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Environmental Impact Assessment Record of Determination

M8 Jct. 25 EB

Contents

Project Details

Description

Amey has been commissioned by Transport Scotland to carry out resurfacing works on the M8 at Junction 25 along the Eastbound (EB) carriageway. The works will consist of carriageway inlays to address structural defects and prevent further deterioration of the carriageway.

Construction will involve the installation of asphalt inlays at depths ranging from 50mm to 90mm covering an area of approximately 12,843m^2. The surface will be milled to the specified depths and subsequently resurfaced using a paver to match the thickness of the removed material. A hot-applied bitumen sealant will be used to seal the joints between the new and existing surfaces at both ends of the scheme. In addition to the resurfacing works, two missing signs will be placed along the verge and one Vehicle Restraint System (VRS) terminal will be replaced within the central reserve.

Construction activities include:

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

The plant and machinery required will include:

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

Construction will be undertaken in February 2026 (exact date to be confirmed). Construction is likely to take place at night over approximately 10 nights. Traffic Management will likely consist of overnight closures.

Location

The scheme is located along the M8 At junction 25 along the East Bound Carriageway. The scheme extents can be found at the following National Grid Reference (NGR) Points:

- Start: NS 53073 65428
- End: NS 53685 64700

The associated verge works can be found at the following NGRs:

- Missing Sign: NS 53172 65279
- Missing Sign: NS 53525 64789
- VRS Terminal: NS 53439 64839

Please see Figure 1: Scheme Location Plan in Appendix A.

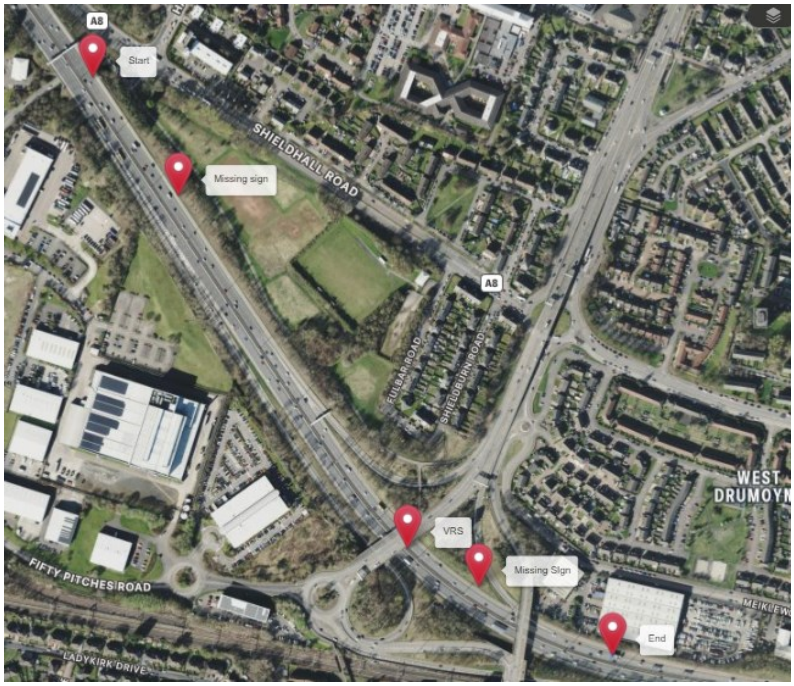

Figure 1: Scheme Location Map - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2025]. Contains Royal Mail data © Royal Mail copyright and database right [2025]. Contains National Statistics data © Crown copyright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

Description of Local Environment

Air Quality

The scheme is located 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 east from the carriageway. Non-residential air quality receptors within 200m include:

- Cardonald Park / St Anthony's Football Club located approx. 95m east from the works; and
- Queensland Community Park located approx. 145m south from the works.

Glasgow City Council has declared one Air Quality Management Area (AQMA) located approx. 4.4km northeast from the scheme extents. There are no air quality monitoring sites located within 200m of the works.

Baseline air quality is likely to be influenced by vehicle traffic along the M8 carriageway. The closest manual count point along the M8 (80219) records that the Annual Average Daily Flow of Traffic (AADF) in 2024 for all motor vehicles along the M8 was 145,760 with 5,146 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. 450m north from the works. This SPRI is described as being within the 'Energy Sector' and releases pollutants such as Carbon Dioxide; and
- Princes Beverage distributor located approx. 600m north from the works. This SPRI is described as within the animal and vegetable products from the food and beverage sector and releases pollutants such as Nitrogen oxides, NO and NO_2.

Cultural Heritage

A desk-based assessment was undertaken using Pastmap. A study area of 300m was used for designated cultural heritage assets and an area of 200m was used for non-designated cultural heritage assets. See Table 1 and Table 2 below for full details.

Table 1: Designated Cultural Heritage Assets within 300m

Name	Reference Number	Description	Distance from Scheme
470, 480, 490, 500 And 510 Shieldhall Road, Hardgate Road, Luma Tower	LB33308	Listed Building (category B)	130m north.

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

Name	Reference Number	Description	Distance from Scheme
470, 480, 490, 500 And 510 Shieldhall Road, Hardgate Road, Luma Light Factory	N/A	Canmore and Historical Environmental record (HER)	130m north.
Govan Burgh Survey	1441	HER	80m north
Desk-Based Assessment and Field Survey: Glasgow Airport Rail Link Environmental Statement / Archaeology And Cultural Heritage	3305	HER	50m south
Glasgow, Moss Road, Cardonald Station	163835 & 73263	Canmore and HER	55m south
Glasgow, 81-7 Meiklewood Road, Clydesdale Engineering Works	144505	HER	20m north

Landscape and Visual Effects

The scheme is located along the M8 within an area predominantly characterised by industrial land use, with some residential properties situated adjacent to the carriageway approx. 90m east. The primary views from the scheme are dominated by vegetation lining both sides of the road thus providing screening for the properties in question. Whilst no residential properties directly adjacent will have direct visibility of the works, residents on the upper floors of nearby high-rise flats may have partial views of the construction. Although the scheme contains no footpaths, one core path (C154D) crosses it along the A739. Users of this route will have views over the scheme extents.

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 comprises of recreation areas, motorway and major roads and industrial or commercial areas.

Biodiversity

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

The National Biodiversity Networks (NBN) Atlas and Amey's SW database has not highlighted any protected species within 500m of the scheme extents.

The NBN Atlas has not highlighted any Invasive-Non-Native Species (INNS) within the verge of the scheme extents however, this resource has highlighted the following species present within 500m of the works:

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

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool has highlighted the target species rosebay willowherb *(Chamaenerion angustifolium)* present along the M8 carriageway verge.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource, and, in turn, a site visit was scoped out. The transient nature of the works combined with the requirement of the majority of the works to be contained within the pavement boundary has allowed for this conclusion.

Geology and Soils

NatureScot's SiteLink resource 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

- 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

- 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 data regarding soil type within the scheme extents due to the urban nature of the works location.

Material Assets and Waste

Please see below Table 3 and 4 for materials and wastes required.

Table 3: Key materials required for activities.

Activity	Material Required	Origin/ Content
Construction	• TS2010 Surface Course; • AC20 Bituminous Binder; • AC32 Bituminous Base; • Vehicle fuel; • Road marking materials; • Road studs; • Oil; • Lubricant; • New Signs/sign posts; • New VRS terminal; and • Concrete for signs.	• A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course • TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. • All of the materials listed will contain a % of recycled material. The rest will come from primary sources. • A concrete mix using cement replacement products is proposed.

Table 4: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Road planings (inert bituminous materials); • Vegetation from siding out; • Old VRS terminal; • Road paint; and • Old road studs.	• Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. • At this time surfacing may be planed and reused in-situ, ex-situ or recovered as a feedstock in the manufacture of new surfacing material or other products. • Due to the general size, nature and cost of the scheme, a Site Waste Management Plan (SWMP) will be required for the scheme

Noise and Vibration

The scheme is located along the M8 carriageway in Glasgow City centre surrounded by industrial parks and residential properties. There are over 100 residential properties located within 300m of the works, the closest one being approx. 90m east from the carriageway. The following non-residential noise sensitive receptors within 300m include:

- Cardonald Park / St Anthony's Football Club located approx. 95m east from the works; and
- Queensland Community Park located approx. 145m south from the works.

Baseline noise is likely to be influenced by vehicle traffic along the M8 carriageway. The closest manual count point along the M8 (80219) records that the AADF in 2024 for all motor vehicles along the M8 was 145,760 with 5,146 of those being HGVs. The volume and composition of this traffic particularly the presence of HGVs are key contributors to baseline ambient noise levels within the scheme extents.

According to the Transportation Noise Action Plan (TNAP) 2019-2023 and Glasgow Agglomeration – Noise Action Plan, the scheme extents are not located within a Candidate Noise Management Area (CNMA) suggesting that the area is not currently prioritised for strategic noise mitigation.

According to Scotland Noise Map, existing noise levels within the scheme extents range from approximately 67 dB to 80 dB (Lday) during daytime hours and from 60 dB to 73 dB (Lnight) at night. At the nearest identified receptor, baseline noise is recorded at around 67 dB during the day and 58 dB during the night, providing a representative indication of current acoustic conditions in the area.

Population and Human Health

A 300m study area was undertaken due to the like-for-like nature of the works. The scheme is located along the M8 carriageway in Glasgow City centre surrounded by industrial parks and residential properties. There are over 100 residential properties located within 300m of the works, the closest one being approx. 90m east from the carriageway. The following community facilities are present within 300m:

- Cardonald Park / St Anthony's Football Club located approx. 95m east from the works;
- Queensland Community Park located approx. 145m south from the works; and
- Cardonald Train Station located approx. 100m south from the works.

According to Core Path Plan Scotland there is one core path (C154D) that runs over the scheme along the A739. There are no footpaths located adjacent to, or within the scheme extents and no National Cycle Routes or bridleways located within 300m of the scheme extents.

While the M8 carriageway 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, however there is one slip road located within the scheme extents that leads to the A739 carriageway. The closest agricultural land is located approx. 2km east from the works.

Road Drainage and the Water Environment

According to the Scottish Environment Protection Agency (SEPA)'s Water Classification Hub there are no watercourses designated under the Water Framework Directive (WFD) located within 500m of the works. The Clyde Estuary - Inner (inc. Cart) (ID: 200510) is located approx. 600m north and has a 'Moderate' ecological potential under the WFD.

According to SEPA Flood Maps there is no evidence of the scheme extents being susceptible to flooding.

The underlying groundwater body is identified as Govan Sand and Gravel (ID: 150779), which is classified as having 'Poor' overall ecological potential under the WFD.

Surface water runoff along the M8 carriageway 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.

Climate

Carbon Goals

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

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

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

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

Transport Scotland remains committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland, and Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the South West Network Management Contract (SW NMC) network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

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

Description of Main Environmental Impacts and Proposed Mitigation

Air Quality

Impacts

- On site construction activities such as planing of the surface and use of 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 impacts on Glasgow AQMA due to distance from the scheme extents.

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.

Mitigation

- 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.

In accordance with DMRB Guidance document LA 106: Cultural Heritage Assessment, no further assessment is required.

Landscape and Visual Effects

Impacts

- The works will result in temporary changes to the surrounding landscape, primarily due to the implementation of short-term traffic management measures.
- Due to night-time programming, construction site lighting during night-time hours could cause disturbance for residential properties in close proximity.
- All areas impacted by the works (such as damage to the soft-state verge) will be fully reinstated to their original condition, ensuring no long-term visual effects on the surrounding 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.
- 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 and excessive noise from construction activities could cause disturbance to any surrounding nocturnal species.
- There will be no impacts on the INNS located within 500m of the scheme extents as all works are located within the carriageway boundary.
- Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species, and pollution of habitats.

Mitigation

- Due to nighttime programming, any artificial lighting required will be hooded and directed specifically at the work area to minimise light spill and disturbance to nocturnal species, including those near ecological receptors such as dense woodland. In the event that any protected species are encountered during the works, all activity must cease immediately, and a member of the ET&S Team will be contacted for further guidance.
- '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, Amey, on behalf of Transport Scotland, have been asked to keep a record of various target species, including rosebay willowherb. Works will not cause the spread of these species, if works are likely to result in the spread of these species through disturbance, the landscaping team will be consulted.

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

- Resurfacing works will be confined to the existing carriageway boundary and previously engineered layers. As such, it has been determined that these works pose no risk of direct or indirect impacts to underlying geology or soils.
- The sign installation works along the verge and central reserve VRS end terminal replacement 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 soil 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 (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 fuel, oil and other chemicals required for use will be stored securely with drip trays used appropriately and stored under any 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.
- Dust suppression systems, such as dampening down or use of collection vacuums, will be used when cutting concrete.

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.
- 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 GHG emissions on climate change.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally. Not all materials will be able to be reused/recycled and will require landfilling.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Uncontaminated road planings generated as a result of the works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.
- From November 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 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 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 nighttime hours.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- There may be an increase in road traffic where the diversion routes are located.
- 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 nighttime programming.
- It is anticipated that the noisiest works (planing) will be completed before 23:00 where feasible.
- A soft start to the works will be implemented, whereby plant/machinery is turned on sequentially as opposed to simultaneously.
- Materials being dropped from height will be minimalised.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- No plant, vehicles or machinery will be left idling when not in use.
- Amey's environmental briefing on Noise and Vibration will be delivered to all site operatives before works start.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

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 C154D as all works are located within the M8 highway boundary and will not affect the use of the Core Path.

Mitigation

- A letterbox drop will be undertaken for properties within close proximity of the scheme, detailing construction activities due to nighttime programming.
- 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 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.
- If flooding occurs, this may delay the scheduled works.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
    - The Amey control room will be contacted if any pollution incidences occur (available 24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (particularly GPP 1, GPP 2, GPP 6, GPP 8, and GPP 22).
- If the mixing of concrete on site is required, site operatives will apply suitable controls to prevent the mixture escaping to the surrounding environment:

- All mixing will take place a minimum of 10m away from watercourses and drains where possible.
- All drains within proximity to any mixing will be securely covered or sealed off.

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.

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

Construction activities are confined to the carriageway boundary, reducing the risk of major accidents or environmental disasters.

Considering the above, the vulnerability of the project to of major accidents and disasters is considered to be low.

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 activities.

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

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

Assessments of the Environmental Effects

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

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

- Environmental Scoping Assessment (ESA) undertaken by Amey's Energy Transition & Sustainability Team in December 2025.
- Consultation with Glasgow City Council's Environmental Health Department in December 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.

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

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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