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CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M8 Junction 15-16 West Bound including Slips

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Project Details

Description

Amey has been commissioned by Transport Scotland to carry out resurfacing works on the M8 carriageway between Junction 15 and 16. The works will consist of carriageway inlays to address structural defects and prevent further deterioration of the carriageway.

Construction will involve the installation of concrete inlays at depths ranging from 90mm to 200mm covering an area of approximately 13,000m^2. The surface will be milled to the specified depths and resurfaced using a paver with Warm Mix Asphalt (WMA) to match the thickness of the removed material. A hot-applied bitumen sealant will be applied to seal the junctions between the new WMA surface and the existing pavement at both ends of the scheme. Construction activities include the following:

- 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 using wagons;
- New materials will be laid including: binder, bituminous asphalt and tack bond, and compressed using a road paver and compacted by a roller;
- Sign pole replacement and replacement of Vehicle Restraint System (VRS) terminals
- Mechanical sweeper to collect loose material;
- Road markings and road studs will be applied where necessary; and
- TM removal

The proposed construction is programmed to be undertaken and completed within the 2025-2026 financial year and is expected to occur at night over a period of 12 nights.

TM measures will include overnight closures, as well as daytime lane closures on the M8 Junction (Jct) 16 westbound (WB) off slip over a total of 12 days/nights. Additionally, a full closure of the M8 Jct 15 WB on slip will be implemented under the woodside closures. A sacrificial binder layer will be applied to enable daytime traffic flow during deeper inlay treatments on the M8 Jct 16 WB off slip.

M8 WB traffic diversion is via M8 Jct 15 WB off slip via Stirling Road – Cathedral Street – North Hanover Street – Killermont Street – West Nile Street– Cowcaddens Road – West Graham Street– Return M8 WB Jct 17 on slip.

M8 Jct 15 WB loop closed from A803 SB diversion via continuing A803 – Castle Street – St James Road – Stirling Road and follow above diversion above from Cathedral St.

M8 Jct 16 WB off slip to Canal Street - dayshift total closure with lane closure on Swan Street for tie-in works (controlled access only); diversion via continuing to A804 Dobbie's Loan and then rejoining Canal Street.

M8 Jct 16 WB off slip - dayshift lane closure & total closure – turn left to A804 Dobbies Loan – continue A804 to Port Dundas Road – Milton Street – Return A804 Dobbie's Loan.

Location

The scheme is located along the M8 at Junction 15 – Junction 16 in Glasgow City Centre. The scheme can be found at the following National Grid Reference Points:

- Start: NS 60131 65951
- End: NS 59223 66366

Please see below Figure 1: Scheme Location

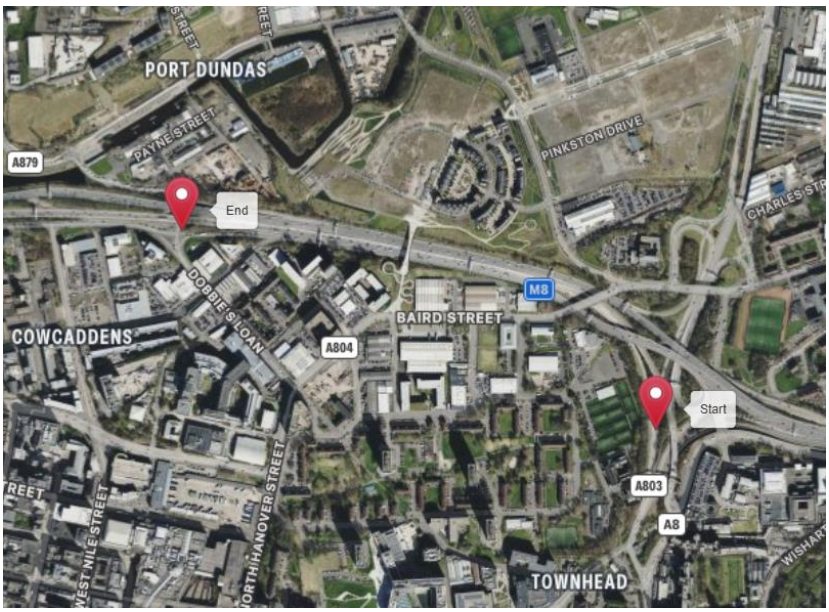

Figure 1: Scheme Location Map - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2023]. Contains Royal Mail data © Royal Mail copyright and database right [2025]. Contains National Statistics data © Crown copyright and database right [2025].

Description of Local Environment

Air Quality

The scheme is located along the M8 in Glasgow City centre surrounded by industrial parks and residential properties. There are over 100 residential properties located within 200m of the works, the closest one being approx. 90m north located along Cuddies Walk. The non-residential air quality receptors located within 200m of the works include:

- Power League Glasgow Sports Complex located approx. 30m west from the carriageway.
- St Mungo's RC Church located approx. 109m southwest from the carriageway.
- St Mungo's Nursery Class located approx. 88m southwest from the carriageway.
- Glasgow Royal Infirmary located approx. 170m east from the works.

The scheme is located within the Glasgow City Centre Air Quality Management Area (AQMA) which has declared pollutants such as Particulate Matter PM_{10}, and Nitrogen dioxide NO_2.

Baseline air quality is likely to be influenced by vehicle traffic along the M8 carriageway. The closest manual count point along the M8 (30812) records that the Annual Average Daily Flow of Traffic (AADF) in 2024 for all motor vehicles along the M8 was 155,367 with 7,025 of those being Heavy Good Vehicles (HGVs).

The Scottish Pollutant Release Inventory (SPRI) has identified the following SPRI's within 1km of the scheme:

- Glasgow Royal Infirmary located approx. 170m east from the works.
- Wellpark Brewery located approx. 900m southeast from the works.

Cultural Heritage

A desk-based assessment was undertaken using Pastmap applying a 300m study area to identify designated cultural heritage assets. These are presented in Table 1 below. Within 200m of the proposed works, numerous non-designated cultural heritage assets have also been identified. However, only those located within the scheme extents are detailed in Table 2.

Table 1: Designated Cultural Heritage Assets within 300m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
52 Parson Street, St Mungo's Retreat with Retaining Walls, Piers, Gates and Railings	Ref: LB32813	Listed Building	Approx 95m southwest
60 Parson Street, St Mungo's Church	Ref: LB32814	Listed Building	Approx 110m southwest
17 Parson Street, Martyr's School with Retaining Walls and Gates	Ref: LB32619	Listed Building	Approx 112m southwest
82-92 (Even Nos) Castle Street, Royal Infirmary, Including Clock Tower Building and Archway, Gates and Railings	Ref: LB32650	Listed Building	Approx 118m southeast
Glasgow Central Area	N/A	Conservation Areas - Designated to protect the area's special architectural and historic character.	Approx 118m southeast
Glasgow, Remains of Bell's Pottery, Kyle Street	Ref: SM7353	Scheduled Monuments - The monument comprises the remains of Bell's Pottery, also known as The Glasgow Pottery, which commenced production in the 1830's manufacturing simple fireclay products, and subsequently became one of Scotland's few producers of high-quality porcelain.	Approx. 20m south
Forth And Clyde Canal, Port Dundas Canal Basin, Glasgow	Ref: SM6689	Scheduled Monument - The monument consists of a canal basin complex and a short stretch of canal, both now disused and cut off from the rest of the canal network. The canal basin, called Port Dundas, was opened in 1790 as an extension to the Glasgow Branch of the Forth and Clyde Canal.	Approx 90m north.

Table 2: Non-Designated Cultural Heritage within the scheme extents.

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Glasgow, Martyr Street, Church	Ref: 381563	Canmore	Within the scheme extents.
Glasgow, 311 Royston Road, St Roche'S Church	Ref: 45017	Canmore	Within the scheme extents.
Glasgow, 76 Kennedy Street, St Rollox Flint Glass Works	Ref: 48026	Historic Environmental Record (HER)	Within the scheme extents.
Archaeological Works: Remediation Works at Sighthill, Glasgow	Ref: 6133	HER	Within the scheme extents.

Landscape and Visual Effects

The scheme is situated along the M8 corridor in an area primarily defined by industrial land use, with a small number of residential properties located adjacent to the carriageway. The predominant views from the site are of vegetation lining both sides of the road. No residential properties will have direct visibility of the proposed works.

According to Scotland's Environmental Web, there are no ancient woodlands or Tree Preservation Orders (TPO)'s located within 500m of the works. The scheme is not located within a National Park (NP) or National Scenic Area (NSA).

The Scottish Landscape Character Type (LCT) Assessment Map highlights the landscape within the scheme extents as Urban.

According to the Historic Landscape Assessment (HLA) Map the landscape surrounding the scheme extents is classified as comprising recreation areas, motorway and major roads and industrial or commercial areas.

Biodiversity

Sitelink 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 share 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 NBN atlas and Ameys SW database has not highlighted any Invasive-Non-Native Species (INNS) within the scheme extents, however from aerial images Japanese Knotweed (*Fallopia japonica*) is located within the scheme extents at NGR: NS 59376 66356.

The following INNS have been identified within 500m of the scheme extents:

- Japanese knotweed (*Fallopia japonica*)
- Small-leaved cotoneaster (*Cotoneaster microphyllus*)

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool has highlighted the target species Rosebay Willowherb (*Chamaenerion angustifolium*) along the verge.

Due to the urban location and minor verge works Amey's Principal Ecologist has ruled out the need for a Preliminary Ecological Walkover (PEW).

Geology and Soils

SiteLink notes there are no Geological Conservation Review Sites (GCRS), or geological SSSIs or Local Geodiversity Sites (LGS) within 500m of scheme extents.

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

Superficial deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

Bedrock geology

- Upper Limestone Formation - Sedimentary rock cycles, Clackmannan group type. Sedimentary bedrock formed between 329 and 324 million years ago during the Carboniferous period.
- Limestone Coal Formation - Sedimentary rock cycles, Clackmannan group type. Sedimentary bedrock formed between 329 and 328 million years ago during the Carboniferous period.

Scotland's Soil Map does not highlight any soil data within the scheme extents due to the urban nature of the works location.

Material Assets and Waste

Table 3: Key materials required for activities.

ACTIVITY	MATERIAL REQUIRED	ORIGIN/ CONTENT
Site Construction	• TS2010 Surface Course • AC20 Bituminous Binder • AC32 Bituminous Base • Vehicle fuel; • Road marking materials and studs; • Oil; and • Lubricant. • New sign posts • New VRS	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 source. A proportion of RAP is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course. All of the materials listed will contain a % of recycled material. The rest will come from primary sources.

Table 3: Key wastes arising from activities.

ACTIVITY	WASTE ARISING	DISPOSAL/ REGULATION
Site Construction	• Asphalt Planings • Old signposts • Old VRS terminals	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. From November 1*st* 2025 these exemptions will be phased out in favour of Environmental Authorisations (Scotland) Regulations (EASR). However, where planings meet SEPA's criteria, they will be fully recycled. Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As the scheme is greater than £350,000 a Site Waste Management Plan (SWMP) is required.

During coring investigations, no coal tar was identified.

Noise and Vibration

There are over 100 residential properties located within 300m of the works, the closest one being approx. 90m north located along Cuddies Walk. The non-residential noise sensitive receptors located within 300m of the works include:

- Power league Glasgow Sports Complex located approx. 30m west from the carriageway.
- St Mungo's RC Church located approx. 109m southwest from the carriageway.
- St Mungo's Nursery Class located approx. 88m southwest from the carriageway.
- Glasgow Royal Infirmary located approx. 170m east from the works

Baseline noise levels are primarily influenced by vehicle traffic along the M8 carriageway. The nearest manual count point (30812) indicates that the Annual Average Daily Flow of Traffic (AADF) in 2024 was 155,367 vehicles, including 7,025 Heavy Good Vehicles (HGVs). The volume and composition of this traffic, particularly the presence of HGVs are key contributors to ambient noise levels within the scheme extents.

According to the Transportation Noise Action Plan (TNAP) 2019-2023 and the Glasgow agglomeration: noise action plan, the scheme extents are not located within a Candidate Noise Management Area (CNMA).

Scotland Noise Map notes that the noise within the scheme extents ranges from between 72dB and 79dB LDAY during daytime hours and 67dB and 75dB LNGT during night-time hours.

Population and Human Health

According to Core Path Scotland Core path C52 is a footbridge that runs over the M8 within the scheme extents. There are no National Cycle Routes or bridleways located within the scheme extents.

While the M8 is well-served by public transport infrastructure, there are no bus stops located within the scheme extents. Street lighting is present throughout the scheme extents, supporting visibility and safety during evening hours. There are no designated laybys along this section of the road.

Road Drainage and the Water Environment

According to Scottish Environment Protection Agency (SEPA)'s Water Classification Hub, the designated watercourse Molendinar Burn (ID: 10047) is located approx. 400m east of the proposed works. This watercourse is classified as having 'moderate' overall ecological potential.

According to SEPA Flood Maps, there is a high (10%) likelihood of surface water flooding near the start of the scheme extents.

The underlying groundwater body is identified as Glasgow and Motherwell groundwater (ID: 150677), which is classified as having 'poor' overall ecological potential.

Surface water runoff along the M8 is managed via roadside gullies positioned on either side of the carriageway. Additionally, the scheme area is not located within a designated Nitrate Vulnerable Zone , indicating a lower risk of nitrate-related water pollution.

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.

Monitoring, Management and Opportunities

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

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

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

Policies and Plans

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

Description of Main Environmental Impacts and Proposed Mitigation

Air Quality

Impacts

- On site construction activities such as planing of the surface and mobile machinery, have the potential to produce airborne particulate matter and generate emissions that may have a temporary negative impact on local air quality levels.
- The implementation of TM during the scheme may lead to a temporary increase in vehicle emissions due to idling vehicles and increased congestion particularly along where the diversion route is located. However, no permanent changes to air quality are anticipated.
- During construction there is the potential for an increase in dust and emissions from plant and machinery. This is likely to cause a slight deterioration in air quality within the local area.
- Works will be confined to the M8 carriageway therefore there will be no impacts to the SPRI's located within 1km of the works.
- There will be no permanent impact on Glasgow City Centre AQMA due to the works being short term, however during construction, higher levels of pollutants such as NO_2 and particulate matter PM_{10}, can pose health risks, particularly for vulnerable groups such as children, the elderly, and those with respiratory conditions.

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 in accordance with DMRB Guidance document LA 105: Air Quality is required.

Cultural Heritage

Impacts

- The resurfacing works are like-for-like and construction of the M8 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.
- Due to their distance from the works and the containment of activities within the carriageway hardstanding, both the Scheduled Monuments and the conservation area will remain unaffected physically.
- The non-designated assets referenced above are not physical in nature; therefore, they will not be impacted by construction activities.

Mitigation

- All site staff will be made aware of both Scheduled Monuments to prevent any accidental damage.
- If any archaeological finds, such as coins or pottery, are discovered during the works, they will not be removed from the site. Any such discoveries will be reported immediately to the appropriate authority.

- No materials or wastes will be stored within the boundaries of the Scheduled Monuments.

Providing all works operate in accordance with current best practice, the residual impact to cultural heritage is considered to be neutral.

In accordance with DMRB Guidance document LA 116: Cultural Heritage, no further assessment is required.

Landscape and Visual Effects

Impacts

- The works will result in temporary changes to the surrounding landscape and its character, primarily due to the presence of short-term traffic management measures.
- All areas affected by the works will be reinstated to their original condition, ensuring no lasting visual impact to the landscape.
- As the works are minor, short duration, operate on a like-for-like basis, no permanent changes to landscape features and views are anticipated.

Mitigation

- The design and look of the current landscape will remain the same as much as possible to retain the current landscape character.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.

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

Biodiversity

Impacts

- During night-time programming, misdirected site lighting from construction activities could cause disturbance to any commuting protected species.
- Site activities may temporarily impact local biodiversity due to increased vehicle presence, potential disturbance to protected species, and the risk of habitat pollution.
- The VRS verge works are located near an area of Japanese knotweed, which presents a risk of spread if appropriate mitigation measures are not implemented

Mitigation

- Due to night-time programming, any artificial lighting required will be hooded and directed specifically at the work area to minimise light spill and disturbance to nocturnal species, including those near ecological receptors such as dense woodland. In the event that any protected species are encountered during the works, all activity will cease immediately to allow the species to pass by.
- '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.
- 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.
- As part of the Network Management Contract (NMC), Amey, on behalf of transport Scotland, has been asked to keep a record of various target species, including Rosebay willowherb, Broad Leafed Dock, Common Ragwort and Creeping Thistle. 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.
- A Japanese knotweed Toolbox Talk will be delivered to all site operative before the works commence.
- A Japanese Knotweed Method Statement will be delivered to site personnel prior to the commencement of works along the grass verge. No works will occur with 7m of Japanese Knotweed.

With the above mitigation measures and best practice being 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.

Geology and Soils

Impacts

- The works in the verge may result in minor soil disturbance, which can create adverse conditions, including erosion and polluted soils.
- 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 direct or indirect impacts to underlying geology or soils.

Mitigation

- 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.
- Excavation of soils 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.).
- Excavated soils if stored on site will be appropriately contained/covered and protected from the elements.
- 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.

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

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.
- WMA technology allows easier incorporation of Reclaimed Asphalt Pavement (RAP) and other recycled aggregates because of its lower production temperatures. This reduces the demand for virgin aggregates and bitumen, conserving natural resources.
- By enabling higher recycling rates, WMA decreases the amount of asphalt waste sent to landfill.
- Non-recycled construction waste often ends up in landfills. Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.

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.
- 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 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.
- 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.
    - From November 1st 2025 these exemptions will be phased out in favour of Environmental Authorisations (Scotland) Regulations (EASR). However, where planings meet SEPA's criteria, they will be fully recycled.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.

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 cause noise and vibration impacts to nearby noise sensitive receptors, through the use of paver planers and roller wagons during night-time hours.
- There may be an increase in road traffic where the diversion routes are located.
- 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 Environmental Health Department has been notified of the works due to the night-time 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

- TM has potential to cause temporary levels of disruption to road users and bus timetables (i.e. congestion and increased travel times).
- There will be no impact on land take from private land and/or community facilities as a result of the scheme.
- There will be no impact on Core Path C52 as all works are located within the carriageway boundary and will not affect the use of the core path.

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.

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

- If not adequately controlled, debris and run off from the works could be suspended in drainage systems. 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 adversely impact the water environment.
- There are not anticipated to be any permanent impacts on road drainage or the water environment following the completion of 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 control room will be contacted if any pollution incidences occur on (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).

Climate

Impacts

- GHG emissions will be generated through the use of machinery, vehicles and materials (both recycled and virgin) required for the scheme, as well as through transportation to and from the site.
- Warm Mix Asphalt is produced and compacted at temperatures 20–40°C lower than Hot Mix Asphalt. This reduces fuel consumption during heating, leading to 15–30% lower energy use and associated CO_2 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.

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 is scheduled to take place at the proposed location or during the planned timeframe for the investigation activities.

Amey is currently undertaking various works at the Woodside Viaduct which have been ongoing since 2021, a diversion route on the eastbound carriageway comes off the M8 at J16 onto Kyle Street and then runs under the M8 at J15 onto Royston Road which has been in place since construction began. There is potential for noise, air quality and disturbance to road users to be impacted by the works at Woodside Viaduct, however, due to the resurfacing works at J15 - J16 being temporary the effects will likely be minimal.

Onsite construction activities, together with other works, are unlikely to significantly affect air quality and will not impact the Glasgow City Centre AQMA or receptors within 300 m of the scheme. Air quality monitoring at the M8 Woodside Viaduct is assessed separately from these works at J17. The latest NO_2 Diffusion Tube Monitoring Report (November 2024) shows that results from 19 sites were generally below NO_2 objectives for diversion routes, except for exceedances at St George's Road located approximately 1.2km west from the scheme extents. These exceedances are likely due to its location near a heavily trafficked, signal-controlled intersection connecting North Street, Woodlands Road, the A804, and J18 of the M8. This indicates that the exceedances reflect local traffic conditions rather than the scheme location, and therefore no cumulative impacts on air quality are expected within the scheme extents.

Mitigation measures detailed in the Air Quality assessment section will be implemented which will offset any impacts to air quality, there will be no permanent impacts to air quality as a result of the works.

The TM currently in place at the Woodside Viaduct in conjunction with the TM required for this scheme, may have an impact on road users. Vehicle users may

experience delays due to the presence of TM, which may lead to driver frustration. Details of TM will be provided to local residents prior to works which will enable them to plan ahead for journey times.

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

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 Sustainable Solutions Team in October 2025
- Japanese Knotweed Method Statement undertaken by Ameys Ecology Team in November 2025.
- Due to night-time programming Glasgow City Council have been notified of the works.

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 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.

This 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:

Characteristics of the scheme:

- 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 carriageway 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 carriageway 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.
- 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. Measures will be in place to ensure appropriate removal and disposal of waste.

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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