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Environmental Impact Assessment Record of Determination

M8 J26 Hillington IC East, West, Rail and Slip Refurbishment Phase 1

Contents

Project Details

Description

A recent series of Principal Inspections (PI), General Inspections (GI), and structural reviews have identified that four structures on the M8 in Glasgow are currently in poor condition. Multiple defects have been recorded, indicating a decline in structural integrity. The bridge deck waterproofing on all four structures has not been replaced since the original construction and has now exceeded its expected service life. Additionally, water ingress has been observed through the expansion joints, further contributing to deterioration. The substructures also require concrete repairs due to the progressive deterioration of the structural elements identified during the inspections.

Following investigation works which were carried out in January 2025, the proposed construction activities for all four structures will include, but are not limited to, the following scope of works:

Structural Activities

- Replacement of the waterproofing system, including planing of surfacing down to within 30mm of the existing membrane to minimise airborne particles on site. This process will also involve the safe removal of asbestos containing materials;
- Expansion joint replacement;
- Concrete repairs to the edge beams using hydro-demolition on two structures. For the remaining two structures, the recast edge beam will be fully removed and replaced;
- Upgrades to parapets;
- Installation of concrete ground beams to support the new parapet systems; and
- Concrete repairs to the substructure elements.

Carriageway and Roadside Activities

- Installation and/or relocation of sign face and posts within the central reservation;
- Installation and/or relocation of an electrical feeder pillar on the grass verge adjacent to the eastbound (EB) on-slip;
- Resurfacing of both eastbound and westbound (WB) carriageways; and
- Upgrades to the Vehicle Restraint System (VRS) barriers within the central reservation and along the EB verge.

The plant/machinery/materials used on site will comprise of:

- Handheld breaker;
- 3 tonnes mini excavator;
- Planer;
- Tippers;
- Low loader;
- Water tankers;
- Hydrauliska Industri AB (HIAB);
- Mini crane for lifting temporary works;
- Robotic hydro-demolition machine;
- Water pumps;
- Temporary Traffic Management (TM) Vehicles and Impact Protection Vehicle;
- Road brush/sweeper;
- Relevant Personal Protective Equipment (PPE) including masks, gloves, steel toe capped boots, required for dealing with asbestos; and
- A mechanical rubber scraper to remove the waterproofing and to avoid damaging the deck.

Construction works are scheduled to commence in September 2025 and are expected take approximately nine months to complete. Activities will be carried out during daytime and night-time hours to ensure efficient progress and minimise disruption.

A phased TM approach is proposed to facilitate the works while maintaining safety and minimising disruption. This will include the use of 24/7 lane closures and a contraflow system on the M8, which will involve closing two lanes and maintaining traffic flow by keeping one lane open and utilising the crossover to provide a second lane on the opposite carriageway.

TM measures will primarily be implemented on the M8 and associated slip roads. However, full lane closures of the following three slip roads will be required at specific stages during the construction period:

- M8 J26 E/B on slip from Hillington – Diversion: Hillington Interchange (IC) - A736 Hillington Rd - Kings Inch Rd - Old Govan Rd - M8 Jct 25a end on slip;
- M8 J26 W/B off slip to Hillington – Diversion: M8 Jct 25 WB off slip - A739 - Shieldhall Rd - Renfrew Rd - Hillington IC; and

- M8 J25a W/B off slip to Braehead – Diversion: M8 Jct 25 WB off slip - A739 - Shieldhall Rd - Renfrew Rd - Hillington IC - Kings Inch Rd.

Location

Works are located on four structures situated at Junction 26 (Hillington Interchange) on the M8 in Renfrewshire. The structures are located at the following National Grid References (NGRs):

- M8 26-26 40 Hillington IC West: NS 51904 66320
- M8 26-26 30 Hillington IC East: NS 52004 66315
- M8 26-26 20 Hillington IC Slip: NS 52158 66308

  M8 26-26 10 Hillington Rail: NS 52186 66266

Carriageway and Roadside Activities, will be carried out on the M8 the following NGRs between the following NGRs:

- Start: NS 51635 66273
- End: NS 52346 66194

Figure 1 below illustrates the location of the works.

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 [2025]. 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 in an urban area within Renfrewshire, surrounded predominantly by industrial buildings and retail parks. Approximately 100 residential properties are located within 200m of the works, with the nearest property located 55m north of the scheme's starting point at Morriston Crescent and Braille Drive. No additional sensitive air quality receptors have been identified within the study area.

Renfrewshire Council have declared three Air Quality Management Areas (AQMA) however, all are out with the scheme extents. No real-time air quality monitoring stations are present within 200m of the scheme extents.

Baseline air quality is primarily influenced by vehicle emissions from the M8 corridor. Data from the two nearest manual count points within the scheme extents - 80221 (WB) and 77115 (EB) – provides the Annual Average Daily Flow (AADF) of traffic for all motor vehicles in 2023.

- Count Point 80221 (WB): Recorded an AADF of 97,242 motor vehicles, including 4,614 Heavy Good Vehicles (HGVs).
- Count Point 77115 (EB): Recorded an AADF of 11,561 motor vehicles including 5,562 HGVs.

According to the Scottish Pollutant Release Inventory (SPRI) there are two records located within 1km of the works. These are:

- Princes' Beverage distributor (Animal and Vegetable products from the food and beverage sector) located approx. 770m east from the works.
- Shieldhall Watse Transfer Station (waste and waste-water management) located approx. 1km east from the works.

Cultural Heritage

A desk-based assessment was undertaken using Pastmap to identify cultural heritage assets within the vicinity of the scheme. A study area of 300m was used for designated heritage assets; however, no assets were identified within the study area. An area of 200m was used for non-designated heritage assets. Full details of the findings are provided in Table 1 below.

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

Name	Reference Number	Description	Distance from Scheme
Renfrew Golf Course	Ref: 44206 Ref: 8698	Canmore & Historical Environmental Record (HER)	112m north from M8 26-26 40 Hillington IC West.
Deanfield	Ref: 92679 Ref: 19090	Canmore & HER	130m north from M8 26-26 40 Hillington IC West.
Renfrew, Braehead Retail Park, Archaeological Survey; Trial Excavations	Ref: 723	HER	46m north from M8 26-26 30 Hillington IC East
Glasgow, Hillington	Ref: 359919	Canmore	140m south from M8 26-26 10 Hillington Rail

Landscape and Visual Effects

The scheme is located in an urban area within Renfrewshire, predominantly surrounded by industrial buildings and retail parks. Approximately 100 residential properties are located within 300m of the works; with the nearest located 55m north of the scheme's starting point at Morriston Crescent and Braille Drive. Due to the lack of vegetation screening along certain sections and the elevated nature of the structures, it is anticipated that both nearby residential properties and surrounding businesses will have a view of the construction works.

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

The Landscape Character Type (LCTs) Map identifies the Landscape Character Assessment as 'Urban', while the Historic Landscape Assessment (HLA) Map identifies the surrounding land as previously designated for 'rough grazing'.

Pastmap confirms that there are no Garden & Designed Landscapes within 500m of the scheme extents.

Biodiversity

The Clyde Estuary - Inner (inc Cart) (ID: 200510) watercourse is located approx. 520m east of the works. Vegetation in the immediate vicinity is limited, with scattered shrubs along the verge of the M8.

A review of Sitelink indicates that there are no European designated sites within 2km of 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 Network (NBN) Atlas has highlighted the presence of Invasive Non-Native Species (INNS) within 500m of the works, however, no INNS have been recorded within the scheme extents:

- Japanese knotweed (*Fallopia japonica*); and
- Himalayan balsam (*Impatiens glandulifera*)

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool highlights rosebay willowherb (*Chamaenerion angustifolium*), common ragwort (*Jacobaea vulgaris),* and broad-leaved dock *(Rumex obtusifolius)* along the verge of the M8. These species are listed as Transport Scotland Target Species.

A competent ecologist has confirmed that a site visit is not required due to the urban nature of the scheme and the structural characteristics of the assets, which are not considered suitable for protected species.

Geology and Soils

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

Due to the urban nature of the area, the Scotland Soil Map does not provide specific data for the scheme extents with regard to soil type and land capability for agriculture. However, the British Geology Viewer identifies the underlying geology as follows:

Superficial deposits

- Superficial Deposits - Sediment. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

River Terrace Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

Bedrock geology

- Top Hosie Limestone - Limestone. Sedimentary bedrock formed between 330.9 and 328 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.
- Lower Limestone Formation - Sedimentary rock cycles, Clackmannan group type. Sedimentary bedrock formed between 330.9 and 328 million years ago during the Carboniferous period.

Material Assets and Waste

Table 2: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	• Waterproofing; • TS2010 Surface Course; • Expansion joint material - asphalt binder; • Central reservation barrier - concrete and anchored; • Steel vehicle parapet; • VRS; • Concrete kerbs; • Structural concrete; • Gulley Grating; and • Steel for sign faces and Class RA2 Reflective material for the signposts.	• TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA. As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. • A proportion of RAP is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course. • Metals used throughout the works may be secondary/ recycled content. • Materials will be sourced from offsite local sources. • A concrete mix using cement replacement products is proposed.

Table 3: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Steel vehicle parapets • Verge barriers • Central reservation barrier • Concrete kerbs where possible • Road studs • Metal joint components • Surface planings • Concrete	Recycled: • It is Amey policy to reuse or recycle as much waste material as possible. • Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within the Scottish

Activity	Waste Arising	Disposal/ Regulation
	• Waterproofing system (may contain asbestos) • Joint filler board material • Joint sealant • Expansion joint material • Sign Face and posts • Gully gratings • Hydro-demolition wastewater • Waste concrete washout	Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings. • Where possible all materials will be reused throughout the network, if not possible they will be recycled locally. Other waste: • The hydro-demolition waste will be pumped into a silt buster which filters the wastewater and neutralises the PH. This waste product will then be stored in a tanker and disposed of offsite. • Metal components will be recycled where possible however, not all metal components will be able to be 100% recycled. • Any excess excavated material taken off site can potentially be used for future schemes.

Noise and Vibration

Approximately 200 residential properties are located within 300m of the works. The nearest residential property is located 55m north of the scheme's starting point at Morriston Crescent and Braille Drive. Additionally, noise-sensitive receptors within 300m include the Premier Inn Glasgow Braehead hotel (approx. 224m east) and football playing fields (approx. 280m east).

Baseline noise levels in the area are influenced by traffic along the M8, with the poor condition of the road surface contributing to the elevated ambient noise levels. Traffic Data from the two closest manual count points within the scheme extents (80221 and 77115) for 2023 indicate:

- Count Point 80221 (WB): Recorded an AADF of 97,242 motor vehicles, including 4,614 HGVs.
- Count Point 77115 (EB): Recorded an AADF of 11,561 motor vehicles including 5,562 HGVs.

According to Glasgow Agglomeration: Noise action plan, the works are not located within a Candidate Noise Management Area (CNMA). The scheme is also not

present within a CNMA as noted within the Transportation Noise Action Plan (TNAP).

According to Scotland Noise Map, modelled noise levels within the scheme extents are as follows:

- Daytime (Lday): 75 – 81 dB
- Night-time (Lnight) : 65 – 72 dB

Population and Human Health

There are approximately 200 residential properties located within 300m of the works. The nearest residential property is located 55m north of the scheme's starting point at Morriston Crescent. Additionally, community facilities and assets of note within 300m include the Premier Inn Glasgow Braehead hotel (approx. 224m east) and football playing fields (approx. 280m east).

Core paths Scotland has highlighted several core paths within 300m of the works, these include REN/32 located 90m north from the works and REN/10 located 276m northwest.

No National Cycle routes, bridleways, single access points, laybys or bus stops have been identified within 300m of the scheme extents. The M8 carriageway within the scheme extents is street-lit.

Road Drainage and the Water Environment

According to SEPA's water classification hub, there are no designated watercourses located within 500m of the works. The closest watercourse is Clyde Estuary - Inner (inc. Cart) (ID: 200510) which is located approx. 520m east from the works. This watercourse has been given an overall classification of 'moderate' according to the Water Framework Directive (WFD).

SEPA's Flood Maps have indicated that there is no risk regarding surface or river water flooding within the scheme extents.

Th Groundwater within the scheme extents is identified as Govan sand and gravel (ID: 150779) which has a 'good' overall ecological potential under the WFD.

Drainage along the M8 within the scheme extents consists of gullies along either side of the carriageway.

The M8 carriageway within the scheme extents is drained via top-entry gullies and is not within a Scottish Government Nitrate Vulnerable Zone (NVZ).

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 GHGs 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. This may result in a temporary deterioration in local air quality, particularly along diversion routes.
- 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. These impacts will last for the duration of the works only.
- An increase in the use of HGVs during construction will likely have a temporary impact on air quality within the local area.
- Post construction there will be no change to the traffic volume, speed or road alignment.
- There will be no impact on any AQMAs located within Renfrewshire Council due to factors including distance from the works.

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;
  - All materials will be removed that have a potential to produce dust from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
  - Cutting, grinding or sawing equipment will only be used when fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
  - Drop heights from conveyors and other loading or handling equipment will be minimised;
  - 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;
  - When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles; and
  - 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.
- Regular monitoring will be undertaken by a competent person (e.g. site engineer or Clerk of Works) during activities likely to generate dust, particulate matter, or exhaust emissions. In the event that unacceptable emissions are observed, operations will be reviewed and, where practicable, modified. Follow-up checks will be conducted to ensure the effectiveness of corrective actions.
- A silt buster will be used to filter all wastewater from the site which will aid preventing airborne materials being released into the local area produced by hydro-demolition.

No significant effects are predicted on air quality and therefore, no further assessment is required in accordance with DMRB Guidance document LA 105: Air Quality.

Cultural Heritage

Impacts

- Works are unlikely to physically alter the non-designated assets listed above due to the distance of the assets identified and their general nature.
- The potential for the presence of unknown archaeological remains within scheme extents is unlikely as original construction of the M8 and associated Hillington Interchange would likely have removed any features of archaeological significance, and works are to be restricted to the existing boundary.

Mitigation

- During construction, plant, vehicles, personnel, materials etc. will be contained to hardstanding areas within the carriageway boundary at all times.
- If any archaeological finds are found, these will not be removed and the Energy Transition & Sustainability team will be contacted for further advice.

Providing all works operate in accordance with current best practice, no significant effects are predicted on cultural heritage.

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

Landscape and Visual Effects

Impacts

- Views of, and from, the road will be temporarily affected during works due to the presence of works, traffic management and plant.
- Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape during and after construction.
- The construction works are expected to have a temporary visual impact on nearby receptors. This includes the presence of additional lighting, which may be visible to surrounding residential properties and business, particularly during night-time operations.

Mitigation

- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- The design and appearance of the structure will be preserved as closely as possible to maintain the existing landscape character and visual continuity of the area.
- During construction noise barriers will be used on site to contain the amount of noise made by the works. These barriers will also serve as visual screens, helping to shield receptors from direct views of the construction works and preserving the visual integrity of the area.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works are unlikely to be significant.

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

Biodiversity

Impacts

- During night-time construction activities, misdirected site lighting and noisy works may cause temporary disturbance to surrounding nocturnal species. Careful planning and directional lighting will be essential to minimise ecological impacts.
- There will be no anticipated impacts to the target species identified along the verge of the M8, as all construction activities will remain confined within the carriageway boundary.

Mitigation

- On-site light sources will be kept to a minimum and used only when necessary.
- Lighting will be positioned and shielded, where practicable, to avoid illuminating sensitive areas such as woodland or vegetated verges.
- In the event that any protected species are discovered during the works, all activities will cease immediately, and a member of the Energy Transition & Sustainability Team will be contacted for further guidance.
- 'Soft start' techniques will be employed when operating noise intensive equipment, plant, or machinery to reduce the risk of disturbing any noise-sensitive species that may be present in the wider area.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundaries of the carriageway.
- Noise mitigation measures as outlined in the Noise and Vibration section and pollution control mitigations as outlined in the Road Drainage and the Water Environment section will be adhered to during the works.

With the above mitigation measures and best practice being adhered to, no significant effects on biodiversity are anticipated.

Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Geology and Soils

Impacts

- Works involving excavation such as replacing signposts within the verge may result in minor soil disturbance, which can create adverse conditions, including erosion and polluted soils.

- The generation of concrete dust can raise the pH of soils resulting in erosion and soil infertility.

Mitigation

- 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.
- Excavated soils will not be stored on site, and 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.
- 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, no significant effects on geology and soils are anticipated.

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/waste will require energy deriving from fossil fuel, a non-renewable source.
- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- Asbestos may be present within the structure and is considered a special waste. Improper disposal can lead to asbestos fibres becoming airborne or waterborne, contaminating the environment.

Mitigation

- The hydro-demolition discharge will be contained, stored and disposed of off-site at a licenced facility.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- 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 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.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing 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 carried out easily via inlay.
- This scheme is in excess of £350k and therefore a Site Waste Management Plan will be produced.
- Asbestos will be classified as special waste. Special waste will be transported by a suitable licenced contractor and will be accompanied by a correctly completed Special Waste Consignment Note (SWCN) providing information about the waste, the producer and the responsible person of which the waste is being handed to. The SWCN will be kept for three years.

It has been determined that the 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

- Noise-intensive activities including the operation of heavy machinery, will be required during daytime and night-time periods. These works may cause temporary disturbance to nearby residents and amenity users, particularly those located within 300m of the scheme. Night-time operations such as hydro-demolition are of particular concern due to the potential for increased sensitivity during these works at the nearby residential receptors.
- The use of TS2010 road surfacing is expected to provide enhanced durability and noise-reducing features compared to standard surfacing materials. This will benefit both vehicle users and nearby receptors by reducing long-term traffic levels following completion of the works.
- Upon completion of the works the existing baseline noise levels will not change for any noise sensitive receptors.
- Temporary noise impacts will occur from vehicle traffic along potential diversion routes as a result of the TM being implemented.

Mitigation

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
  - 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.
  - Noisy equipment will be positioned as far from sensitive receptors as possible.
  - Temporary acoustic barriers or screens will be installed around high-noise areas, if required during hydro-demolition activities. Natural or existing structures (e.g., embankments) will be used to shield noise.
  - Unnecessary revving of engines will not be undertaken and all equipment will be switched off when not in use.
  - Drop heights of materials will be minimised.
  - ‘Soft start’ techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- All residents and businesses within 300m will be notified in advance of noisy works via a letter drop and a press release.
- Noise levels will be monitored regularly to ensure compliance.
- If unacceptable noise is emanating from the site the operation will, where possible, be modified and re-checked to verify that the corrective action has been effective. changing the method of working etc.

- The local authority environmental health has been notified of night-time working and subsequently a Construction Noise Assessment will be undertaken prior to commencement of works.

With best practice mitigation measures in place, there are no significant effect predicted on Noise and Vibration.

Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and Human Health

Impacts

- During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents, road users and NMUs.
- While residential properties are located, at their closest, 55m from the works, they are offered some visual screening due to the presence of surrounding vegetation, furthermore the majority of works will be undertaken during daytime working hours and as such impacts to local residents may be somewhat reduced.
- Construction site lighting during night-time hours could cause disturbance to residential properties in close proximity, and for the nearby amenity users.
- No temporary or permanent land take is required, as all works will occur within the existing carriageway boundary.
- Core paths and any pedestrian footways will not be impacted by the works due to the works being contained within the carriageway boundary.

Mitigation

- TM restrictions/arrangements and any anticipated travel delays will be publicised within the local and wider area through radio announcements and letterbox drops, aimed at minimising disruption to vehicular travellers.
- Temporary site lighting used throughout the scheme will be directional and will be focused solely on the area of works to reduce potential disturbance.
- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.

On the condition that the above mitigation measures and best practice are adhered to, no significant effects on population and human health are anticipated.

Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health, no further assessment is required.

Road Drainage and the Water Environment

Impacts

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the distant water environment.

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 to 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.
- Site operatives will ensure that any concrete is contained within the working area and does not enter any surface water drains. Storage and mixing of concrete will take place at least 10m away from watercourses.
- The hydro-demolition waste will be pumped into a silt buster which filters the wastewater and neutralises the PH. This water will then be stored in a tanker and disposed of offsite.

Providing all works operate in accordance with current best practice, as detailed within SEPA's Guidance for Pollution Prevention (GPPs), no significant effects are predicted on the local water environment during construction or during operation.

In accordance with DMRB Guidance document LA 113: Road drainage and the water environment, no further assessment is required

Climate

Impacts

Construction activities associated with the works have the potential to cause local air quality impacts as a result of the emission of GHGs through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. However, by undertaking the works the lifespan of the Bridge is increased. This promotes 'Build Less' principles outlined within the carbon reduction hierarchy. Furthermore, the execution of timely routine maintenance and repairs to the structures aims to reduce the number of future maintenance interventions and hence this leads to an overall reduction in traffic disruption, construction and material-related carbon emissions.

Mitigation

- Where possible, materials and suppliers will be sourced locally to reduce GHG emissions associated with travel distance, materials movement, and waste will be disposed at a local waste management facility.
- Further actions, considerations and regulatory requirements for this scheme are detailed in the above Material Assets and Waste section.

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

Vulnerability of the Project to Risks

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.

With measures and standard working practices being implemented, it has been determined that the vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment Cumulative Effects

The Scottish Road Works Commissioner's Interactive Map and Ameys Current Programme of works has not highlighted any works during the proposed timescale and at the location of the works.

A search on Renfrewshire Councils planning portal does not identify any works that will conflict with the works.

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

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

Assessments of the Environmental Effects

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

The following environmental surveys/reviews/consultations have been undertaken:

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environment Team in February 2025.

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.

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:

- 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.
- 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.
- The scheme is not situated in whole or in part in a sensitive area.
- Works are not located within an area designated for its specific landscape character or quality.

Characteristics of potential impacts of the scheme:

- 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.
- No in-combination effects have been identified.
- Noise-intensive activities including hydro demolition, will be required daytime and night-time periods. These works may cause temporary disturbance to nearby

residents and amenity users, particularly those located within 300m of the scheme. Measures such as noise barrier will be in place to prevent noise travelling beyond acceptable limits.

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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