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Environmental Impact Assessment Record of Determination

M8 Junctions 10 – 11 westbound and M8 Junctions 11 - 12 westbound

Contents

Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the M8 carriageway at Junctions 10-11 and 11-12 along the Westbound (WB) carriageway. The works will consist of carriageway inlays to address structural defects and prevent further deterioration.

Construction works at junctions 10, 11, and 12 will be delivered in two phases. Phase 1 involves installing concrete inlays at depths ranging from 30mm to 300mm across an area of approximately 37,800 m². The existing surface will be milled to the specified depths and resurfaced using a paver to match the original thickness. A hot-applied bitumen sealant will then be used to seal joints between the new and existing materials at both ends of the scheme. Phase 2 will focus on verge works. Further construction details are listed below:

Phase 1:

- 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;
- Mechanical sweeper to collect loose material;
- Road markings and road studs will be applied where necessary; and
- TM removal.

Phase 2:

- Minimal vegetation clearance, primarily restricted to surface grass
- Renew filter drains within the verge using a bucket excavator.
- Traffic sign upgrades within the verge, with all associated works carried out by hand excavation.

The proposed construction is programmed to be undertaken and completed within the 2025-2026 financial year, proposed for January 2026. The duration of the works is approximately nine nights for J10–11 and nine nights for J11–12, carried out consecutively during nighttime hours.

The TM will consist of overnight closures with an alternative diversion route in place. The diversion route comprises:

- J11 to 12 TM: overnight closures, diversion is via M8 Jct 11 WB off slip heading south on Stepps Rd (B765) towards the A8 (Edinburgh Road) heading west. Continue west and turn north on the A80 (Cumbernauld Rd) and rejoin the M8 at Jct 12 WB on slip.
- J10 to 11 TM: overnight closures, diversion via M8 J10 off slip to Bartiebeith Road, join A8 Edinburgh Road westbound, head north on B765 Stepps Road to join M8 WB at J11.

Location

The scheme is located along the WB Carriageway of the M8 at Junctions 10, 11 and 12 within Glasgow City Council Area. The works can be found at the following National Grid References (NGRs) (Figure 1):

- Start J10 - 11: NS 66507 65962
- End J10 – 11: NS 65118 66083
- Start J11 – 12: NS 65010 66065
- End J11- 12: NS 64024 66096

The verge works within J11 - 12 can be found at the following NGRs:

- Sign 1: NS 64353 65953
- Sign 2: NS 64070 66042
- Filter drain start: NS 64350 65952
- Filter drain end: NS 64212 65967

The verge works within J10 – 11 will be the full stretch of the planned resurfacing 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 [2023]. Contains Royal Mail data © Royal Mail copyright and database right [2025]. Contains National Statistics data © Crown copyright and database right [2025].

Description of Local Environment

Air Quality

The scheme is located along the M8 in the east of Glasgow. This location is characterised by its dense residential setting with over 100 residential properties located within 200m of the works. Further non-residential air quality receptors within 200m of the works include the following:

- Cranhill community gardens located approx. 110m south.
- Cranhill Development Trust community centre located approx. 165m south.
- Croftcroighn Park located approx. 60m north.

Glasgow City Council have declared three Air Quality Management Areas (AQMA), however none are located within 200m of the scheme extents. There are no air quality monitoring stations located within 200m of the works.

Baseline air quality is likely to be influenced by vehicle traffic along the M8 carriageway. According to data from the nearest manual count point (1000) the Annual Average Daily Flow of Traffic (AADF) in 2024 for all motor vehicles along the M8 was 79,900 with 4,893 of those being Heavy Good Vehicles (HGVs).

A review of the Scottish Pollutant Release Inventory (SPRI) confirms that no registered pollutant-emitting facilities are located within a 1km radius of the scheme extents.

Cultural Heritage

A desk-based assessment was undertaken using Pastmap. The study area included a 300m buffer for designated cultural heritage assets; none were identified within this area. This refers to designations including World Heritage Sites, Scheduled Monuments, Battlefields and Listed Buildings.

Approximately 30 non-designated cultural heritage assets are located within 200m of the scheme extents. Please refer to Table 1 below for a full list off assets within the scheme extents.

Table 1: Non-Designated Cultural Heritage Assets within 300m

Name	Reference Number	Description	Distance from Scheme
Monkland Canal, Queenslie Bridge, Glasgow	Ref: 171662, Ref: 46616	Canmore and Historic Environmental record (HER)	Within the scheme extents
M8, Monklands Motorway, Garthamlock, Auchinlea Park Footbridge	Ref: 184742, Ref: 48015	Canmore and HER	Within the scheme extents
M8, Monklands Motorway, Section Between Junction 11 And Auchinlea Park Footbridge	Ref: 184740, Ref: 184741	Canmore and HER	Within the scheme extents
Monkland Canal, Glasgow	Ref: 171663, Ref: 46615	Canmore and HER	Within the scheme extents
Glasgow, Monkland Canal, Pipe Line	Ref: 197810, Ref: 47898	Canmore and HER	Within the scheme extents
Monkland Canal, Milncroft Bridge, Glasgow	Ref: 171643, Ref: 47449	Canmore and HER	Within the scheme extents
Monkland Canal, Gartcraig Bridge, Glasgow	Ref: 197801, Ref: 197801	Canmore and HER	Within the scheme extents

Landscape and Visual Effects

Landscape

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.

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

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

According to the Historic Landscape Assessment (HLA) Map, the landscape surrounding the scheme extents is classified as Motorway and Major Roads, Managed Woodland Industrial or Commercial Area and Recreation Area.

Visual

The predominant views from the scheme are characterised by vegetation lining both sides of the road. As a result, visibility of the proposed works will generally be limited. The most noticeable views are likely to occur from the adjacent high-rise residential blocks, where upper-floor occupants may experience partial or elevated views of the works.

In addition to these residential receptors, transient receptors such as road users will experience intermittent and short-duration views as they travel along the route. These views will typically be filtered by existing vegetation and roadside features, reducing the overall visual impact.

Biodiversity

Protected areas

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 any local designations such as Local Nature Reserves within 1km of the scheme extents.

Invasive plants

The NBN Atlas has highlighted the following Invasive Non-Native Species (INNS) within 500m of the works:

- Giant Hogweed (*Heracleum mantegazzianum*)
- Japanese Knotweed (*Fallopia japonica*)
- Rhododendron (*Rhododendron ponticum*)
- Japanese Rose (*Rosa rugosa*)

Ameys Southwest database highlights Giant Hogweed at NGR: NS 65956 66112 and Japanese Knotweed at NGR: NS 65082 66069 along the verge of the M8 within the scheme extents.

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool has highlighted the target species Rosebay Willowherb (*Chamaenerion angustifolium*), Common Ragwort (*Jacobaea vulgaris*), Creeping Thistle (*Cirsium arvense*) and Japanese Knotweed along the verge.

Field Survey

Due to the scope of works including verge works involving filter stone replacement and verge clearance, two competent ecologists have undertaken a Preliminary Ecological Walkover (PEW) prior to construction.

Geology and Soils

Geology

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

Bedrock geology comprises (The British Geology Viewer):

- Western Midland Valley Westphalian to Early Permian Sills - Olivine-microgabbro. Igneous bedrock formed between 319 and 272.3 million years ago during the Carboniferous and Permian periods.
- Scottish Middle Coal Measures Formation - Sedimentary rock cycles, coal measure type. Sedimentary bedrock formed between 318 and 315.2 million years ago during the Carboniferous period.

Superficial deposits consists (The British Geology Viewer) of:

- Lacustrine Deposits - Silt and clay. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

Soils

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

All works are contained to the engineered layers of the existing carriageway, resulting in limited potential for disturbance to geology and soils. As such, geology and soils has been scoped out of requiring further assessment in line with DMRB Guidance document LA 109: Geology and Soils.

Material Assets and Waste

Materials

Table 2 below outlines the materials and source of materials required for the work activities:

Table 2: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	• TS2010 Surface Course • AC20 Bituminous Binder • AC32 Bituminous Base • Vehicle fuel • Road marking materials • Road studs • Oil • Lubricant • New filter drain material • New traffic sign faces	TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical stone mastic asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate source. A proportion of RAP is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course. All of the materials listed will contain a % of recycled material with the remaining requirement sourced from primary materials..

Table 3 below, outlines the waste arising from the work activities.

Table 3: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Construction	• Old traffic sign faces and posts • Old filter drain material • Asphalt planings	Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings . From November 1st, 2025, these exemptions will be phased out in favour of Environmental Authorisations (Scotland) Regulations (EASR). However, where planings meet SEPA's criteria, they will be fully recycled.

Activity	Waste Arising	Disposal/ Regulation
		It is Amey policy to reuse or recycle as much waste material as possible. Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As the works are classified as two separate schemes, and the combined value of each scheme does not exceed £350,000, a Site Waste Management Plan (SWMP) is not required.

Noise and Vibration

The scheme is located along the M8 in the east of Glasgow, where baseline levels are primarily influenced by traffic from the M8. For AADF details, please refer to the Air Quality section above.

Scotland Noise Map notes that the noise within the scheme extents ranges from between 67dB and 80dB LDAY during daytime hours and 60dB and 70dB LNGT during night-time hours. The noise data from the closest receptor during daytime hours is 61dB LDAY and 55dB LNGT during nighttime hours.

There are over 200 residential properties located within 300m of the works. Further non-residential noise receptors within 300m of the works include the following:

- Cranhill community gardens located approx. 110m south
- Cranhill Development Trust community centre located approx. 165m south.
- Croftcroighn Park located approx. 60m north.
- Elmcroft Nursery School located approx. 205m north.
- Quarriers Ruchazie Nursery is located approx. 283m north.

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

Population and Human Health

The scheme is located along the M8 in the east of Glasgow. This location is characterised by its dense residential setting with over 200 residential properties

located within 300m of the works. Further community facilities within 300m of the works include:

- Cranhill community gardens located approx. 110m south
- Glasgow Fort Shopping Centre located approx. 100m north.
- Cranhill Development Trust community centre located approx. 165m south.
- Croftcroighn Park located approx. 60m north.
- Elmcroft Nursery School located approx. 205m north.
- Quarriers Ruchazie Nursery is located approx. 283m north.

According to Core path Scotland, there are several core paths located within 300m of the scheme extents, however core path C73A runs over the M8 carriageway within the scheme extents. There are no National Cycle Routes or bridleways located within 300m of 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

Surface water

According to Scottish Environment Protection Agency (SEPA)'s Water Classification Hub there are no designated watercourses located within 500m of the scheme extents. Hogganfield Loch is located approx. 870m north from the works.

Surface water drainage along the M8 is controlled via roadside gullies located on both sides of the carriageway.

Groundwater

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

The scheme area is not located within a designated Nitrate Vulnerable Zone .

Flood risk

SEPAs Flood Maps has highlighted a high likelihood of surface water flooding along the M8 along the scheme extents. This suggests that each year this area has a 10% chance of flooding.

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

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 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.
- Taking into account the nature and scale of the works and the following mitigation measures below, the risk of significant impacts to air quality are considered to be low, and any impacts will be for the duration of the works only.
- During construction for both phase 1 and phase 2 works, 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.
- There are no changes to traffic flow characteristics post-construction (composition, speed or flows) and any air quality impacts will be short-term.

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 (stockpiles will be covered or fenced 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; and
- 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.

The following additional mitigation measures will be implemented:

- When not in use, plant and vehicles will be switched off and there will be no idling vehicles.
- All 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

- Works are unlikely to physically alter the non-designated assets located within the scheme extents as they are not physical in nature; therefore, they will not be impacted by construction activities.
- 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.

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

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

Landscape and Visual Effects

Impacts

- The works will result in temporary changes to the surrounding landscape, primarily due to the implementation of short-term traffic management measures.
- As the works are minor, short in duration, and undertaken on a like-for-like basis, no permanent changes to landscape features or views are anticipated. Any temporary visual effects will be confined to receptors in close proximity, primarily road users who will experience brief, transient views of plant and equipment within the verge during construction.
- No residual landscape or visual impacts are anticipated post-construction, with the improved road surface being the only visible change.

Mitigation

- The existing landscape's appearance will be retained as much as possible to maintain its current character by limiting vegetation removal to surface grass within the verge and ensuring that any new materials introduced, such as those for filter drains or signage are carefully selected to match or complement the existing roadside appearance, promoting visual integration.
- 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.
- The site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.

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 protected species.

- There will be no impact on the invasive non-native species (INNS) identified along the verge, as all occurrences are located outside the designated buffer zone.
- Site activities such as the replacement of the filter drains may temporarily impact local biodiversity due to increased vehicle presence, potential disturbance to protected species, and the risk of habitat pollution.

Mitigation

- Due to nighttime programming for the works, 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, 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.
- Operatives will take measures to prevent the spread of any Invasive plants identified within the scheme extents. A toolbox talk on Invasive Plants will be briefed to operatives.
- All site personnel and visitors to the proposed works area will be briefed on the specific ecological constraints of the works through a targeted in-house 'toolbox talk' for protected species.
- As part of the Network Management Contract, Amey, on behalf of Transport Scotland, has been asked to keep a record of various target species, including Rosebay willowherb, Common ragwort and Creeping thistle. Works will not cause the spread of these species, if works are likely to result in the spread of these species through disturbance, the landscaping team will be consulted.

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.
- Works in the verge may result in minor soil disturbance, which can create adverse conditions, including erosion and polluted soils.

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 chemical or fuel containers.
- There will be no unnecessary storage of materials or parking of vehicles on soft ground or grassy areas, as this may destroy the soil structure and damage grass. Hardstanding will be provided. If damage occurs proper re-instalment will be carried out as specified.
- If any unusual odours or soil colourations are identified during the works, the works will cease, and the environmental team will be notified.

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

Therefore, in accordance with DMRB Guidance document LA 109: Geology and Soils, no further assessment is required.

Material Assets and Waste

Impacts

- Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period, which will reduce the need for further materials and wastes.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The works will result in contribution to resource depletion through use of virgin materials.
- The Contractor is responsible for the management and disposal of road planings arising from the works. All waste will be managed in accordance with the Environmental Authorisations (Scotland) Regulations 2025, under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy. Landfill disposal will only be considered where recovery or reuse options are not practicable.

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 waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.

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

With best practice mitigation measures in place, no significant effects are predicted for materials and wastes. Therefore, in line with DMRB Guidance document LA 110: Material Assets and Waste no further assessment is required.

Noise and Vibration

Impacts

- Construction activities associated with the proposed works have the potential to cause noise and vibration impacts to nearby noise sensitive receptors, through the use of paver planers and roller wagons during nighttime hours.
- Traffic volumes may rise along diversion routes during the works, which could lead to increased noise levels in these areas. This may temporarily affect nearby residents and sensitive receptors.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- Post-construction, no adverse noise or vibration impacts are anticipated. The improved road surface will not change the traffic speed or flows, and ambient noise levels are expected to return to pre-construction conditions.

Mitigation

- Mitigation measures follow Best Practicable Means as outlined in British Standard (BS) 5228:2009+A1:2014. The standard provides specific detail on suitable measures for noise control in respect to construction operations.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. Where night-works are to be undertaken, the noisiest works will be undertaken before 23:00 where possible.
- 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.
- Glasgow City Council Environmental Health Department has been notified of the works due to the night-time programming.
- Amey's Noise and Vibration environmental briefing will be delivered to all site operatives before works start.
- Advance notification letters will be distributed to residents within close proximity to the works.
- Regular updates will be posted on relevant social media channels to inform the wider community of progress and any changes to the schedule and provide real-time updates on traffic diversions or temporary restrictions.

With best practice mitigation measures in place, no significant effects are predicted on Noise and Vibration as the works will be transient.

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

Population and Human Health

Impacts

- TM has potential to cause temporary levels of disruption to road users and bus timetables (i.e. congestion and increased travel times).
- There will be no impact on land take from private land and/or community facilities as a result of the scheme.
- There will be no impact on Core path C73A as all works are located within the highway boundary and will not affect the use of the Core Path.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.

With best practice mitigation measures in place, no significant effects associated with Population and Human Health are predicted.

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

Road Drainage and the Water Environment

Impacts

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

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc
- The control room will be contacted if any pollution incidences occur (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 noted above, 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 investigation 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 proposed works.

Assessments of the Environmental Effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result 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.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No significant effects on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- This scheme is not situated in a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.
- 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.

References of Supporting Documentation

- Environmental Scoping and Screening Assessment (ESA) was undertaken by Amey's Environment Team in November 2025.
- Preliminary Ecological Walkover (PEW) was undertaken by Ameys Ecology Team in December 2025.

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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