbound onslip. This lies within the disturbance buffer zone of qualifying species of the Firth of Forth SPA and Ramsar Site, Outer Firth of Forth and St Andrews Bay Complex SPA, and Westwater SPA and Ramsar Site, however, a HRA has been undertaken, which confirmed the works will not result in LSE on any of the qualifying features.
- The scheme is not located within any areas designated for landscape interests or cultural heritage.
- Land use will not change as a result of the works and the works do not require any private land acquisition.
- The scheme does not lie within any sites designated for geology or soils
- The scheme is not located within a densely populated area.

Characteristics of potential impacts of the scheme:

- The waste hierarchy will be followed to reduce waste to landfill.
- The works are programmed to take six nights to complete on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- With good practice pollution prevention measures implemented onsite, there is a negligible risk of a pollution event e.g., compliance with the SEMP.

References of supporting documentation

F565 HRA – M8 Adjacent to Junction 2 On-slip WB

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.
-



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

© Crown copyright 2026

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](#).

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.

Published by Transport Scotland, September 2026

Follow us:



transcotland



@transcotland

transport.gov.scot