



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

**M8 Junction 14-13 Eastbound
(including M80 Off Slip)**

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Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the M8 and M80 eastbound carriageway, within Glasgow. This section of the carriageway is exhibiting surface defects (fretting/chipping) and structural defects (rutting/longitudinal/transverse/cracking) within the proposed scheme extents and require repairing.

The construction work will involve the milling and replacement of the surface of the eastbound carriageway.

The length of the works on the carriageway is as follows:

- M8 section: 24,660m²
- M80 section: 8,120m²

In total the scheme length is 32,780 m².

The treatment will involve an inlay treatment of TS2010 (Site class 1 and site class 3) surface course. AC20 binder and AC32 base will also be used in this scheme. Road marking and studs will also be reapplied as necessary.

The proposed scheme will entail the following general construction activities:

- Installation of Traffic Management (TM);
- Milling of the carriageway to agreed depths (30mm-300mm);
- Resurfacing of carriageway to the existing road levels using TS2010, AC20 Binder and AC32 Base;
- Reinstatement of road markings, linings, and studs; and,
- Removal of TM.

The plant and equipment required includes the following:

- Roller wagon;
- Paver planer.

The proposed construction is programmed to be completed within 2023/2024 financial year. The works will be carried out during night-time hours. Traffic management (TM) will be utilised in the form of night-time lane closures.

Location

The proposed scheme is located along an urban section of the M8 and the slip road of the M80 in north Glasgow. The approximate National Grid References (NGRs) are detailed below:

- Scheme Start: NS 61049 65922
- Scheme End: NS 62518 66694

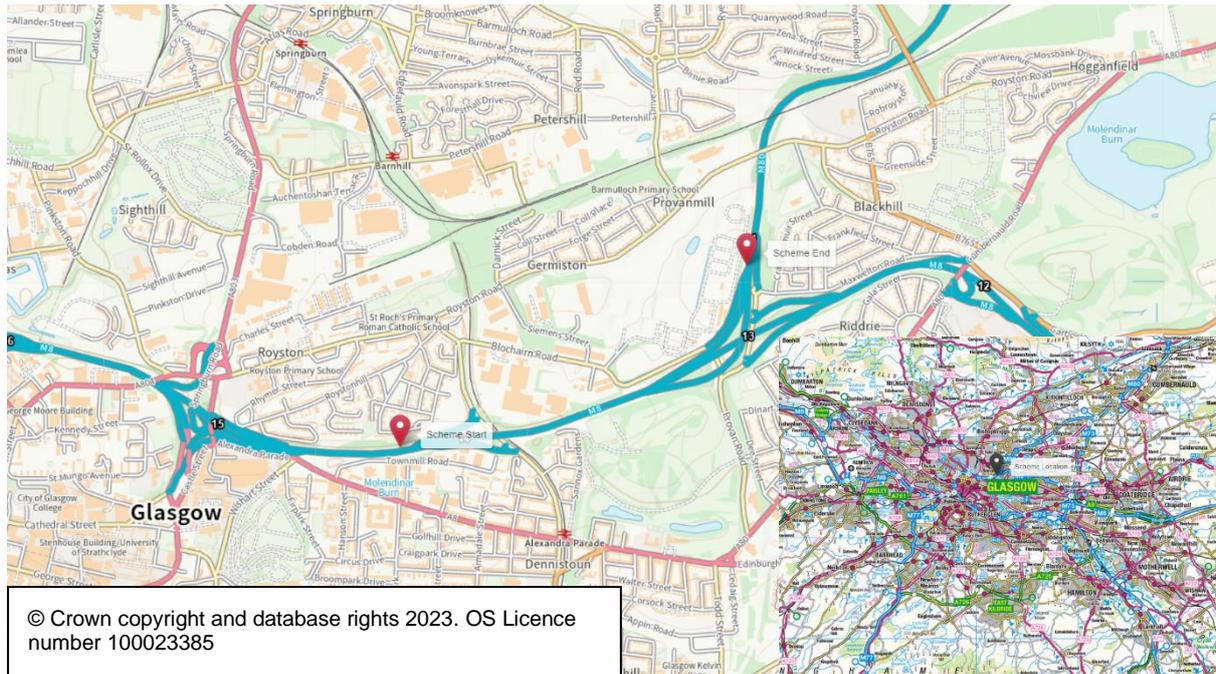


Figure 1: Proposed Scheme Location

Description of local environment

Air quality

The proposed scheme is located within an urban and industrial area along the M8 from junction 13-14 on the eastbound side of the carriageway and the slip road of the M80 in north Glasgow. Baseline air quality levels are mainly influenced by traffic on the M8/M80.

There are more than 200 residential properties within 300m of the scheme, with the closest properties located 20m from the proposed scheme.

As the area is industrial, there are numerous businesses within 300m of the scheme, this includes Provan gas works which is adjacent to the proposed scheme.

Glasgow has declared two [Air Quality Management Areas \(AQMA's\)](#) for Particulate Matter PM10 and Nitrogen dioxide NO₂, however the proposed scheme does not fall within these AQMA extents:

- Glasgow City Centre AQMA - 300m west.
- Byres Rd/Dumbarton Rd AQMA - 7.0km west.

In 2022 the Annual Average Daily Flow ([AADF](#)) for all vehicles along the M8 (Site 40809) was 75664, with 9% of these vehicles being Heavy Goods Vehicle's (HGV's). This counting point is located within the scheme extents.

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

Description: Waste and waste-water management.

Facility: Blochairn Road Transfer station

Distance: 220m north

Description: Waste and waste-water management.

Facility: Glasgow Recycling centre, 211 Blochairn road

Distance: 220m north

Description: Radioactive Substances Act Activities.

Facility: BBD Pharma Ltd.

Distance: 980m southwest

Description: Energy Sector
Facility: Glasgow Royal Infirmary.
Distance: 990m southwest

Cultural heritage

A desktop study using the [Pastmap](#) resource has identified the following four listed buildings within 300m of the proposed scheme:

- 368 Alexandra Parade, Wd & Ho Wills Tobacco Factory (Ref: LB33883)- Category B- 200m south.
- 164, 166 Craigpark, Snooker Club Including Gatepiers (Ref: LB33895)- Category B - 190m south.
- No. 1 Gasholder and No. 2 Gasholder, Excluding Tanks and Shells, No. 3 Gasholder, Booster House and all other structures and buildings on The Gasworks Site (Excepting Offices and Workshops Lb52457 which are Listed at Category C) and any telemetry, pipework (Ref: LB52442) – Category B- 50m north
- Offices and Workshops (See Also No. 1 Gasholder and No. 2 Gasholder (Ref: LB52442), Provan Gasworks, Blochairn Road, Glasgow. (Ref: LB52457)- Category C- 50m west.

[Pastmap](#) resource has identified 21 Canmore's and 16 Historical Environment Records within 100m of the proposed scheme.

The following are located within the scheme extents:

Canmore's

- Monkland Canal, Glasgow. Ref: 162923. – this was closed in 1950s.
- Monkland Canal, Blochairn Works Basin, Glasgow. Ref: 208920.

HER's

- Monkland Canal, Millburn Bridge, Glasgow/Monkland Canal, Craigpark Bridge, Glasgow. Ref: 48585.
- Monkland Canal, Blochairn Works Basin, Glasgow. Ref: 48587.

There are no battlefields within 300m of the proposed scheme.

Landscape and visual effects

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

works. The [Scottish Landscape Character Type](#) (LCT) map notes that the location of the scheme has been listed as [urban](#).

The surrounding landscape has been classified as urban areas using the [HLA Map Resource](#). Using [Scotland's Environment Web](#) the surrounding land has a capability class of 0 - due to it being completely urban. [Scotland's Environment Map](#) notes that there are no National Scenic Areas or ancient woodland within 500m of the scheme.

As works are like-for-like in nature and will remain within the carriageway, there will be no permanent change to the landscape as a result of the works and therefore Landscape and Visual has been scoped out for further assessment.

Biodiversity

The surrounding landscape has been classified as urban areas using the [HLA Map Resource](#). A desktop study using [Nature Scot's Sitelink](#) has highlighted no designated sites within 2km of the proposed scheme.

The Transport Scotland Asset Management Performance System AMPS and [National Biodiversity Network \(NBN\) atlas](#) database has records of the following Invasive Non-Native Species (INNS) and injurious weeds within the scheme extents:

- Japanese knotweed (*Fallopia japonica*),
- Giant hogweed (*Heracleum mantegazzianum*),
- Rosebay willowherb (*Chamaenerion angustifolium*).

[Scotland's Environment Web](#) has highlighted that there are no areas of ancient woodland or Tree Protection Orders (TPO) within 2km of the proposed scheme.

Geology and soils

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

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

Bedrock Geology

- Passage Formation - Sedimentary rock cycles, Clackmannan group type.
- Scottish Lower Coal Measures Formation - Sedimentary rock cycles, coal measure type.

Superficial geology

- Till, Devensian - Diamicton.

A desktop study using Scotland’s Soils Map classes the land surrounding the scheme as Urban, therefore it does not have a land capability score.

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

Material assets and waste

Table 1: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • TS2010; • AC20 bituminous binder; • AC32 bituminous base; • Bitumen; • Road paint; and • Road studs. 	<p>TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.</p> <p>A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course.</p> <p>Road studs will be obtained from recycled sources where possible.</p> <p>Road paint will be obtained from primary sources.</p>

Table 2: Key waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Road planings. 	<p>Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings.'</p> <p>The Contractor is responsible for the disposal of road planings, and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.</p> <p>This scheme will not require a site waste management plan.</p>

Noise and vibration

There are more than 200 residential properties within 300m of the scheme, with the closest properties 20m from the proposed scheme. There is a level of screening (tree lines) between the carriageway and the properties.

As the area is industrial there are numerous businesses within 300m of the scheme, this includes Provan gas works which is adjacent to the proposed scheme.

There are several other sensitive receptors and community assets within 300m of the proposed scheme, these are stated below:

- Alexandra Park - 20m south.
- Duchray Park - 20m south.

Baseline noise is likely to be dominated by vehicle traffic from the M8 carriageway and nearby urban activities. The scheme is located within two [Candidate Noise Management Area's \(CNMA\) outlined below:](#)

- ID: 62 – M8, Glasgow. This is located at the start of the scheme (NS 61049 65922).

- ID: 63 – M8, Glasgow. This is located in the middle section of the scheme (NS 61537 65995).

In 2022 the [AADF](#) for all vehicles along the M8 (Site 40809) was 75664, with 9% of these vehicles being HGV's. This counting point is located within the scheme extents.

Using [Scotland's Noise Map](#), modelled daytime noise levels (Lden) show the carriageway is subject to noise levels of over 80dB and neighbouring properties are subject to 70-80dB. Modelled nighttime noise levels (Lden) show that the carriageway is subject to 75-80db and the neighbouring properties are subject to 65-75dB.

Population and human health

Using [Scotland's Environment Web](#), four core paths have been identified within 500m of the proposed scheme, these are detailed below:

- ID: 10260 - this core path crosses the scheme extents via a bridge over the M8.
- ID: 8131 - 200m southeast.
- ID: 17677 - 300m south.
- ID: 31974- 160m south.

There are several cycle paths within 500m of the scheme however these do not cross the scheme extents, the closest is located 50m from the scheme.

There are several other sensitive receptors and community assets within 300m of the proposed scheme, these are stated below:

- Alexandra Park - 20m south.
- Duchray Park - 20m south.

There is street lighting along the section of the M8/M80 where the proposed scheme is to take place.

Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA's) [Water Environment Hub](#) has identified one watercourse within 500m of the proposed scheme, this is the Molendinar Burn (ID: 10047) which runs under neath the M8 carriageway within the scheme extents. This water course has a Water Framework Directive (WFD) status of moderate.

There is one unnamed pond located 200m west of the proposed scheme (NGR's: NS 62289 66783).

Under the WFD the groundwater (Glasgow and Motherwell, ID: 150677) has a poor condition status.

Using SEPA's Flood Maps there are sections of the proposed scheme that are vulnerable to surface flooding (high risk - 10%) and river flooding (High risk - 10%).

Drainage within the scheme is via gullies which run along either side of the carriageway.

The scheme is not located within a [Nitrate Vulnerable Zone](#).

Climate

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 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 NE 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) undertakes 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.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- Onsite construction activities carry the potential to generate emissions, particulate matter and dust that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.
- The impacts identified will be a temporary for the duration of the works only and therefore no significant impacts are predicted on air quality.

Due to the general transient and temporary nature of the works and with the mitigation measures detailed below, no impacts are anticipated on the Glasgow City Council AQMA.

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

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.

Cultural heritage

Impacts

- Works will be contained within the carriageway boundary, on previously excavated land and will not detrimentally affect the Historic Environment Records listed above.

Mitigation

- Should the nature of the works change or additional excavation works be required, the Amey E&S team will be contacted prior to works commencing.
- Should works encounter any materials of archaeological interest (i.e. discoloured soils or material finds such as ceramics or bone) works will cease and the Amey E&S Team will be contacted.
- All site operatives will be informed of the locations of the cultural heritage assets listed above.
- Works and storage of plant/machinery/vehicles will be contained within the carriageway boundary at all times throughout the scheme.

No significant effects are predicted on cultural heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Biodiversity

Impacts

- Due to the night-time programming, site lighting and noise could temporarily disturb any surrounding nocturnal species.
- There is potential to spread the INNS and injurious weeds within the scheme extents.
- There is potential for protected species to be active within the local surrounding area which may be disturbed by the works.

Mitigation

- If any protected species are observed on site, all work will be temporarily stopped until the animal has moved out of the construction zone and its respected buffer zone. All sightings will be reported to the E&S Team and an ecologist will assess

the situation before any work is to continue. The Amey control room will be contacted for the environmental record.

- Where possible all temporary lighting will be positioned away from sensitive ecological receptors in an aim to reduce any disturbance to nocturnal species.
- Storage of plant, machinery, vehicles, and equipment will be restricted to the boundaries of the carriageway. No storage of plant, machinery, vehicles, and equipment will be undertaken on the grass verges.
- If INNS could potentially be impacted by the works, the work will cease, and the Amey E&S team will be notified.
- No works will take place within 5m of known areas of INNS without an INNS method statement.
- The site team will be advised of the location of all INNS.

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

Material assets and waste

Impacts

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

Mitigation

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

- Materials will be derived from recycled, secondary, or re-used origin as far as practicable within the design specifications, to reduce natural resource depletion and associated emissions.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with [guidance on the Production for Fully Recovered Asphalt Road Planings](#).
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated GHG emissions on climate change.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby residential properties will benefit from improved road surfacing because of the scheme.
- Noise heavy works will likely be required during night-time hours, which could disturb sensitive receptors within 300m of the proposed scheme.

Mitigation

- Due to night-time programming, the Amey E&S team will contact Glasgow Council's Environmental Health Team prior to the commencement of the works.
- No plant, vehicles or machinery will be left idling when not in use.
- The drop height of materials will be minimised.
- Plant and vehicles will be started sequentially to minimise noise disturbance.
- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers and regularly maintained.
- Due to night-time programming, properties affected by the scheme will be notified in advance of the works. Pre-notification will include details of proposed timings, duration of the works and will also include a 24hr contact number should members of the public wish to contact the Amey control centre in relation to the scheme.

- The *Noise and Vibration* briefing will be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration, no further assessment is required.

Population and human health

Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties with views of the works, and for the sensitive receptors.
- There will be no impact on land take from private land and/or community facilities as a result of the scheme, as all works will be contained within the carriageway boundary.
- TM will likely cause traffic delays and increase congestion which may lead to longer journey times. Impacts will be temporary during the construction phase only.
- It is not expected that the core paths will have any impact due to it passing via a bridge over the scheme. Access will remain open.

Mitigation

- Signage of lane closures will be clear and visible to the public.
- Site lighting will be directed away from residential properties.
- TM arrangements and any expected travel delays will be publicised within the local and wider area.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.

With best practice mitigation measures in place, no significant effects on population and human health are predicted. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required.

Road drainage and the water environment

Impacts

- There is a risk that debris and runoff from the works could enter surface water and groundwater if it is not controlled effectively.
- In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having an adverse effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the surrounding water environment.
- Should flooding occur, this may delay the scheduled works.

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.
- 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 to initiate spillage response procedures.
- 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 and adhere to SEPA's [Guidance for Pollution Prevention documents \(GPP\)](#) (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, no significant effects are predicted on the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment, no further assessment is required.

Climate

Impacts

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

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, no significant effects are predicted on climate. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

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

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

Assessment cumulative effects

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

[Glasgow online planning portal](#) does not highlight any proposed developments or planning applications on the M8 carriageway within proximity to the scheme.

[Amey's current programme of works](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Due to the distance and nature of the works It is not expected that the proposed scheme will cause cumulative effects in relation to the [SPRI](#) registered sites.

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

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

Assessments of the environmental effects

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

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in August 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 are restricted to the approximate 32,780m², (3.28 ha) area of existing carriageway.

- 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 carriageway surfacing, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.

Location of the scheme:

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

Characteristics of potential impacts of the scheme:

- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- Pollution prevention measures will be implemented.
- The waste hierarchy will be adhered to.

Annex A

“sensitive area” means any of the following:

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



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