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Environmental Impact Assessment Record of Determination

M74 Jct 8 Southbound (SB)

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Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the M74 at Junction 8 Southbound (SB). The carriageway is presenting signs of continual deterioration and addressing these defects will provide an extended pavement life and will improve road safety and ride quality.

Construction activities will entail the resurfacing of the M74 J8 SB and structural inlays from depths between approx. 40mm-380mm will be undertaken over a stretch of 17,940m^2. Construction activities 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;
- Reinstatement of road markings, linings and studs; and
- Removal of TM.

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

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

The proposed construction is programmed to be completed in July 2024 for a duration of approximately 14 nights.

Traffic Management will include a diversion route from junction 7 off slip, to A72 Lanark Rd, to A71 return, and to M74 junction 8 with hard shoulder running traffic. The same diversion will be in place over the weekend as well as off slip weekend contraflow with two overnights.

Location

The scheme is located on the M74 at Junction 8 southbound south of Larkhall, South Lanarkshire. The scheme is located at the following National Grid References (NGRs):

- Start: NS 77216 48861
- End: NS 77391 47936

See Figure 1: Scheme Location below.

Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is located on the M74 south of Larkhall, South Lanarkshire. There are approximately 30 residential properties within 200m of the scheme extents, the closest property is approximately 25m west of the scheme. Local air quality is likely to be influenced by residential/commercial/industrial activities in the surrounding area as well as vehicular traffic from the M74carriageway.

In 2022, the Annual Average Daily Flow (AADF) for all vehicles on the M74 where works are to be undertaken (manual count point 30705) was 56,903 with 8,120 of those being Heavy Goods Vehicles (HGVs).

The scheme is not located within an Air Quality Management Area (AQMA).

No sites registered on Scottish Pollutant Release Inventory (SPRI) have been identified within 1km of the scheme.

Cultural heritage

A desk-based assessment was undertaken using Pastmap. A study area of 300m was used for designated cultural heritage assets and an area of 200m was used for non-designated cultural heritage assets. See Table 1 below for full details.

There are no designated cultural heritage assets within 300m of the scheme extents.

Table 1: Non-Designated Cultural Heritage Assets within 200m

Name	Reference Number	Description	Distance from Scheme
Archaeological Evaluation: Canderside Toll, Larkhall, South Lanarkshire, Historic Environment Record (HER)	3470	An evaluation was undertaken in advance of the proposed construction of a warehouse and associated infrastructure on previously undeveloped greenfield at Larkhall, South Lanarkshire. No	Approx. 67m west

Name	Reference Number	Description	Distance from Scheme
		significant archaeological features were identified during the evaluation, though a linear feature and a burnt feature of indeterminate age were identified in one trench. Post-medieval rig and furrow was present across the site.	
Swinhill, Swinhill Road, Canmore	202389	School (post-medieval)	Approx. 42m west

As there are no cultural heritage assets within the scheme extents and works will remain within the carriageway there is unlikely to be any impacts on cultural heritage and therefore has been scoped out for further assessment.

Landscape and visual effects

The scheme is located on the M74 south of Larkhall, South Lanarkshire. The scheme is surrounded by large areas of woodland, farmland and fields. There are approximately 30 residential properties within 200m of the scheme extents, the closest property is approximately 25m west of the scheme, however there is vegetation screening in place which prevents residential properties from having a view of the carriageway.

The Historic Land Use Assessment (HLA) Map notes the scheme is within an area of motorway and major roads and is surrounded by area of rectilinear fields and farms.

The Landscape Character Type (LCT) Map notes that the scheme is within LCT 201 Plateau Farmland – Glasgow & Clyde Valley.

The Scotland Environment Map notes there is an area of unnamed ancient woodland approximately 380m west. No Tree Preservation Orders (TPOs) have been identified adjacent to, or within 1km of the scheme extents.

Pastmap notes there are no Garden and Designed Landscape areas or any other landscape designations within 500m of the scheme extents.

Views of, and from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are predicted.

As works are like for like resurfacing works and will remain within the carriageway and as there are no designated sites within 500m, no significant impacts are expected to occur on the landscape and therefore Landscape and Visual Effects has been scoped out for further assessment.

Biodiversity

SiteLink notes that the Clyde Valley Woods Special Area of Conservation (SAC) (8224) is approximately 420m west and is designated for mixed woodland on base-rich soils associated with rocky slopes. The Avondale Site of Special Scientific Interest (SSSI) (109) is also approximately 420m west and is designated for upland mixed ash woodland. The Scotland Environment Map notes there is an area of unnamed ancient woodland approximately 380m west and there are no Local or National Nature reserves within 500m of the scheme extents.

No Tree Preservation Orders (TPOs) have been identified adjacent to, or within 1km.

Asset Management Performance System (AMPS) notes that there are cases of the following invasive species within the grass verge:

- Common ragwort (*Jacobaea vulgaris*); and
- Rosebay willowherb (*Chamerion angustifolium*).

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. The nature of the works has resulted in the assessment that no significant effects are likely and, as a result, an ecological site survey has been scoped out.

Geology and soils

SiteLink notes there are no Geological Conservation Review Sites (GCRS) or SSSIs within 200m of the scheme extents.

Scotland's Soils Map notes that the soils within the scheme extents are made up of mineral gleys.

The Geology of Britian Viewer notes that the geological features within the scheme extents are made up of:

- Bedrock geology:
  - Scottish Middle Coal Measures Formation - Sedimentary rock cycles, coal measure type. Sedimentary bedrock formed between 318 and 315.2 million years ago during the Carboniferous period.
  - Scottish Lower Coal Measures Formation - Sedimentary rock cycles, coal measure type. Sedimentary bedrock formed between 319 and 318 million years ago during the Carboniferous period.
- Superficial deposits:
  - Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

The Scottish Environment Protection Agency (SEPA) Water Classification Map notes that the groundwater conditions in Glasgow and Motherwell (ID: 150677) are in poor condition.

There are no landfill sites within 1km of the scheme extents.

As works will remain within the carriageway boundary and do not involve any excavations, no impacts are expected to occur on geology and soils and therefore has been scoped out for further assessment.

Material assets and waste

Table2: Materials Required

Activity	Materials Required	Sources
Site Construction	• Road surfacing (aggregate and binder); • Bitumen; • Road paint and studs; • Lubricant; • Vehicle fuel; and, • Oil.	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 sources39. 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. Materials such as oil and fuel are finite materials.

Table 3: Waste Produced

Activity	Waste Produced	Disposal
Site Construction	• Road Planings • Removed iron/metal components	On-site investigations of the carriageway (including coring and testing) have been undertaken and highlighted no coal tar was present in a large number of the cores. 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'. All materials that can be, will be reused throughout the network.

Noise and vibration

There are approximately 30 residential properties within 300m of the scheme extents, the closest property is approximately 25m west of the scheme. There are no other receptors within 300m.

In 2022, the AADF for all vehicles on the M74 where works are to be undertaken (manual count point 30705) was 56,903 with 8,120 of those being HGVs.

Scotland's Noise Map notes that noise levels within the scheme extents range between 70=>x80dB during daytime hours and range between 60=>x<75dB during night-time hours.

The scheme is not located within a Candidate Noise Management Area (CNMA). However, CNMA 3 at the M74 at Donaldson Road in Larkhall is approximately 1.2km north of the scheme.

Population and human health

A study area of 300m has been used within this assessment as the works are unlikely to impact receptors beyond 300m.

Access to residential properties is via the slip roads and can be accessed via the A71.

The South Lanarkshire Council Core Paths Plan notes the following core paths within 300m of the scheme extents:

- Ayr Road – Canderside Toll to A71 (HM/2489/1) (runs under the scheme extents via an underpass); and,
- Larkhall to Canderside Toll (HM/2511/1) (approx. 300m west).

There are no National Cycle Network Routes (NCNRs) or British Horse Society (BHS) bridleways within 300m of the scheme extents.

There is no street lighting within the scheme extents.

Road drainage and the water environment

There is one watercourse within 500m of the scheme extents which is Mill Burn (approx. 430m east) which is not classified by SEPA, however the SEPA Flood Risk Map notes it does have a high-risk of surface water flooding; high-risk refers to a 10% chance of flooding every year. There are no areas of high-risk flooding within the scheme extents.

The SEPA Water Classification Map notes that the groundwater conditions in Glasgow and Motherwell (ID: 150677) are in poor condition.

The scheme is not located within a Nitrate Vulnerable Zone (NVZ).

Drainage within the scheme extents is via filter stones and gullies which run along either side of the carriageway.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act included a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030

(Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

Amey is 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.

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry 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.

Mitigation

The following best practice, as outlined in the Guidance on the assessment of dust from demolition and construction (2024) published by the Institute of Air Quality Management (IAQM), includes the following mitigation relevant to this scheme which 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 unidentified protected species nearby.
- Misdirected site lighting and additional noise from construction could cause disturbance to any surrounding nocturnal species or protected species.
- Works have the potential to cause the spread of Transport Scotland target species including Rosebay willowherb and Common ragwort.
- A Habitats Regulations Appraisal (HRA) has been undertaken to assess the potential impacts on the Clyde Valley Woods SAC as a result of the works. The HRA concluded that there will be no likely significant effects as:
    - The works will be localised and isolated, and will not require any encroachment into surrounding habitats, including the European Site;
    - There are no direct impacts or significant effect pathways anticipated for the qualifying interest of the European Site; and
    - The qualifying interest is confined to the extents of the European site and there is a physical separation where the works are to be confined within the extents of the existing highway boundary.

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 unlikely event that protected species is noticed on site, works will be temporarily suspended until the animal has moved on. Any sightings will be reported to the Sustainability Solutions 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 disturbance to the recipients to be mitigated as incremental increases in noise levels are made.
- As part of the NMC contract, Amey, on behalf of transport Scotland, have been asked to keep a record of various target species, including Rosebay willowherb and Common ragwort. Works should not cause the spread of this species, if works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.

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.
- Greenhouse Gas (GHG) emissions will be generated by material production and transporting to and from site.
- Tar bound materials have not been identified after coring.

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 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.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys.
- Where possible all waste will be separated into different waste streams and reused throughout the network, if not possible they will be recycled locally.

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 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 residential properties. It is also anticipated that noise heavy works could cause day-time disturbance.

Mitigation

- The noisiest works will be completed before 23:00 hrs 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 to minimise disturbance.

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 will likely cause travel delays for road users.
- The works will improve the quality of the road and therefore will benefit road users.
- There will be no impact on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- Walkers, Cyclists and Hore riding (WCH) routes cannot access the carriageway, therefore journey distances cannot be impacted.

- The core paths (Ayr Road – Canderside Toll to A71 and Larkhall to Canderside Toll) will not be impacted by the works.

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.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Due to night-time programming, residential properties identified within 300m of the scheme extents will be notified in advance of the works. Pre-notification will include details of proposed timings, duration of the works and alternative access/egress routes for those affected by temporary roadblocks/closures.
- Due to night-time programming, South Lanarkshire Council have been notified of the works.

With 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 distant 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 etc.
- 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 GPP5 and PPG6).

Providing all works operate in accordance with current best practice, as demonstrated by the 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

- 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 running 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 notes that there are no works being undertaken within the same location and surrounding area at the same timescale.

Amey's South West Current Works notes that there are no works being undertaken within the same location and surrounding area at the same timescale.

The South Lanarkshire Council Planning Portal notes that there are no works being undertaken within the same location and surrounding area at the same timescale.

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 Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Sustainability Solutions Team at Amey in May 2024.
- A HRA was undertaken by the Sustainability Solutions Team in May 2024.

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

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

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

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

<u>Characteristics of the scheme:</u>

- Construction activities are restricted to the approximate 17,940m^2 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.

- The works will be temporary and localised and completed during night-time hours.
- 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:

- Works are not located within an area designated for its specific landscape character or quality.
- 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), however the scheme is close to the Clyde Valley Woods SAC and a HRA was undertaken which concluded that no Likely Significant Effects (LSE) are likely to occur.

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.
- 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.

References of supporting documentation

- An Environmental Scoping Assessment (ESA) has been undertaken by Amey Sustainability Solutions Team.
- A HRA has been undertaken by Amey Sustainability Solutions 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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Published by Transport Scotland, July 2024

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