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Environmental Impact Assessment Record of Determination

SM A8 Bogston to Ratho Street

Contents

Project Details

Description

The works are being undertaken to improve the quality of the road surface on the A8 between Greenock and Port Glasgow. The road surface has defects (fretting/chip loss) and structural defects (rutting/longitudinal/transverse/ cracking). Addressing these defects will provide an extended pavement life and will improve road safety and ride quality.

The total area of the works on the carriageway is 16,397 m^2.

The treatment will involve an inlay 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 will also be reapplied as necessary.

Construction activities will consist of the following:

- Installation of Traffic Management (TM);
- Inlay treatments of between 30-300mm in depth to remove the defects;
- Reinstatement of road markings; and,
- Removal of TM.

The plant and equipment required includes the following:

- 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 within the next financial year (April 2024 to March 2025) during night-time hours and is expected to take 12 nights to complete. Traffic management (TM) will be utilised in the form of night-time lane closures.

Location

The proposed scheme is located on an urban section of the A8, between Greenock and Port Glasgow. The scheme is located at the following National Grid References (NGRs):

- Scheme start: NS 31268 74746
- Scheme end: NS 29572 75615

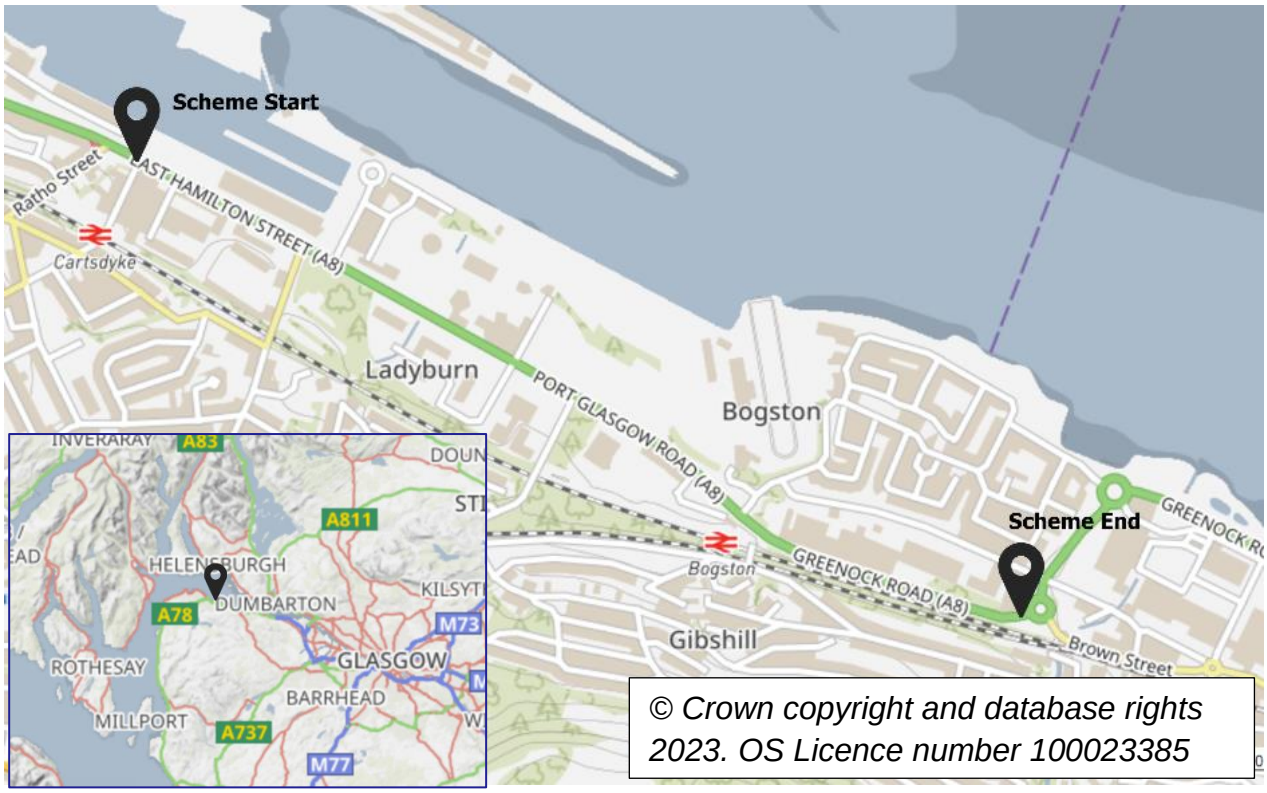

Figure 1: Proposed Scheme Location

Description of local environment

Air quality

The proposed scheme is located on an urban section of the A8, between Greenock and Port Glasgow. Inverclyde council has declared no Air Quality Management Area's (AQMA's) within 1km of this site.

Baseline air quality levels are mainly influenced by traffic on the A8 and the surrounding industrial activities (source from the port).

There are approximately 300 residences within 500m and multiple businesses; there is a large port and marina 20m north of the proposed scheme.

In 2022 the Annual Average Daily Flow (AADF) for all vehicles along the A8 (Site 91181) was 32861, with 3% of these vehicles being Heavy Goods Vehicle's (HGVs).

There are several sensitive receptors within 200m of the proposed scheme, these are as follows:

- Greenock Morton Football club - directly adjacent;
- Dock/Marina (James Watt) - directly adjacent;
- Happitots Nursery Greenock- directly adjacent;
- Greenock Community Fire Station- 15m south;
- Greenock Coastguard Rescue Station- 15m south;
- Bogston train station - 40m south;
- St John's Primary School- 130m southeast; and,
- Cartsdyke Train station - 140m south.

There is one site registered on the Scottish Pollutant Release Inventory (SPRI) for air pollution within 1km of the scheme extents which is outlined below:

Description: Waste and waste-water management.
Facility: Pottery street transfer & C/A site, Greenock.
Distance: 20m north

Cultural heritage

A desktop study using the Pastmap resource has identified the following designated cultural heritage assets (listed buildings) within 300m of the proposed scheme:

- Greenock, James Watt Dock, Titan Cantilever Crane

Classification: Listed Building
Reference: LB34175
30m north.

- Warehouse (Clyde Port Authority) East Hamilton Street, Cartsdyke
  Classification: Listed Building
  Reference: LB34172
  10m north.

- Glenpark Drive, Glenpark House
  Classification: Listed Building
  Reference: LB46409
  210m southeast.

Pastmap resource has identified the following non-designated cultural heritage assets within 100m of the proposed scheme outlined below:

Canmore's

- Greenock, James Watt Dock, Giant Cantilever Crane
  Classification: Crane (20th Century)
  Reference: 68372
  40m north

- Greenock, Macdougall Street
  Classification: Saw Mill (19th Century)
  Reference: 354305
  40m south

- Greenock, East Hamilton Street, James Watt Dock, Sugar Warehouse
  Classification: Sugar Warehouse (19th Century)
  Reference: 68370
  15m north

- Greenock, East Hamilton Street, Cappielow Park Football Ground
  Classification: Timber Yard (19th Century)
  Reference: 354308
  50m south

- Greenock, East Hamilton Street, Cappielow Park Football Ground
  Classification: Football Ground (19th Century) and Stadium (20th Century)
  Reference: 150322
  60m south

- Greenock, East Hamilton Street, General
  Classification: General View
  Reference: 200514
  Within scheme extents.

- Greenock, East Hamilton Street, James Watt Dock
  Classification: Culvert (19th Century)
  Reference: 320554
  60m north

- River Clyde, Greenock, Cappielow
  Classification: Jetty (19th Century) and Quay (19th Century)
  Reference: 350762
  60m north

- Greenock, Pottery Street
  Classification: No class, event.
  Reference: 42384
  10m north

- River Clyde, Greenock, Ladyburn
  Classification: Shipyard (19th Century)
  Reference: 350779
  10m north

- Greenock, Port Glasgow Road, Brass Foundry
  Classification: Brass Foundary (19th Century)
  Reference: 354309
  10m south

- Bogston Station
  Classification: Railway Station (19th Century)
  Reference: 42446
  20m south

- Greenock, Port Glasgow Road, Caledonian Sawmill
  Classification: Saw Mill (19th Century)
  Reference: 354078
  10m south

Maritime Canmore's

- Ardbeg: James Watt Dock, Greenock, Upper Firth of Clyde
  Canmore Maritime
  Classification: Steamship (20th Century)
  Reference: 111748
  50m north

There are no Historical Environmental Records within 100m of the proposed scheme.

There are no battlefields, World Heritage Sites, Garden and Designed Landscapes, Conservation Areas within 300m of the proposed scheme.

As works are like-for-like in nature and will remain within the carriageway, the designations listed above are not likely to be impacted by the works and therefore Cultural Heritage has been scoped out for further assessment.

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 and industrial/commercial areas using the HLA Map Resource. Using Scotland's Environment Web the surrounding land has a capability Class of 0.

Scotland's Environment Map notes that there are no National Scenic Areas.

Scotland's Environment Map highlights the presence of one section of ancient woodland within 500m, this is Devol Glen Ancient (of semi-natural origin) lies 200m south of the proposed scheme.

The views to and from the road is primarily urban and industrial, there is minimal screening between the carriageway and the properties.

Views of and from the road will be temporarily impacted during construction due to the presence of works, TM and plant. As works are like-for-like in nature and will remain within the carriageway boundary, 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

A desktop study using Nature Scot's Sitelink online interactive map has highlighted the presence of the following statutory and non-statutory designated sites:

- Inner Clyde - Ramsar (UK13024), Special Protection Area (SPA) (UK9003061) and Site of Special Scientific Interest SSSI; located 900m north of the proposed scheme.

- Knocknairs SSSI is located 400m south.

The Transport Scotland Asset Management Performance System (AMPS) database has records of the following Invasive Non-Native Species (INNS) and injurious weeds within the scheme extents:

- Japanese knotweed (*Fallopia japonica*)
- Rosebay willowherb (*Chamaenerion angustifolium*)

Through Scotland's environment web database, it was found that there are no trees within 1km of the proposed scheme with Tree Protection Orders (TPO's). There is one section of ancient woodland located within 500m of the proposed scheme, which is the Devol Glen located 200m south of the proposed scheme.

A field survey was scoped out due to the nature of the works and that all works will be restricted to the existing carriageway boundary.

Due to the scheme's close proximity to the designated site, it was deemed necessary that a Habitats Regulations Appraisal (HRA) be undertaken to determine potential for likely significant effects on the SPA/RAMSAR,

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

- Crinan Subgroup and Tayvallich Subgroup - Semipelite, pelite and psammite.

Superficial

- Hatton Till Formation - Diamicton, clay, sand, and gravel.
- Till, Devensian - Diamicton.

Soil

- Mineral gleys

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	• TS2010 • AC20 bituminous binder • AC32 bituminous base • Road paint; and • Road studs.	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. 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.

Table 2: Key waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Road planings • Coal Tar	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'. The Contractor is responsible for the disposal of road planings, and this has been registered in accordance with a Paragraph 13(a) waste

Activity	Waste Arising	Disposal/ Regulation
		exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011. Any road planings containing coal tar will be classed as special waste. This scheme will require a site waste management plan.

Noise and vibration

There are approximately 300 residences within 500m and multiple businesses; there is a large port and marina 20m north of the proposed scheme.

There are several sensitive receptors within 300m of the proposed scheme which are outlined below:

- Greenock Morton Football club - directly adjacent;
- Dock/Marina (James Watt) - directly adjacent;
- Happitots Nursery Greenock- directly adjacent;
- Greenock Community Fire Station- 15m south;
- Greenock Coastguard Rescue Station- 15m south;
- Bogston train station - 40m south;
- St John's Primary School- 130m southeast; and,
- Cartsdyke Train station - 140m south.

Baseline noise is likely to be dominated by vehicle traffic from the A8 carriageway and nearby urban/port activities.

In 2022 the AADF for all vehicles along the A8 (Site 91181) was 32861, with 3% of these vehicles being HGVs.

Using Scotland Noise Map, it was identified that no modelled noise data exists for the road where the proposed scheme is located, nor is there any data near the scheme to be representative of the surroundings.

The scheme is not located within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action plan, Road Maps.

Population and human health

The proposed scheme is located on an urban section of the A8, between Greenock and Port Glasgow. Scotland's Historic Land-Use Map classifies the surrounding land as urban, industrial, and commercial. There are approximately 300 residences within 500m and multiple businesses; there is a large port and marina 20m north of the proposed scheme.

Using Scotland's Environment Web, three core paths have been identified within 500m of the proposed scheme, these are detailed below:

- The road, on which the proposed scheme is to take place, is a core path itself, ID: 27478.
- Core path ID: 11069 runs perpendicular to the proposed scheme and joins core path ID: 27478.
- Core path ID: 11216 is located 340m southwest of the proposed scheme.

National cycle route 75 runs parallel to the proposed scheme, it lies 350m south at its closest point. There is an additional cycle path within 500m of the proposed scheme, located at its closest 50m north. These cycle paths do not cross the proposed scheme extents.

There is street lighting along the section of the A8 where the proposed scheme is to take place.

There are several roads which connect to the A8 within the scheme extents, most have alternative exits, however it is important to note that the Greenock Community Fire Station (15m south) and the Greenock Coastguard Rescue Station (15m south) uses the A8 as a main access and exit route which will have to remain accessible for them to use throughout the duration of the works.

Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA's) Water Environment Hub has identified several watercourses located within 500m of the proposed scheme.

The River Clyde is located 30m north of the proposed scheme and has a Water Framework Directive (WFD) status of moderate.

The Lady burn flows under the A8 within the scheme extents and Devol burn flows 40m east, these do not have a WFD status.

There are several drains within 500m of the proposed scheme which do not fall within the proposed scheme extents.

Under the WFD the groundwater (Greenock, ID: 150451) has a good condition status.

Using SEPA's Flood Maps there are sections throughout the proposed scheme that are vulnerable to surface flooding (high risk - 10%), river flooding (High risk - 10%) and coastal flooding (low risk- 0.1%).

The scheme is not located within a Nitrate Vulnerable Zone.

Climate

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 includes a target of reducing CO2 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.

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.

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

- 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.

As the works are like-for-like there will not be any permanent change to local air quality levels.

Mitigation

- The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2023) 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.
    - 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.

Cultural heritage

Impacts

- Works will be contained within the carriageway boundary, on previously excavated land and will not detrimentally affect the listed buildings or Canmore's 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 could temporarily disturb any surrounding nocturnal or protected species that may be active within the local surrounding area.
- There is potential to spread the INNS and injurious weeds within the scheme extents.

A Stage 1 Habitat Regulations Appraisal (HRA) was completed for the works due to the proximity to the Inner Clyde (SPA, Ramsar and SSSI). The HRA concluded that there would be no likely significant effects on the Inner Clyde due to the following:

- The entirety of the works will be undertaken within the existing carriageway boundary, along an approximately 1.9km section of the A8. The works are therefore relatively localised and isolated, and will not require any encroachment into surrounding habitats, including the European Sites.

- There are no direct impacts or significant effect pathways anticipated for the qualifying interest of the European Sites. The qualifying features are largely confined to raised sandbanks and mudflats within the centre of the channel, 820m north of the proposed works area at their closest point. The physical separation and lack of functional linkage to habitat suitable for foraging/roosting means that noise and visual disturbance will not be significant.

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

- 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 suitably 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 Inverclyde 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 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.
- There may be a temporary impact on the core path ID: 27478. The pedestrian footpath adjacent to the scheme will not stay open to the public during the night works.
- Bus routes will experience possible delays due to the TM that is in place, as will other road users.
- Access may be restricted to Greenock Community Fire Station and Greenock Coastguard Rescue Station.

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.
- Pedestrian foot traffic will be managed via the pedestrian crossings throughout the scheme onto the footpath on the opposite side of the road.
- Access to the Greenock Community Fire Station and the Greenock Coastguard rescue station will be maintained.

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.

Inverclyde online planning portal does not highlight any proposed developments or planning applications on the A8 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.

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 16,396.5m^2, (1.64 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 are a 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).
- The scheme has potential connectivity to the Inner Clyde RAMSAR (UK13024) and the Inner Clyde SPA (UK9003061) “sensitive areas” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended). However the HRA has concluded that there are no likely significant effects due to the works.

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.

References of supporting documentation

- Initial Environmental Review undertaken by Amey E&S Team in October 2023.
- HRA undertaken by Amey E&S team in November 2023.

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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