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Environmental Impact Assessment Record of Determination

M8 Jct 24 EB & Off Slip

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Project Details

Description

Resurfacing works are being undertaken as a visual condition survey identified large areas of fretting along the carriageway. The survey also identified worn High Friction Surfacing (HFS) on the off slip which features longitudinal and transverse cracking. Furthermore, a large amount of patchworking has been undertaken within the scheme extents, and potholes exist on the mainline.

Construction will involve the installation of concrete inlays at various depths up to a maximum of 125mm, covering an area of approximately 11,000m^2. The existing surface will be planed to the required depths and then resurfaced using a paver to restore the material to its original thickness.

A hot-applied bitumen sealant will be applied to the joints between the new and existing surfaces at both ends of the scheme. In addition to this, potential verge works may be undertaken which will involve the replacement of filter stones.

Construction activities include:

- Implementation of Traffic Management (TM);
- Milling out of existing material by road planner;
- Loader used to collect and move excess material within work area;
- Waste material will be removed from site;
- New materials will be laid including: binder, bituminous asphalt and tack bond, and compressed using a road paver and compacted by a roller;
- Potential replacement of filter stones;
- Mechanical sweeper to collect loose material;
- Road markings and road studs will be applied where necessary; and
- TM removal.

The plant and machinery required will include:

- Roller wagon;
- Paver planer; and
- 3CX or similar bucket excavator.

Construction is programmed to be undertaken from the 23rd – 28th of March 2026 during nighttime hours. Traffic Management will consist of five nights of full

carriageway closures with a diversion route via the A8, please see Figure 1: Diversion Route.

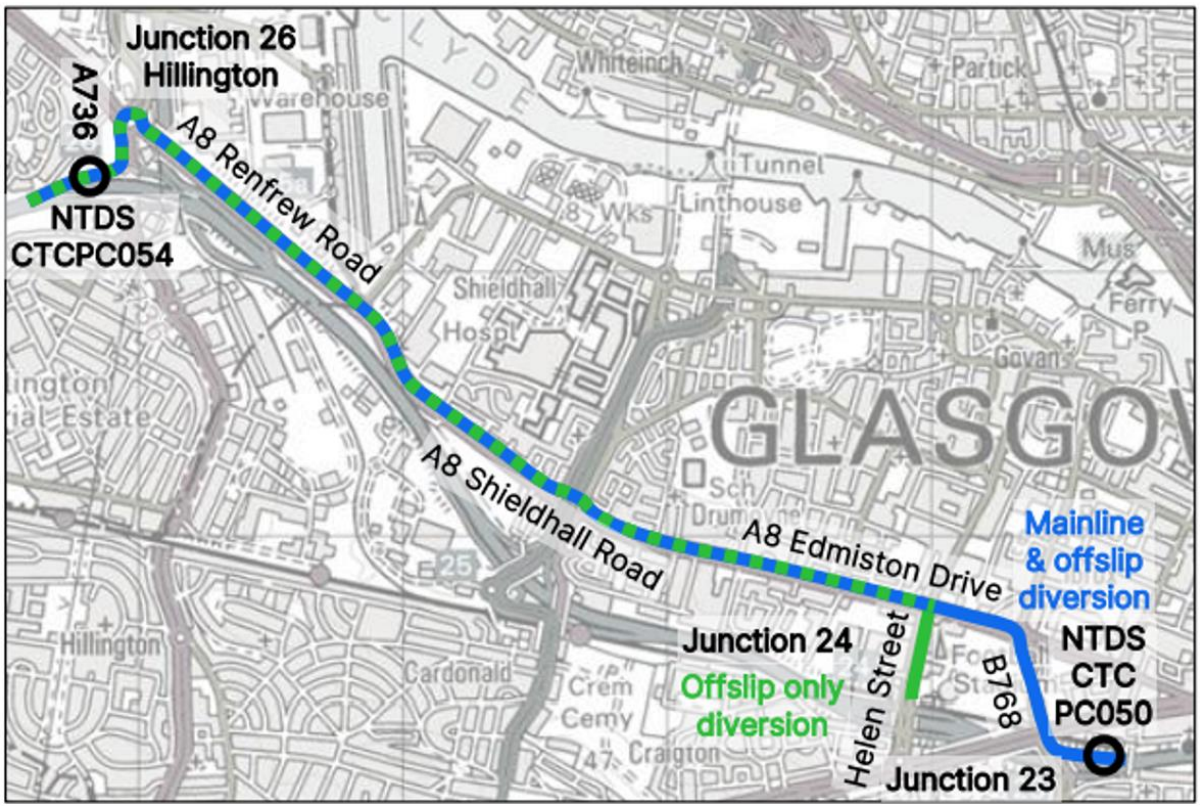

Figure 1. Diversion Route

Location

The works are located along a 700m stretch of the M8 Junction 24 Eastbound (EB) carriageway and off slip road in Glasgow City. The scheme can be found at the following National Grid Reference (NGR) points:

Start: NS 54509 64442

End: NS 55176 64264

Please also see Figure 2: Scheme Location Plan below, which also highlights the off-slip road.

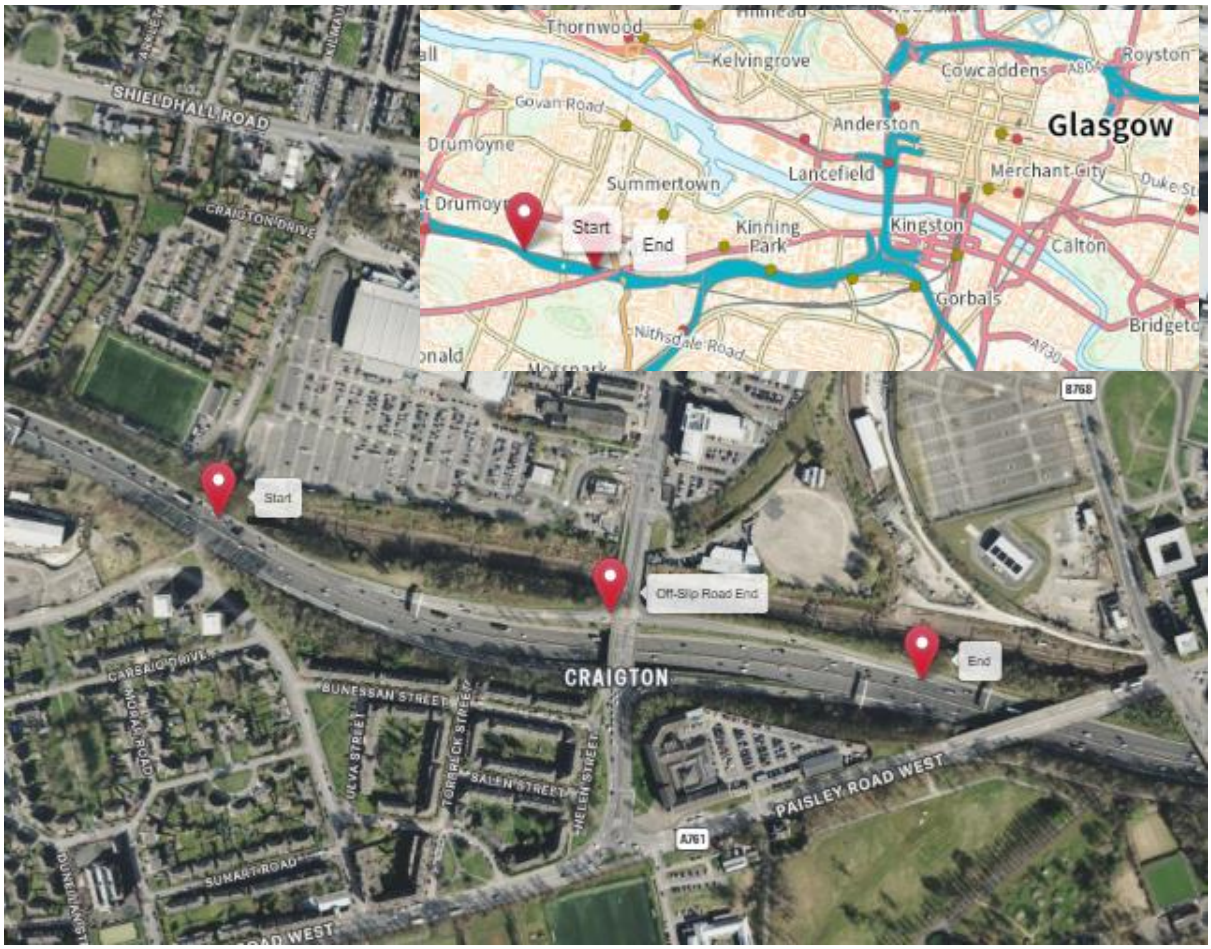

Figure 2. Scheme Location Map - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal Mail copyright and database right [2026]. Contains National Statistics data © Crown copyright and database right [2026].

Description of local environment

Air quality

The scheme is located on the M8 between Craigton and Govan, Glasgow City. The immediate extents are bordered by a thin section of grassland and deciduous trees. However, in a wider context the scheme lies within an urbanised environment, bordered by residential properties and urban green spaces to the south, and retail, industrial, and recreational facilities to the north.

Approximately 130 residential properties are located within 200m of the scheme, the majority (over 100) situated to the south. The closest receptors comprise around 30 residential properties on Bunessan Street, positioned approximately 60m from the carriageway and running parallel to the works. Benburb Football Club is located 110m north of the scheme, while Bellahouston Park lies 120m to the south. No other sensitive air quality sensitive receptors lie within 200m of the works.

Baseline air quality is primarily influenced by traffic travelling along the M8 carriageway, with additional contributions from nearby industrial activities to the north. The nearest manual count point (40811), located 170m east of the scheme, recorded an Annual Average Daily Flow (AADF) of 121,665 vehicles in 2024, including 5,723 Heavy Goods Vehicles (HGVs).

Glasgow City Council has declared one Air Quality Management Area (AQMA), Glasgow City Centre AQMA, designated for Particulate Matter (PM_{10}) and Nitrogen dioxide (NO_2). As this is located 2.9km east of the works, local pollutant concentrations (NO_2, PM_{10}, $PM_{2.5}$) are considered to be within the relevant Scottish air quality objectives.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) or air quality monitoring stations located 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 which can be seen in Table 1 below.

Table 1. Designated Cultural Heritage Assets within 300m

Name	Reference Number	Description	Distance from Scheme
995 Paisley Road West, Lodge To Bellahouston Park	LB33578	Listed Building (Category C) – Lodge (1907)	165m south of the carriageway.
1121 Paisley Road West, Palace Of Art	LB33579	Listed Building (Category B) – Four blocks and a courtyard (1938)	255m south of the carriageway.

A study area of 200m was used for non-designated cultural heritage assets. Please see Table 2 below.

Table 2. Non-Designated Cultural Heritage Assets within 200m

Name	Reference Number	Description	Distance from Scheme
Glasgow Airport Rail Link Environmental Statement / Archaeology And Cultural Heritage.	3305	Historic Environment Record (HER) – Archaeological Event Record	Runs parallel to the north of the carriageway, 10m from scheme at its closest point.
Glasgow, Craigton Road, Refuse Destruction And Electric Works.	312181 90319	National Record of the Historic Environment (NRHE) HER – Refuse Destructor and Works (19th Century)	190m north of the carriageway.
Glasgow, Helen Street, Gas Holder Station.	44338 8829	NRHE HER – Gas Holder Station (Modern) and Gas Works (19th Century)	75m north of the carriageway.
Glasgow, Paisley Road, White City Sports Ground.	297800 88395	NRHE HER – Stadium (20th Century)	65m south of the carriageway.
Glasgow, 995 Paisley Road West, Bellahouston Park, Lodge.	160675 46923	NRHE HER – Lodge (Period Unassigned)	165m south of the carriageway.

Name	Reference Number	Description	Distance from Scheme
Glasgow, Bellahouston Park.	209136 48569	NRHE HER – Barrage Balloon Site (Second World War)	130m south of the carriageway.
Glasgow, Ibrox Station.	167833 47227	NRHE HER – Railway Station (19th Century)	125m northeast of the carriageway.
Glasgow, Broomloan Road.	44255	NRHE – Housing Estate (Modern)	130m northeast of the carriageway.

Landscape and visual effects

The scheme is located on M8 between Craigton and Govan within Glasgow City. The immediate extents are bordered by a thin section of grassland and deciduous trees which provides screening to nearby receptors. An overbridge is present within the scheme extents, adjacent to the EB off slip road at NGR NS 54892 64309, which has a footway present within it. The wider surroundings comprise residential properties and urban green space to the south, with retail, industrial, and recreational facilities to the north.

Core Paths C31 and C31D are located within 300m of the scheme. C31 passes under the carriageway 15m west of the scheme, and C31D is located 240m south of the scheme. There are no National Cycle Network Routes or Bridleways within 300m of the scheme location.

According to Scotland's Environment Web Map, there are no Ancient Woodland, National Scenic Areas (NSAs) or Gardens and Designed Landscapes located within 500m of the scheme extents. However, there is one Tree Preservation Order (TPO) located 440m southeast of the scheme.

Scotland's Historic Land Use Assessment Map has highlighted that the land within the scheme has historically been used as 'Motorway and Major Roads'. The land surrounding the scheme location has been used as 'Industrial or Commercial Area', 'Urban Area', and 'Recreation Area'.

The Scottish Landscape Character Type (LCT) Assessment Map shows the landscape within the scheme extents is Urban. Urban areas are settlements with a population of more than 25,000 people. They are not classified as LCTs and do not have a description.

Biodiversity

NatureScot's Sitelink resource does not highlight any European designated Sites designated for nature conservation i.e. Special Protection Areas (SPA), Special Areas of Conservation (SAC), or Ramsar Sites located within 2km or sharing connectivity with the scheme extents. Sitelink has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 1km of the scheme extents.

The National Biodiversity Networks (NBN) Atlas has not highlighted any protected species within 500m of the works. Furthermore, Amey's South West (SW) database has no records of protected species wildlife casualties along the scheme extents within the last 10 years.

However, the NBN Atlas has highlighted the Invasive Non-Native Species (INNS) Japanese knotweed (*Fallopia japonica*) located within 500m of the scheme. There are no records of this INNS within the verge of the scheme.

A search using Transport Scotland's Asset Management Performance System (AMPS) online mapping tool highlights the target species rosebay willowherb (*Chamaenerion angustifolium*) along the verge of the M8 EB carriageway within the scheme extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource, and the requirement for a site visit was scoped out. This is due to the transient nature of the works combined with the urbanised landscape.

Geology and soils

NatureScot's SiteLink notes there are no Geological Conservation Review Sites (GCRS), geological SSSIs or Local Geodiversity Sites (LGS) within 500m of scheme extents. The closest GCRS is Victoria Park (ID: 10068) which is located approximately 3km north of the scheme extents.

The British Geology Viewer notes the soil geology within the scheme extents consists of the following:

Superficial deposits:

- Raised Tidal Flat Deposits, Late Devensian-Gravel, sand and silt. These sedimentary deposits formed during the Quaternary period.

Bedrock geology:

- Limestone Coal Formation-Sedimentary rock cycles, Clackmannan Group type. These sedimentary rocks formed during the Carboniferous period.

Due to the urbanised landscape, Scotland's Soil Map cannot provide data on the soil within the scheme extents.

Material assets and waste

Please see Table 3 for the materials required for the scheme and their sources, and Table 4 for the expected waste produced by the scheme and its disposal.

Table 3. Key Materials Required for the Scheme

Activity	Material Required	Origin/ Content
Site Construction	• TS2010 Surface Course; • AC20 Bituminous Binder; • AC32 Bituminous Base; • Vehicle fuel; • Road marking materials; • Road studs; • Oil; and • Lubricant. • Possibility of filter stones.	• 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 • 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. • All of the materials listed will contain a % of recycled material. The rest will come from primary sources. • This scheme is less than £350K there does not require a SWMP.

Table 4. Key Waste Produced by the Scheme

Activity	Waste Arising	Disposal/ Regulation
Site Construction	Road planings (inert bituminous materials); and Road Markings and Studs. Possibility of old filter stones.	Following on-site coring investigations and testing, **no coal-tar was identified** within the surfacing of the carriageway within the scheme extent.

Noise and vibration

For baseline data on the scheme's immediate surroundings and wider context, please refer to 'Air Quality'.

Approximately 235 residential properties are located within 300m of the scheme, the majority of which lie to the south. The closest receptors, around 30 properties, are on Bunessan Street, situated approximately 60m south of the carriageway and running parallel to the scheme. Benburb Football Club is located 110m to the north, and Bellahouston Park lies approximately 120m to the south. No other noise or vibration -sensitive receptors are present within 300m of the works.

Baseline noise and vibration conditions are predominantly influenced by traffic travelling along the M8, with additional contributions from nearby industrial activities to the north. The nearest manual traffic count point (ID 40811), located approximately 170m east of the scheme, recorded an AADF of 121,665 vehicles in 2024, of which 5,723 were HGVs.

According to the Transportation Noise Action Plan (TNAP) 2019-2023 and the Glasgow Agglomeration Draft Noise Action Plan 2019 -2023, the scheme is not located within a Candidate Noise Management Area (CNMA).

According to Scotland Noise Map, existing noise levels within the scheme extents range from approximately 77dB to 81dB (Lday) during daytime hours and from 70dB to 75dB (Lnight) at night. At the nearest identified receptor, the properties on Bunessan Street, baseline noise is recorded at around 67dB during the day and 60dB during the night, providing a representative indication of current acoustic conditions in the area.

Population and human health

A study area of 300m was used due to the like-for-like nature of the works, and their containment within the M8 highway boundary.

For baseline data on the scheme's immediate surroundings and wider context, please refer to 'Air Quality'.

There are approximately 235 residential properties within 300m of the scheme. The vast majority of which are located south of the scheme. The closest receptors consist of approximately 30 properties on Bunessan Street, positioned approximately 60m south of the carriageway parallel to the scheme. Benburb Football Club is located 110m to the north, and Bellahouston Park lies 120m to the south. No other sensitive receptors are present within 300m of the works.

Core Paths C31 and C31D are located within 300m of the scheme. C31 passes beneath the carriageway 15m west of the scheme, and C31D is located 240m south of the scheme. There are no National Cycle Network Routes or Bridleways within 300m of the scheme location. Streetlights are present within the central reserve of the carriageway, as well as bordering the off-slip carriageway. There are no lay-bys within the scheme extents, however, a hard shoulder is present along the majority of the carriageway.

There is an access point to Helen Street via the off-slip road. However, Helen Street has multiple other access points in the surrounding area. There are also no access points to residential properties or community facilities within the scheme extents.

Road drainage and the water environment

According to the Scottish Environment Protection Agency's (SEPAs) Water Classification Hub, the closest watercourses is 'Clyde Estuary – Inner (inc Cart)' (ID: 200510) located 1.35km northeast of the scheme. This transitional water body has 'Moderate' ecological health according to the Water Framework Directive (WFD). Due to the urban nature of the area surrounding the scheme, there are no undesignated or unnamed watercourses within 500m of the works.

According to SEPA Flood Maps, Clyde Estuary – Inner (inc Cart) has a 'Medium' likelihood (0.5% annually) of flooding. However, this does not extend into the scheme extents. Within the scheme extents, there is a section of 'High' (10% annually) likelihood surface water flooding located at the start of the off-slip road.

Surface water runoff along the M8, within the scheme extents, is managed via roadside gullies located on the hard shoulder, and filter stones located on either side

of the carriageway. Groundwater within the scheme consists of a mix between Govan Sand and Gravel (ID: 150779) and Paisley and Pollok (ID: 150551), both with an overall 'Poor' ecological health according to the WFD.

The works do not fall within a Nitrate Vulnerable Zone (NVZ). This indicates that the concentration of nitrates in the water is not at risk of exceeding levels set by the European Commission's Nitrates Directive (91/676/EEC). Furthermore, the works do not fall within a surface Drinking Water Protected Area (DWPA). This highlights how according to the Water Environment (Drinking Water Protected Areas) (Scotland) Order 2005, the groundwater within the scheme is not intended to be consumed and is consequently not under tight controls regarding polluting activities.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009, as amended by the Scottish Carbon Budgets Amendment Regulations 2025 sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for greenhouse gases including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

- 2026 - 2030: Average emissions to be 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline
- 2041 - 2045: Average emissions to be 94% lower than baseline.

These budgets are legally binding and will be supported by a new Climate Change Plan, which will outline the specific policies and actions required to meet the targets.

Transport Scotland remains 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, and Transport Scotland 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 South West Network Management Contract (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

- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion along the M8. This may result in a temporary deterioration in local air quality. However, as works are overnight, the volume of traffic along the M8 at this time will be relatively minimal.
- On site construction activities such as planing of the surface and mobile machinery movement have the potential to produce an increase in dust, emissions, and airborne particulate matter. This is likely to cause a slight and temporary deterioration in air quality within the local area.
- The resurfacing activities are scheduled to occur during nighttime hours and will be of a relatively short duration. As such, any emissions of dust or vehicle exhaust will be temporary and localised. Given the limited scope and timeframe of the works, no significant change in ambient air quality is predicted.

Mitigation

- Best practice and measures as outlined in the 'Guidance on the assessment of dust from demolition and construction (January 2024)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
    - The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
    - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
    - Only cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction will be used, e.g. suitable local exhaust ventilation systems
    - Drop heights will be minimised from conveyors and other loading or handling equipment;
    - Vehicles entering and leaving the work area will be covered to prevent escape of materials during transport;

  - Equipment will be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
  - When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

No significant effects are anticipated upon completion of the works, and no further assessment is required in accordance with DMRB Guidance document LA 105: Air Quality.

Cultural heritage

Impacts

- Construction of the M8 carriageway is likely to have removed any archaeological remains that may have been present within the trunk road boundary. Therefore, the presence of unknown archaeological remains in the study area has been assessed as low.
- Works involve a direct replacement of existing road surface that is contained within the highway boundary with minimal verge works, ensuring no impact to the cultural heritage assets listed above.
- Works will temporarily impact the heritage setting of the area due to the presence of TM, plant, and machinery; however this will only be for the duration of the works.

Mitigation

- During construction, plant, vehicles, personnel, materials etc. will be contained to the hardstanding areas of the M8 carriageway as far as possible (except where verge works are being undertaken).
- The site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.
- If archaeological remains (ceramics, coins, bones, etc) or areas of discoloured soil are encountered during construction, the Amey ET&S team will be contacted, and works will cease.

- If the nature of the works change, or additional excavation works be required, the Amey ET&S team will be contacted prior to works commencing.

Provided control measures are adhered to, there are no cultural heritage assets within the surrounding area that are likely to be impacted. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage Assessment, no further assessment is required.

Landscape and visual effects

Impacts

- Views of the works will be seen from the overbridge crossing the scheme extents. In addition, residential properties on Barfillan Drive and Bunessan Street are likely to experience views of traffic management, plant, and construction machinery.
- There will be no views of the carriageway or construction activities from any of the Core Paths located within 300m of the scheme.
- As the works are scheduled to take place during nighttime hours, pedestrian activity along the footpath above the scheme extents is expected to be minimal. As a result, any transient receptors are anticipated to experience a negligible visual impact.
- As the works are relatively minor, short in duration, and undertaken on a like-for - like basis, no permanent alterations to landscape features and views are anticipated.
- Due to night-time programming, temporary construction lighting may result in short-term disturbance for residential properties in close proximity to the works, including those on Barfillan Drive and Bunessan Street.

Mitigation

- The design and look of the current landscape will remain the same as much as possible to retain the current landscape.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Plant, vehicles, and materials will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable). Should damage to the landscape occur, reinstatement will be carried out.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects identified with the works are unlikely to be significant. Furthermore, as the majority of works within view of sensitive receptors are like for like, no permanent impact is expected. Therefore, in accordance with DMRB

Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- Increased noise levels and potential light spill from construction lighting have the potential to disturb any commuting protected species in the vicinity.
- However, as the works are short-term and transient in nature, and given the low likelihood of protected species being present within the immediate area, any impact is expected to be minimal.
- Although target species are present adjacent to the carriageway, they are located beyond the verge and consequently the risk of spreading them during the replacement of filter stones can be considered low.

Mitigation

- Due to nighttime programming any artificial lighting required will be hooded and directed specifically at the work area to minimise light spill and disturbance to nocturnal species. In the unlikely event that any protected species are encountered during the works, all activity will cease immediately, and a member of Amey's Environmental Team will be contacted for further guidance.
- 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 avoid disturbance to any potential noise sensitive species present in the area.
- An 'Invasive Plants' toolbox talk will be given to all site operatives before construction works will commence.
- 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. Works will not cause the spread of these species, if works are likely to result in the spread of these species through disturbance, the landscaping team will be consulted.
- In the unlikely event that an INNS is identified on the verges of the M8, where filter stone replacement is set to occur, all works will temporarily stop, and Amey's Environmental team contacted.
- Removal of any vegetation/habitats will not occur without prior notification to Amey's Environmental Team where the appropriate method statements will be drafted

On the condition that the above mitigation measures and best practice are adhered to, no significant effects on biodiversity are predicted. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Geology and soils

Impacts

- Resurfacing works will be confined to the existing carriageway boundary and previously engineered layers. As such, it has been determined that these works pose no risk of direct or indirect impacts to underlying geology or soils.
- Filter stone replacement along the verge may result in minor soil disturbance, which can create adverse conditions, including erosion and polluted soils.
- There is potential for spills, leaks or seepage of fuels and oils associated with machinery to escape if not controlled which may negatively affect the soil environment.

Mitigation

- If the unexpected excavation of soils is required, it will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable (e.g., to backfill removed trial holes etc.).
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- There will be no unnecessary storage of materials or parking of vehicles on soft ground or grassy areas, as this may destroy the soil structure and damage grass. Hardstanding will be provided. If damage occurs proper re-instalment will be carried out as specified.
- If any unusual odours or soil colourations are identified during the works, the works will cease, and the environmental team will be notified.
- Site operatives will ensure that any concrete is contained within the working area and implement appropriate soil protection methods to maintain stability and prevent degradation.

No significant effects are anticipated on geology or soils as a result of the proposed works. Activities will be confined to the existing carriageway and verge, with no excavation required. Therefore, in accordance with DMRB Guidance document LA 109: Geology and Soils, no further assessment is required.

Material assets and waste

Impacts

- Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.
- 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, which will reduce the need for further materials and wastes.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay
- The works will result in contribution to resource depletion through use of virgin materials.
- Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.

Mitigation

- The Contractor will comply with all ‘Duty of Care’ requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.
- Environmental Authorisations (Scotland) Regulations (EASR) classes waste asphalt (contaminated and uncontaminated) as a Low-Risk Waste Activity (LRWA) under ‘LRWA 3 - Treating asphalt road planings in a milling machine’. This means that uncontaminated road planings arising from the works do not require authorisation and will be fully recycled in accordance with SEPA’s ‘Activities exempt from waste management licensing – Paragraph 13(a)’.
- Contaminated road planings, such as Asphalt Waste Containing Coal Tar (AWCCT) will be recycled under SEPA’s Position Statement on Cold Recycling (Reference: WAS-PS-06). Environmental authorisation from SEPA is not required for the recycling of AWCCT if the conditions within the aforementioned document are adhered to. This includes, but is not limited to, ensuring that AWCCT is stored on an impermeable surface with a sealed drainage system, is not stored on site for more than 12 months, and treatment occurs at the place where the waste asphalt was produced.

- All special waste, such as tar (if found during the works) will be transport by suitable licenced contractor and be accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- 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.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.
- Where possible all materials will be 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

- Construction activities associated with the proposed works have the potential to generate noise and vibration at nearby sensitive receptors, including residential properties on Bunessan Street or Benburb Football Club. This may occur through the use of pavers, planers, roller wagons and other plant during night-time working hours.
- Traffic volumes along the diversion route along the A8 are expected to increase during the closure period. This heightened flow may lead to elevated noise levels and vibration, particularly in areas near residential properties or other sensitive receptors such as the Premier Inn, Queen Elizabeth University Hospital, and Govan High School. However, as the works are overnight this impact will be relatively minimal.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- There are no anticipated impacts on noise and vibration following the completion of works.

Mitigation

- Glasgow City Council's Environmental Health Department has been notified of the works due to the nighttime programming.
- It is anticipated that the noisiest works (planing) will be completed before 23:00 where feasible.
- A soft start to the works will be implemented, whereby plant/machinery is turned on sequentially as opposed to simultaneously.
- Materials being dropped from height will be minimalised
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- No plant, vehicles or machinery will be left idling when not in use.
- Amey's environmental briefing on Noise and Vibration will be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted on Noise and Vibration as the works will be transient. 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 in close proximity.
- The footpath over the scheme will remain open during the works.
- Land take is not required for this scheme therefore there will be no impact as a result of permanent or temporary land acquisition from private land, businesses, agriculture, Walkers, Cyclists or Horse riders (WCH) and/or community facilities as a result of the scheme.
- Vehicle travellers and nearby receptors will benefit from the improved road surfacing due to reduced road noise as a result of the scheme.
- No access / egress points to properties or community facilities will be impacted due to the works or the presence of TM.
- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).

Mitigation

- A letter drop will be undertaken to notify all residential properties of the works.
- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area via radio and letterbox drop, in an effort to minimise disturbance to vehicular travellers and agricultural businesses in the local area.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

With best practice mitigation measures in place, no significant effects associated with 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

- Given that the works are minor and restricted to the highway boundary, the likelihood of debris entering a watercourse directly is considered negligible.
- However, 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 negative effect on the surrounding local water environment.
- There is a small potential risk of fuel and oil spills, leaks, or seepage from plant and machinery entering drainage systems and adjacent watercourses if not adequately controlled, which could result in deterioration of water quality and adverse impacts on the aquatic environment.
- Should flooding occur within the scheme extents, 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 (available 24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (particularly GPP 1, GPP 2, GPP 5, GPP 6, GPP 8, GPP 21 and GPP 22).

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual effect on the local water environment during construction is considered to be not significant. In accordance with DMRB Guidance document LA 113: Road Drainage and the Water Environment, no further assessment is required.

Climate

Impacts

- Due to the relatively minor nature of the proposed scheme, impacts on climate will be minimal with regard to national objectives.
- Construction of the scheme will result in the emission of GHGs. The use of fuel for plant and machinery during construction will require the exploitation of fossil fuels, while some materials required for the scheme will be from primary sources and require transportation to site.
- The nature of the proposed scheme requires HGVs resulting in local air quality degradation and GHG emissions, combined with combustion fuel usage.
- Energy will be required for the scheme in the form of non-renewable fossil fuels for transport of materials and personnel, and for plant operation. The use of non-renewable fuels to power plant and machinery will be a contributing factor to GHG emissions.

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.

The full extent of carbon emissions relating to these works is unknown until construction is complete. However, as the proposed scheme is of a relatively minor nature with minor associated emissions, it has been determined that the scheme will not directly influence nationally determined contributions (NDCs).

Consequently, with best practice mitigation measures in place, the residual significance of effect on climate is considered to be neutral. 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 structure, 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 project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment cumulative effects

A review of the Scottish Road Works Commissioner's Interactive Map and Amey's current programme of works confirms that no other roadworks are scheduled to take place at the proposed location or during the planned timeframe for the investigation activities.

Additionally, a search of the Glasgow City Council's Planning Map has not identified any approved or pending planning applications that would conflict with the proposed works.

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

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/consultations have been undertaken:

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in February 2026.
- Consultation with Glasgow City Council's Environmental Health Department undertaken by Amey's Environmental Team in February 2026.

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 one hectare in area.

The scheme is not situated in a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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>

- 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.
- 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.

- Construction activities are restricted to the existing highway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No significant effects 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 will decrease post construction.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing highway boundaries and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part within a sensitive area.

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during night-time hours with traffic management in place.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- The risk to major accidents or disasters is considered low.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Road planings will be recycled where possible, in accordance with Environmental Authorisations (Scotland) Regulations (EASR).
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications. Measures will be in place to ensure appropriate removal and disposal of waste.

References of supporting documentation

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in February 2026.

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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