



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

**A737 Bourtrees to Clerksbridge
Toll Roundabout and A737 Risk
Brae**

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Project Details

Description

Works are required to improve the safety and quality of the road surface for road users due to structural defects, which were identified along the A737 carriageway.

At the A737 Bourtrees to Clerksbridge Toll Roundabout, various inlays (depths approx. 40mm, 110mm) will be undertaken over a stretch of 17,089m². At the A737 risk Brae, various inlays (depths approx. 30mm-300mm) will be undertaken over a stretch of 16,577m².

Construction activities for this scheme will consist of the following:

- Implementation of Traffic Management (TM);
- Milling out the existing material to the proposed treatment depth;
- Inlays using TS2010 surface course 10mm aggregate and AC binder and base if required;
- The individual layers will then be stacked on top of each other; and
- Removal of TM.

Machinery and plant required will include a roller wagon and paver planer. Materials required will include the following:

- TS2010 Surface course;
- AC20 Bituminous binder; and,
- AC32 Bituminous base.

The proposed construction is programmed to be completed within the 2023/2024 financial year (April 2023 to March 2024) during night-time hours over a full weekend.

Traffic management (TM) will consist of a single continuous weekend closure with a diversion route in place. The diversion route will be via the B777 at Beith and onto the A736 and continue north onto the B773 and then onto the B762 and then join onto the A726 and then east onto the A761 and back onto the A737 at Linwood as shown in Figure 1: Diversion Route below:

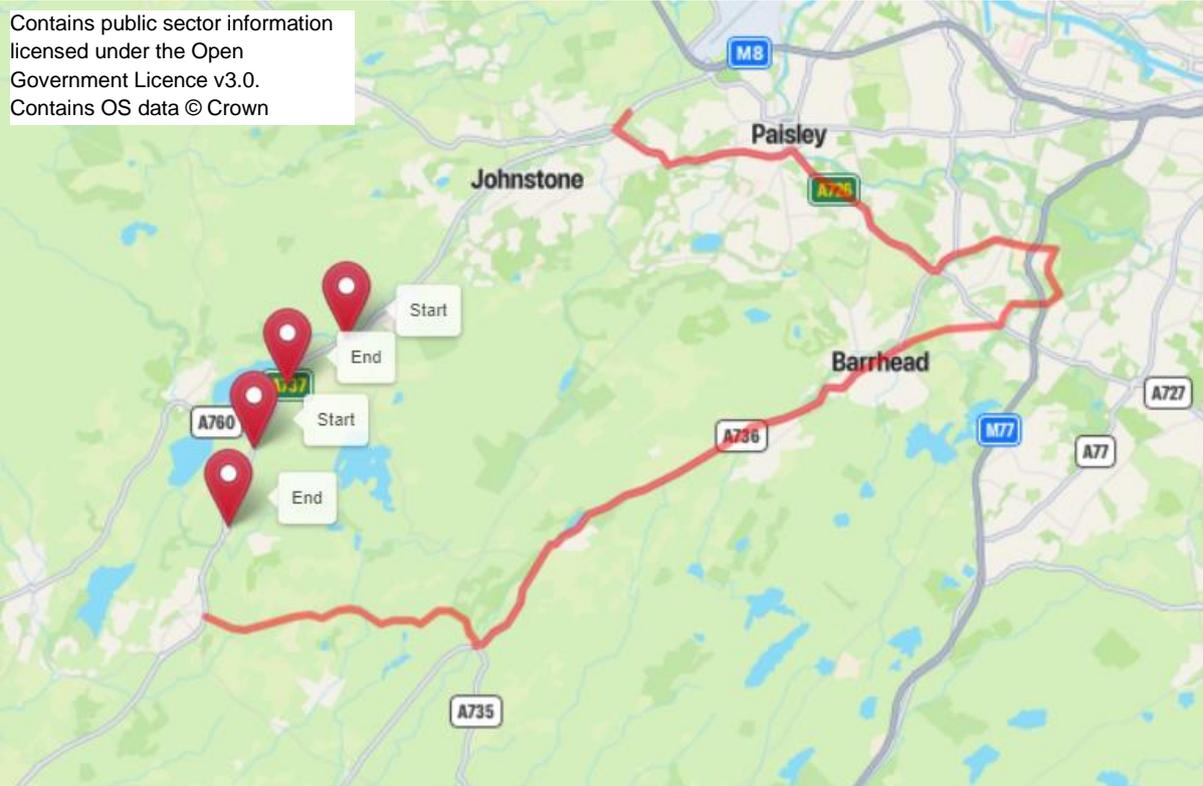


Figure 1: Diversion Route

Location

The A737 Bourtrees to Clerksbridge Toll Roundabout (Rbt) is located at Lochwinnoch, Renfrewshire. This section of the scheme is located at the following National Grid References (NGRs):

- Start: NS 36519 57493
- End: NS 35876 55818

Please see Figure 2: A737 Bourtrees to Clerksbridge Toll Rbt Scheme Location below:



Figure 2: A737 Bourtrees to Clerksbridge Toll Rbt Scheme Location

The A737 Beith Road, Risk Brae is located at Howwood, Renfrewshire. This section of the scheme is located at the following National Grid References (NGRs):

- Start: NS 38624 59851
- End: NS 37265 58839

Please see Figure 3: A737 Risk Brae Scheme Location below:

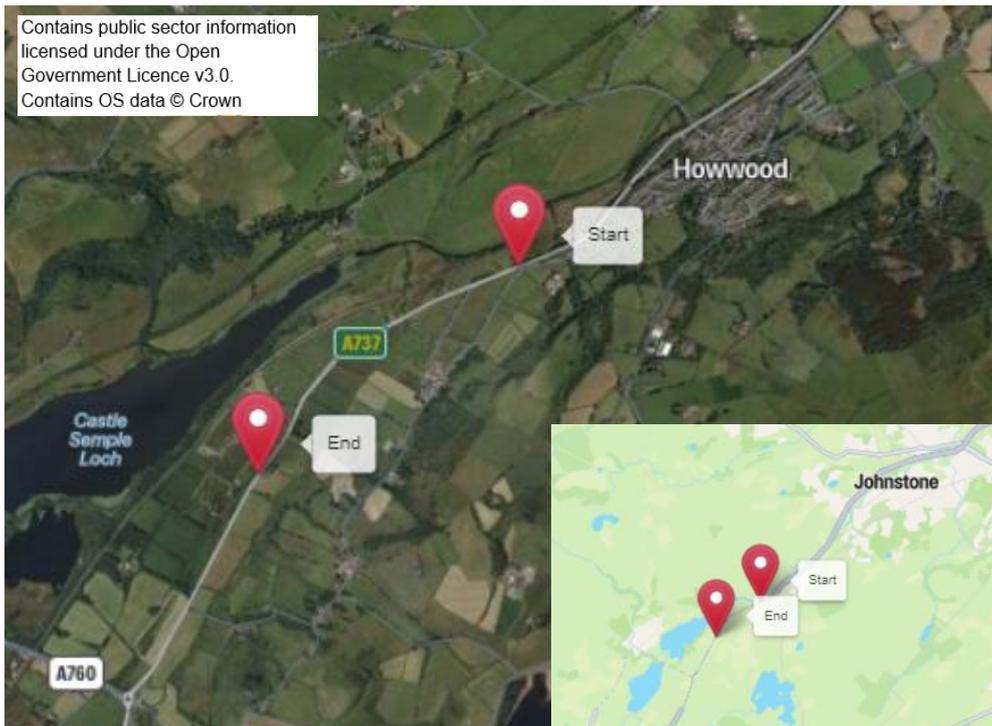


Figure 3: A737 Risk Brae Scheme Location

Description of local environment

Air quality

This scheme is located on the A737 in Renfrewshire in a predominately rural area. At the A737 Bourtrees to Clerksbridge Toll Rbt, there are approximately seven residential properties within 200m, the closest being approximately 15m west at Clerksbridge Toll Rbt. At the A737 Risk Brae, there are approximately eight residential properties within 200m, seven of which lie adjacent (approx. 10m west) of the A737 where works are to be undertaken.

At the A737 Bourtrees to Clerksbridge Toll Rbt, in 2022 the Annual Average Daily Flow (AADF) for all vehicles on the A737 where works are to be undertaken ([manual count point 74438](#)) was 11,376, with 284 of those being Heavy Goods Vehicles (HGVs). At the A737 Risk Brae, the AADF for all vehicles on the A737 where works are to be undertaken ([manual count point 80554](#)) was 21,693 with 1,439 of those being HGVs.

Renfrewshire Council has declared the following [Air Quality Management Areas \(AQMAs\)](#):

- Paisley AQMA (approx. 13km northeast from A737 Bourtrees to Clerksbridge Toll Rbt and approx. 10km northeast from A737 Risk Brae);
- Johnstone High Street AQMA (approx. 8km northeast from A737 Bourtrees to Clerksbridge Toll Rbt and approx. 5km northeast from Risk Brae); and
- Renfrew Town Centre AQMA (approx. 17km northeast from A737 Bourtrees to Clerksbridge Toll Rbt and approx. 14km northeast).

Baseline air quality levels are likely to be influenced vehicles using the A737 carriageway.

There are no sites registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) within 1km of the scheme.

Cultural heritage

A desktop study has been undertaken using [Pastmap](#). The following designated cultural heritage assets have been identified within 300m of the scheme:

- Bourtrees Farm - Listed Building (Ref: LB12663) (approx. 45m. east from A737 Bourtrees to Clerksbridge Toll Rbt); and
- East Gavin Farmhouse - Listed Building (Ref: LB12639) (approx. 200m southeast from A737 Risk Brae).

The following non-designated cultural heritage assets have been identified within 200m of the scheme:

- High Barfod, Farmstead, Canmore (Ref: 169966) and Historic Environment Record (HER) (Ref: 41805) (approx. 15m east A737 Bourtrees to Clerksbridge Toll Rbt);
- Lochwinnoch, Roadhead, Public House, Canmore (Ref: 248083) and HER (Ref: 84613) (approx. 40m east A737 Bourtrees to Clerksbridge Toll Rbt);
- Bourtrees, Farmhouse, Canmore (Ref: 268347) and HER (Ref: 52712) (approx. 45m east A737 Bourtrees to Clerksbridge Toll Rbt); and
- Lochwinnoch and Beith, Bomb Crater, Canmore (Ref: 353373) and HER (Ref: 95021) (approx. 100m east A737 Bourtrees to Clerksbridge Toll Rbt).
- Risk, Farmstead, Canmore (Ref: 196196) and Risk, Castle Semple Estate, Townfoot of Risk, HER (Ref: 42086) (approx. 10m east of A737 Risk Brae);
- Townhead of Risk, Farmstead, Canmore (Ref: 169965) and HER (Ref: 41806) (approx. 15m west of A737 Risk Brae); and

- East Gavin Farmhouse, Canmore (Ref: 42138) and HER (Ref: 6709) (approx. 200m southeast from A737 Risk Brae).

The works are like-for-like in nature and will remain within the carriageway boundary and therefore any surrounding designations will not be impacted by the works. As a result, cultural heritage has been scoped out for further assessment.

Landscape and visual effects

The scheme is in a predominately rural area with large areas of farmland either side of the carriageway. The road is clearly visible from three of the residential properties, particularly from the closest property (approx. 15m) west at Clerksbridge Toll Rbt. There are some areas of shrub which act as screening from properties to the road. The view from the road is predominately farmland, shrubs and some trees scattered across the landscape.

The [Historic Land Assessment \(HLA\) Map](#) notes the scheme is located within land identified as rectilinear fields and farms.

[Scotland's Environment Map](#) has not identified any Garden and Designed Landscapes or National Scenic Areas within 500m of this scheme.

There are two unnamed areas of woodland registered on the [Scotland's Ancient Woodland Inventory \(AWI\)](#) within 500m of the A737 Bourtrees to Clerksbridge Toll Rbt; one is approximately 300m south of Clerksbridge Toll Rbt, the other is approximately 430m west of the carriageway. There is one unnamed area of woodland registered on the AWI within 500m of the A737 Risk Brae and is approximately 360m west of the scheme.

[The Scottish Landscape Character Type Map](#) notes this scheme is located within [Landscape Character Type \(LCT\) 205](#), Broad Valley Lowland – Glasgow & Clyde Valley which forms a medium scale landscape of broad, low-lying valleys with flat, open floors.

The [Castle Semple Country Park](#) is approximately 260m northwest of the A737 Risk Brae.

As the works are minor and operating on a like-for-like basis and will be restricted to the existing carriageway boundary/bridge, no permanent changes to landscape features are predicted. Therefore, landscape and visual has been scoped out of further assessment.

Biodiversity

A desktop study has been undertaken using [SiteLink](#) and highlighted there are no European designated sites within 2km. There are no Sites of Special Scientific interest (SSSI) within 200m.

The [NBN Atlas](#) has noted the following Invasive Non-Native Species (INNS) within 1km of the A737 Risk Brae:

- Giant hogweed (*Heracleum mantegazzianum*).

However, no INNS have been identified within the scheme extents.

The Transport Scotland Asset Management Performance System (AMPS) database does not have any records of any INNS within the scheme extents but does note the following (these plant species are located in the verges of the carriageway approximately 10m from the carriageway itself and will not be impacted by the works):

- Spear thistle;
- Rosebay willowherb;
- Creeping thistle; and,
- Common ragwort.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resources. The works are of a transient nature and works are to be contained within the carriageway and in turn, a site visit was scoped out.

Geology and soils

[SiteLink](#) notes the Clochodrick Stone Geological Conservation Review Site is approximately 1.7km northwest of the A737 Risk Brae, there are no other Geological Conservation Review Sites within 2km of the schemes. [Renfrewshire Council](#) have not declared any Local Geodiversity Sites (LGS) within 2km of the scheme.

[Scotland's Soils Map](#) notes that the soils within the scheme extents are made up of mineral gleys and brown soils.

[The British Geology Viewer](#) notes the geological features within the scheme extent are made up of:

- Bedrock geology:

- Beith Lava Member – Basalt, olivine-macrophyric.
- Fereneze Lava Member – Basaltic-rock, plagioclase-macrophyric.
- Sargeantlaw Lava Member – Basalt, olivine-macrophyric.
- Kirkwood Formation – Volcaniclastic sedimentary rock.
- Lower Limestone Formation – Sedimentary rock cycles, Clackmannan group type.
- Limestone Coal Formation – Sedimentary rock cycles, Clackmannan group type.
- Superficial deposits:
 - Till, Devensian – Diamicton.

The works will be restricted to the existing carriageway boundary/bridge and will have no impact on local land or soils. Therefore, geology and soils has been scoped out for further assessment.

Material assets and waste

A Site Waste Management Plan (SWMP) is not required for the works.

Table 1: Key Materials Required for Activities

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • Road surfacing (aggregate and binder); • Bitumen; • Road paint and studs; • Lubricant; • Vehicle fuel; • Oil. 	<p>TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA. As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.</p> <p>A proportion of RAP is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.</p>

Table 2: Key Waste Arising from Activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Road Planings • Removed iron/metal components • Tar bound materials were identified at both the A737 Bourtrees to Clerksbridge Toll Rbt and A737 Risk Brae after coring. 	<p>Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p> <p>All special waste, such as tar bound materials, will be transported by a licenced contractor to a licenced waste facility.</p>

Noise and vibration

This scheme is located on the A737 in Renfrewshire within a predominately rural area. At the A737 Bourtrees to Clerksbridge Toll Rbt, there are approximately seven residential properties within 300m of the scheme, the closet being approximately 15m west at Clerksbridge Toll Rbt. At the A737 Risk Brae there are approximately eight residential properties within 300m, seven of which lie adjacent (approx. 10m west) of the A737 where works are to be undertaken. There are no other important receptors to note within 300m of the scheme.

The main source of noise is the road traffic on the A737 where works are to be undertaken; there are also several farming properties which may also have higher noise levels.

[Scotland's Noise Maps](#) notes that noise levels on the A737 where works are to be undertaken range between 65-<75dB during daytime hours, and range between 55-<65dB during night-time hours.

At the A737 Bourtrees to Clerksbridge Toll Rbt, in 2022 the AADF for all vehicles on the A737 where works are to be undertake ([manual count point 74438](#)) was 11,376, with 284 of those being HGVs. At the A737 Risk Brae, the AADF for all vehicles on the A737 where works are to be undertaken ([manual count point 80554](#)) was 21,693 with 1,439 of those being HGVs.

Both schemes are not located within a [Candidate Noise Management Area \(CNMA\)](#).

Population and human health

A study area of 300m has been used for this assessment as the works are minimal and like-for-like and are unlikely to impact any receptors beyond 300m.

There is one stretch of streetlighting along the carriageway from Clerksbridge Roundabout heading north, there is street lighting for the last 115m of the scheme. There is no streetlighting within the scheme extents at A737 Risk Brae.

[Renfrewshire Council's Core Paths](#) plan notes there are no core paths within the scheme extents of both schemes.

There are no [National Cycling Network Routes](#) within either of the scheme extents or within 300m. There are no [British Horse Society \(BHS\)](#) horse riding routes within either of the scheme extents or within 300m of the schemes.

There are two bus stops within the scheme extents at Clerksbridge Toll Rbt. There are no bus stops on the A737 Risk Brae.

Road drainage and the water environment

A desktop study using the [SEPA Water Classification Map](#) has identified three classified watercourses within 500m of the scheme. Roebank Burn (ID: 10027) is approximately 335m south of the scheme and is considered to be in moderate condition and has a high-risk of river flooding.

Castle Semple Loch (ID: 100294) is approximately 260m northwest and the SEPA [Water Classification Map](#) notes it as being in poor condition; the [SEPA Flood Risk Map](#) notes it has having a high-risk of river flooding.

Black Cart Water (ID: 10747) is approximately 140m northwest which breaks off from the Castle Semple Loch; it is considered to be in moderate condition and has a high-risk of river flooding.

Yardfoot Burn runs under the scheme extents however is not classified by SEPA. The [SEPA Flood Risk Map](#) notes it has some small areas of high-risk (10% chance of flooding each year) surface water flooding.

Wettiston Burn is approximately 335m northeast of the scheme and is not classified by SEPA but has a high-risk of surface water flooding.

There are also two unnamed ponds approximately 440m south-east which have no classification from SEPA or any flood risk data.

Risk Burn runs adjacent to the scheme (approx. 145m east) and then flows under the scheme extent and into the Black Cart Water; it has not been classified by SEPA but has a high-risk of river flooding and surface water flooding. There is also an unnamed burn which also runs under the scheme extent and has a high-risk of surface water flooding.

Elliston Burn is approximately 230m east of the scheme and has not been classified by SEPA but has a high-risk of river flooding.

There are several areas of high-risk surface water flooding within and adjacent to the scheme extents.

Drainage on the A737 is via gullies which run along either side of the carriageway.

The schemes are not located within a [Nitrate Vulnerable Zone](#).

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 initially included a target of reducing CO₂ 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 (GHG) 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 [Mission Zero for Transport](#). 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 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.

Monitoring, Management and Opportunities

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

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

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

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a temporary impact on local air quality levels.
- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

Mitigation

The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2014) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

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

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

Biodiversity

Impacts

- An increase in noise levels has the potential to disturb any protected species nearby.
- Misdirected site lighting could cause disturbance to any surrounding nocturnal species or protected species.

Mitigation

- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any watercourses, to minimise disturbance to nocturnal species.
- In the event that protected species are noticed on site, works will be temporarily suspended until the animal has moved on. Any sightings will be reported to the E&S Team.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to deter any potential noise sensitive species present in the area. This technique will act as a deterrent to the recipients and allows for any potential impacts to the recipients to be mitigated as incremental increases in noise levels are made.
- All site staff will receive a toolbox talk on protected species:

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on local biodiversity is considered not significant.

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 the period.
- The works will result in contribution to resource depletion through use of virgin materials.

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- Tar bound materials were identified during the investigation coring at both the A737 Risk Brae and A737 Bourtrees to Clerksbridge Toll Rbt schemes.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- The contractor will adhere to waste management legislation and ensure they comply with Duty of Care requirements.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- Tar containing road planings will be classified as special waste and removed from site to a licenced waste facility.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- All materials that can be, will be reused throughout the network.
- All waste will be stored in secure containers and segregated into different waste streams.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated GHG emissions on climate change.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs are able to be carried out easily via inlay.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste.

Noise and vibration

Impacts

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

Mitigation

- 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.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery.
- The Amey Noise & Vibration briefing will be delivered to all site operatives before works start.
- Due to night-time programming, Renfrewshire Council have been notified prior to works. Residential properties within 300m will be notified.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

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

Population and human health

Impacts

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- There will be no impact on land take from private land and/or community facilities as a result of the scheme as all works will be contained within the carriageway boundary.

- The works will improve the quality of the road and therefore will benefit road users.
- It is yet to be confirmed as to whether bus stops will be impacted by the works but in the event that closure of the bus stops is required, a temporary bus stop will be put in place.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- Due to night-time programming, Renfrewshire Council have been notified prior to works. Residential properties within 300m will be notified.

With best practice mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant.

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

Road drainage and the water environment

Impacts

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the water environment.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented 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.

- The Amey control room will be contacted if any pollution incidences occur.
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on [SEPA's Guidance for Pollution Prevention \(GPP\) documents](#) (particularly GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22).

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual effect on Road Drainage and the Water Environment is considered not significant.

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

Climate

Impacts

- Greenhouse Gas (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 time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

It has been determined that the proposed project will not have direct or indirect significant effects to climate.

Vulnerability of the project to risks

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

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

Assessment cumulative effects

[The Scottish Road Works Commissioner's Interactive Map](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

[Amey's current programme of works](#) has highlighted the following works:

- A737 Risk Brae Spandrel Wall Repairs (approx. 315m north of the A737 Bourtrees to Clerksbridge Toll Rbt) were due to commence 31st October but have now been postponed until further notice.

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

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

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

Assessments of the environmental effects

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

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review (IER) of the scheme, undertaken by the Environment and Sustainability (E&S) Team at Amey in September 2023.

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 at the A737 Bourtrees to Clerksbridge Toll Rbt are restricted to the approximate 17,089m² area of existing carriageway.
- Construction activities at the A737 Risk Brae are restricted to the approximate 16,577m² area of existing carriageway.
- No impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.

- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- As the works 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.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- The works will be temporary and localised and completed during night-time hours.
- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- Tar bound materials were identified during the investigation coring at the A737 Risk Brae and A737 Bourtrees to Clerksbridge Toll Rbt which will be transported by a licenced contractor to a licenced waste facility.

References of supporting documentation

- An IER has been undertaken by Amey E&S Team.

Annex A

“sensitive area” means any of the following:

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



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