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Environmental Impact Assessment Record of Determination

M8 Junction 26 to KGV Eastbound

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Project Details

Description

The works involve resurfacing and installation of inlays to address structural defects and prevent further deterioration of the carriageway on the M8 between Junction 26 and the King George Viaduct (KGV).

Construction will involve the installation of concrete inlays at depths ranging from 40mm to 110mm covering an area of approximately 26,000m^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 planer;
- 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;
- Mechanical sweeper to collect loose material;
- Road markings and road studs will be applied where necessary; and
- TM removal.

The following plant/machinery/vehicles may be used throughout the scheme:

- Planer;
- Wagon(s);
- Bitumen tank;
- Extrusion liner;
- Paint tanker;
- Paver; and
- Roller(s)

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, over 11 nights. Traffic management will be a combination of overnight closures of the mainline and slip road.

Location

The scheme is located along the M8 Junction 26 in Renfrewshire. The scheme can be found at the following National Grid Reference Points:

Start: NS 50820 66022

End: NS 52702 65903

Please see below Figure 1: Scheme Location Plan

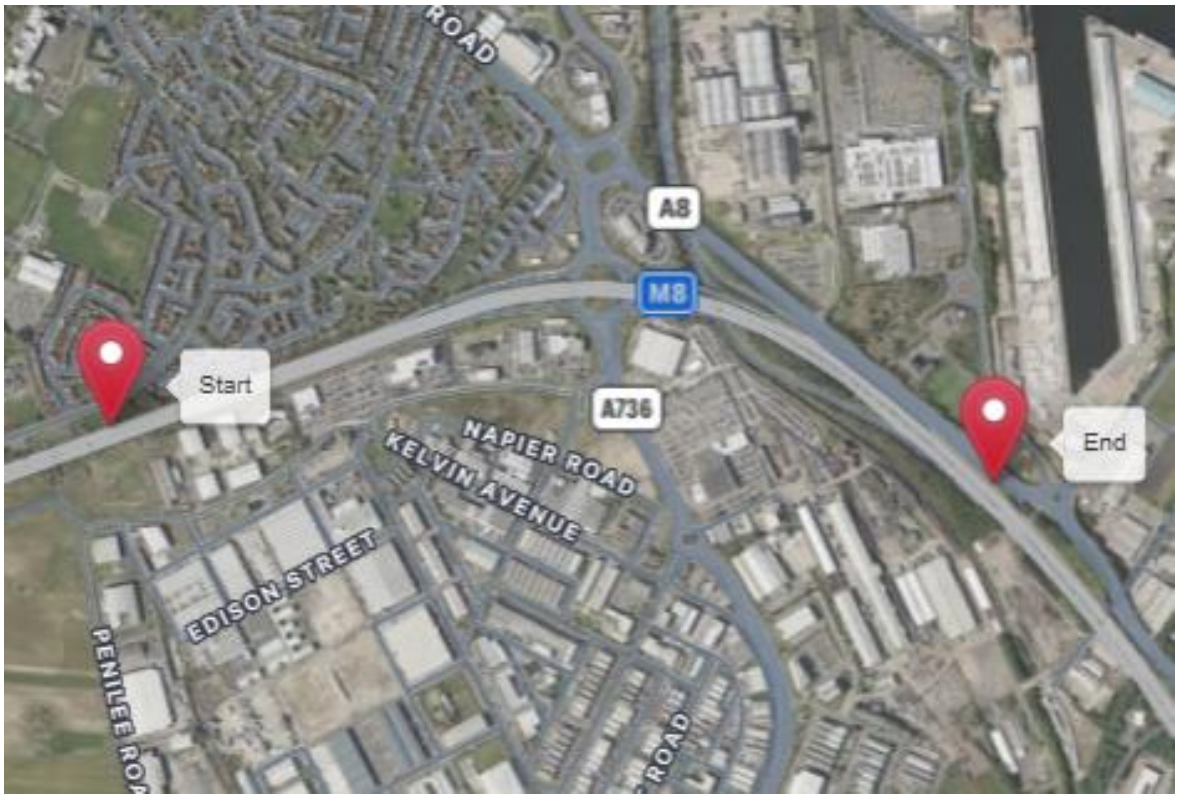

Figure 1: Scheme Location Map - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal Mail copyright and database right [2026]. Contains National Statistics data © Crown copyright and database right [2026].

Description of Local Environment

Air Quality

The scheme is located within an urban area of Renfrewshire surrounded by industrial buildings and retail parks. There are approximately 500 residential properties located within 200m of the scheme extents, the closest one being 35m north located on Cairn Avenue. There are further air quality receptors located within 200m these include:

- Arkleston Primary School located approx. 190m northwest from the start of the scheme
- Premier Inn Glasgow Braehead hotel approx. 85m north.
- Harmony Row Youth Club located approx. 70m north.

Renfrewshire Council have declared three Air Quality Management Areas (AQMA) all out with the scheme extents, these include:

- Paisley AQMA located approx. 3.5km south from the works declared pollutants such as Nitrogen dioxide NO_2, and Particulate Matter PM_{10}.
- Johnston High Street located approx. 9km southwest from the works declared pollutants such as Nitrogen dioxide NO_2.
- Renfrew Town Centre located approx. 1.5km northwest from the works declared pollutants such as Nitrogen dioxide NO_2

Baseline air quality is predominantly influenced by vehicle traffic along the M8. The closest manual count point 80221 within the scheme extents highlights the Annual Average Daily Flow (AADF) of traffic for all motor vehicles in 2023 was 97,242 with 4,614 of those being Heavy Goods Vehicles (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 Waste Transfer Station (waste and waste-water management) located approx. 1km east from the works.

Cultural Heritage

A desk-based assessment was undertaken using Pastmap. A study area of 300m was used for designated cultural heritage assets however none were identified. An area of 200m was used for non-designated cultural heritage assets. See Table 1 below for full details.

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
Deanfield	Ref: 92679 Ref: 19090	Canmore & HER	130m north
Renfrew, Braehead Retail Park, Archaeological Survey; Trial Excavations	Ref: 723	HER	46m north
Glasgow, Hillington	Ref: 359919	Canmore	140m south

Landscape and Visual Effects

The lack of vegetation screening along certain sections of the scheme extents and the raised elevation of the M8, suggests that residential properties and surrounding businesses as well and any recreational paths will have a view of the 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 Landscape Character Type (LCTs) Map identifies the Landscape Character Assessment as 'Urban'.

According to the Historic Landscape Assessment (HLA) Map the land surrounding the scheme extents has previously been classified as 'rough grazing' areas.

Pastmap has not identified any Garden & Designed Landscapes within 500m of the scheme extents.

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 National Biodiversity Network (NBN) Atlas has highlighted the following Invasive Non-Native Species (INNS) within 500m of the works, however, no INNS have been identified within the scheme extents:

- Japanese knotweed (*Fallopia japonica*) located approx. 300m north.
- Himalayan balsam (*Impatiens glandulifera*) located approx. 300m north.

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool highlights the following target species, Rosebay willowherb (*Chamaenerion angustifolium*), Common ragwort (*Jacobaea vulgaris),* and Broad leaf dock *(Rumex obtusifolius)* scattered along the verge of the M8.

A competent ecologist has ruled out the need for a site visit. This conclusion is based on the highly urbanised nature of the surrounding environment and the limited scope of the proposed works, which are confined to existing the existing carriageway and do not involve any verge disturbance.

Geology and Soils

SiteLink notes 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 scheme extents, Scotland Soil Map has not identified any soil data within the scheme extents.

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

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.

The excavations will be shallow and therefore not be deep enough to affect the superficial deposits or bedrock. Also, as the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the project does not carry the potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated, and geology and soils has been scoped out of requiring further assessment.

Material Assets and Waste

Table 2: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	Bituminous surfacing materials (TS2010 binder/base); Vehicle fuel; Road marking materials and studs; Oil; and Lubricant.	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

Activity	Material Required	Origin/ Content
		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.

Table 3: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	Asphalt Planings	Environmental Authorisations (Scotland) Regulations (EASR) classes waste asphalt (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 can be fully recycled in accordance with SEPA's 'Activities exempt from waste management licensing – Paragraph 13(a). 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

The scheme is located an urban area within Renfrewshire surrounded by industrial buildings and retail parks. There are approximately 700 residential properties located within 300m of the scheme extents, the closest one being 35m north located on Cairn Avenue. There are further noise sensitive receptors located within 300m these include:

- Arkleston Primary School located approx. 190m northwest
- Premier Inn Glasgow Braehead hotel approx. 85m north.

- Harmony Row Youth Club located approx. 70m north.

Baseline noise levels are influenced by vehicle traffic along the M8. The closest manual count point 80221 within the scheme extents highlights the Annual Average Daily Flow (AADF) of traffic for all motor vehicles in 2023 was 97,242 motor vehicles with 4,614 of those being 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) 2024-2028 and the Glasgow agglomeration: noise action plan, the scheme extents are not located within a Candidate Noise Management Area (CNMA).

According to Scotland Noise Map during daytime hours the modelled noise within the scheme extents ranges from 81dB to 75dB LDAY and during night-time hours the noise within the scheme extents ranges from 72dB to 65dB LNGT.

Population and Human Health

Core path Scotland has highlighted five core paths within 300m of the works, these include:

- REN/32 located 90m north
- REN/10 located 276m northwest
- REN/8 located 110m north
- REN/23 located 55m north
- REN/3 located 70m west

There are also 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 closest watercourse is Clyde Estuary - Inner (inc Cart) (ID: 200510) which is located approx. 230m north from the end of the works. This has a moderate overall ecological rating.

SEPA's Flood Maps does not highlight any surface or river water flooding within the scheme extents.

The groundwater within the scheme extents is identified as Govan Sand and Gravel (ID: 150779) which also has a 'good' 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.
- 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.

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);
- Cutting, grinding, or sawing equipment will be fitted 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 is 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;
  - 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.

The residual effects are considered not significant and does not warrant any further assessment 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. The Renfrew, Braehead Retail Park, Archaeological Survey; Trial Excavations - was undertaken in 1996 and nothing was identified.
- 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, including coins, pottery or bones 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

- 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.

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 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.
- There will be no impacts to the target species identified along the verge of the M8 as the works will remain within the carriageway boundary.

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 NMC, Amey, on behalf of transport Scotland, has been asked to keep a record of various target species, including Rosebay willowherb and Common ragwort. Works will not cause the spread of this species, if works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.

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.

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 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.
- 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.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste.

Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and Vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.
- Noisy works such as the use of heavy machinery are required during night-time hours, which could cause disturbance for the close residents and amenity users such as the Premier Inn Glasgow Braehead hotel. It is also anticipated that noisy works could cause some day-time disturbance.
- There are no anticipated impacts on noise and vibration following the completion of works.

Mitigation

- 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.
- Unnecessary revving of engines will be avoided and engines will be switched off equipment when not in use.
- Drop height of materials will be minimised.
- ‘Soft start’ techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The noisiest works will be completed before 23:00 where feasible.
- Due to nighttime programming, Renfrewshire Council has been notified of the works.
- A letter drop will be undertaken to notify the close residential properties to the scheme.
- All site operatives will be briefed with a Noise and Vibration Toolbox Talk before works commence.

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

- TM has potential to cause temporary levels of disruption to road users and bus timetables (i.e. congestion and increased travel times).
- 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.
- All WCH users including the 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.

With best practice mitigation measures in place, no significant effects are anticipated on Population and Human Health.

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 (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 6, GPP 8, 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

- 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 not significant.

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 of Cumulative Effects

The Scottish Road Works Commissioner's Interactive Map and Ameys Current Programme of works has not identified any planned activities at the location or within the proposed construction timescale. The proposed works have been programmed to commence following completion of the M8 Hillington Interchange works. It is anticipated that the project will make use of the existing traffic management arrangements already in place for the Hillington works, thereby reducing the need for additional traffic management measures and associated disruption.

A search on Renfrewshire Councils planning portal does not identify any works that will 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, 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 April 2026
- Due to nighttime programming, Renfrewshire 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:

<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 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.
- No in-combination effects have been identified.

References of supporting documentation

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in April 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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