



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M8 Junction 15 Eastbound

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Project Details

Description

The works are being undertaken to improve the safety and quality of the M8 carriageway at Junction 15 (J15) eastbound (EB). During site investigations, surface defects (fretting/chip loss) and structural defects (rutting/longitudinal/transverse) were identified.

The works will consist of two treatments including surface dressing and pre-patching of existing defects over an area of approximately 13,000m².

Construction activities include:

- Implementation of Traffic Management (TM);
- Milling out of existing material by road planer;
- Loader used to collect and move excess material within work area;
- Sweeper to collect loose material;
- 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;
- Road markings and road studs will be applied where necessary; and
- TM removal.

Machinery and plant required will include a roller wagon and paver planer. Materials required will include:

- TS2010 Surface course;
- AC20 Bituminous binder; and,
- AC32 Bituminous base.

The works are expected to commence in November 2023 over nine nights. The TM is currently anticipated to consist of total closures over-night with daytime lane closures. The diversion route will add approximately 12.6km onto existing car journeys.

Location

The scheme is located along the M8 within Glasgow City Centre. The works are being undertaken at the following National Grid References (NGRs) as illustrated in Figure 1 - Scheme Location.

- Start: NS 59537 66363
- End: NS 60541 65925



Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is located on the M8 EB traveling through Glasgow in a predominately built-up area with over 100 residential properties and industrial buildings within 200m of the scheme. This area lies within Glasgow City Council. The closest residential property is approximately 50m north towards the end point of the scheme. There are several receptors to note within 200m:

- Student Halls Buchanan View – approx. 70m south;
- Baird Street Police Station approx. 90m north;
- Powerleague Glasgow approx. 140m southwest; and
- Glasgow Mena Centre – approx. 170 south.

This scheme is located within the [Glasgow City Centre Air Quality Management Area \(AQMA\)](#) and has been declared for:

- Particulate Matter PM₁₀
- Nitrogen dioxide NO₂

Baseline air quality is mainly influenced by vehicles travelling along the M8 and M80 motorways.

There are two points for road statistics data at either end this scheme. At the start of the of the scheme the closest manual count point is [30812](#), the Annual Average Daily Flow (AADF) in 2022 for all vehicles was 150421 with 7,008 of those being Heavy Good Vehicles (HGVs). At the end of the scheme the closest manual point count is [20809](#), the AADF in 2022 for all vehicle was 124184 with 4,388 of those being HGVs.

The air quality monitoring undertaken at the M8 Woodside Viaduct is being assessed out with these works at J16 – J17 on the M8. This suggests that the data from this research is not relevant within the scheme extents.

[Scottish Pollutant Release Inventory \(SPRI\)](#) has record of the following pollutant releases to air within 1km of the scheme:

- Energy Sector Facility: Glasgow Royal Infirmary, Dennistoun (approx. 224m south of the scheme);
- Radioactive Substance Act Activates Facility: BDD Pharma Ltd, Glasgow (approx. 460m south of the scheme);
- Waste and waste-water management Facility: 340/360 Pinkston Road, Glasgow (approx. 525m north of the scheme);
- Animal and vegetable products from the food and beverage sector facility: Wellpark Brewery, Dennistoun, Glasgow (approx. 800m south of the scheme); and,

- Radioactive Substance Act Activates Facility: University of Strathclyde (approx. 816m south of the scheme).

Cultural heritage

A desktop study has been undertaken using [Pastmap](#) to identify any cultural heritage designations within 300m of the scheme extents.

The following non-designated assets have been identified within the scheme extents:

- Laser Scan Survey: Buchanan Tunnel, Glasgow - Historic Environment Record (HER) (Ref: 5717);
- Archaeological Works: Remediation Works at Sighthill, Glasgow - HER (Ref: 6133);
- Glasgow, Townhead Interchange (M8) - HER (Ref: 11746);
- Cut Of Junction, Monkland Canal, Glasgow - HER (Ref: 48576);
- Glasgow, St Roche's Church - HER (Ref: 9369);
- Monkland Canal, Castle Street Coal Wharf, Glasgow - HER (Ref: 48581);
- Monkland Canal, Garngad Hill Bridge, Glasgow - HER (Ref: 47534) and Canmore – (Ref: 169655); and,
- Monkland Canal, Castle Street Basin Wharf, Glasgow - HER (Ref: 48583).

Although there are several cultural heritage features within 300m, with several being within the scheme extents, there is no connectivity between the features and the scheme as the works consist of resurfacing therefore are like-for-like in nature and will remain within the carriageway. Therefore, no impacted are anticipated.

Landscape and visual effects

The scheme is located in an urban area of Glasgow. The surrounding landscape is primarily urban areas with sporadic woodland parcels.

A desktop study using [NatureScot Sitelink](#) has highlighted that the scheme is not situated with a National Park (NP) or National Scenic Area (NSA).

[Pastmap](#) notes the following Garden and Designed Landscape within 300m of the scheme:

- [The Necropolis](#) – Ref: GDL00366 (approx. 180m south). The Necropolis is one of Scotland's first planned garden cemeteries created in Victorian times and contains outstanding tombs and architectural features.

The [Historic Landscape Assessment \(HLA\) Map](#) notes that the scheme is within land classified as Motorway and Major roads with Urban areas and industrial/commercial areas surround the scheme. The [Scottish Landscape Character Type \(LCT\) Assessment](#) Map notes the scheme is located in land that is classified as Urban

which suggests that the scheme is located within a densely populated and built up area.

The works do not fall within any areas designated for their landscape quality.

The views from the road are primarily the surrounding buildings and small areas of trees which run along the carriageway. Views of, and from the road will be temporarily affected during construction due to the presence of works, traffic management and plant.

As the works are minor and operating on a like-for-like basis and will be restricted to the existing carriageway boundary/bridge, no permanent changes to landscape features are predicted, therefore has been scoped out for further assessment.

Biodiversity

The [NatureScot Sitelink](#) online mapping tool identified that the scheme is not situated within 2km of a Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar or Site of Special Scientific Interest (SSSI). There are no Local Nature Reserves identified within 500m of the scheme.

The [NBN atlas](#) has also noted the presence of the following invasive non-native species (INNS) within 1km:

- Japanese knotweed (*Fallopia japonica*); and
- Giant hogweed (*Heracleum mantegazzianum*).

However, none of these INNS were identified within the scheme extent.

A search of Transport Scotland Asset Management Performance System (AMPS) online mapping tool records Rosebay willowherb, Common ragwort, and Broad-Leafed dock along the carriageway within the scheme extents.

A field survey was scoped out due to the nature of the works and that all works will be restricted to the existing carriageway boundary.

Geology and soils

[Nature Scot's SiteLink](#) notes there are no Geological Conservation Review Sites (GCRS) within 2km of the scheme extent.

The [British Geology Viewer](#) notes the geology of the soil within the scheme extents consists of the following:

- 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.

- Upper Limestone Formation - Sedimentary rock cycles, clackmannan group type. Sedimentary bedrock formed between 329 and 324 million years ago during the Carboniferous period.
- Superficial deposits
 - Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

[Scotland's Soils Map](#) notes that there is no soil data within the scheme extents likely due to this location being urban setting. Therefore, no land capability score has been identified.

As works are like-for-like in nature and will remain within the carriageway and require no excavation works, there will be no direct or indirect impact to the geological features and soils within the scheme extent. As such, impact has been assessed as being no change and has been scoped out of requiring further assessment.

Material assets and waste

The proposed scheme shall require a Site Waste Management Plan (SWMP).

Table 1: Key Materials Required for Activities.

Key Materials Required for Activities		
Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • Road surfacing (aggregate and binder); • TS2010 surface course; • AC20 bituminous binder; • AC32 bituminous base; • Bitumen; • Road paint and studs; • Lubricant; • Vehicle fuel; • Oil; • Road studs; and, • Road thermoplastic paint. 	<p>TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA. As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate source.</p> <p>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.</p>

Table 2: Key Waste Arising from Activities.

Key Waste Arising from Activities		
Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> Asphalt plannings (after coring no tar was present within the road cores) 	<p>Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p> <p>No coal tar is expected to be found due to previous investigation works and the age and make-up of the current scheme site.</p>

Noise and vibration

The scheme is located on the M8 going EB through Glasgow in a predominately built-up area with over 100 residential properties and industrial buildings within 300m of the scheme. This area falls within Glasgow City Council. The closest residential property is approximately 50m north toward the end of the scheme and there is very little vegetation screening between the carriageway and the properties. There are several receptors to note within 300m:

- Student Halls Buchanan View (approx. 70m south);
- Baird Street Police Station (approx. 90m north);
- Powerleague Glasgow (approx. 140m southwest);
- Glasgow Mena Centre (approx. 170 south);
- St Mungos RC Church (approx. 220m northeast);
- Glasgow Royal Infirmary (approx. 240m south); and,
- St. Roch's Secondary School (approx. 250m north).

There are no recreational parks, country or regional parks within 300m of the scheme.

The works are located within a [Candidate Noise Management Area](#) (CNMA) but not a Candidate Quiet Area (CQA). There are two CNMA's located towards the start of the scheme, one adjacent to the Sighthill housing estate and the other within the student halls residential area to the south and adjacent of the M8. The third CNMA is located towards the end of the scheme on the M8 adjacent to the Glasgow Royal Infirmary.

Baseline noise levels are influenced by vehicles travelling along the M8 into Glasgow City and is one of the main road transport links to Glasgow Airport. The road surface is in poor condition which shall elevate the ambient noise levels.

[Scotland Noise Map](#) notes the M8 as having noise levels between 75 - >80dB during daytime hours and level between 70 - <80dB during night-time hours.

There are two points for road statistics data at either end this scheme. At the start of the of the scheme the closest manual count point is [30812](#), the AADF in 2022 for all vehicle was 150,421 with 7,008 of those being HGVs. At the end of the scheme the closest manual point count is [20809](#), the AADF in 2022 for all vehicle was 124,184 with 4,388 of those being HGVs.

Population and human health

A study area of 300m has been used for this assessment as the works are minimal and like-for-like and are unlikely to impact any receptors beyond 300m.

There are several receptors to note within 300m:

- Student Halls Buchanan View (approx. 70m south);
- Baird Street Police Station (approx. 90m north);
- Powerleague Glasgow (approx. 140m southwest);
- Glasgow Mena Centre (approx. 170 south);
- St Mungos RC Church (approx. 220m northeast);
- Glasgow Royal Infirmary (approx. 240m south); and
- St. Roch's Secondary School (approx. 250m north).

The M8 does not have any bus stops within the carriageway however it is used for routes between Glasgow and the local wider area.

There is streetlighting along the either side of the carriageway within the full scheme extents.

The [Glasgow City Council](#) core paths plan notes there are several core paths within 300m of the scheme extents. Core path C61 runs adjacent (approx. 20m) to the M8 going EB over the M8 via an overpass which is located within the scheme extents. Core paths C51 and C52 run over the M8 on the Sighthill bridge within the scheme extents; lastly, core path C63 also runs over the M8, approximately 200m east from the scheme extents.

No National Cycle Network Routes are located within 300m of the scheme.

Amey is currently undertaking various works at the Woodside Viaduct which have been ongoing since 2021. A diversion route on the EB carriageway leaves the M8 at J16 onto Kyle Street and then runs under the M8 at J15 onto Royston Road which has been in place since construction began.

Road drainage and the water environment

There are no watercourses, ponds, reservoirs, burns or coastal water within 500m of the scheme. The closest watercourse is the River Kelvin 2.2km east from the scheme extents. The river has been classified by the [Scottish Environment Protection Agency \(SEPA\)](#) as a 'high risk' likelihood of flooding, giving there a 10% chance of flooding every year.

There is a 'high risk' likelihood of surface water flooding within 500m the scheme location extents.

A search of the [Scotland's Environment \(SW\) online mapping tool](#) determined that the works lie on the 'Glasgow and Motherwell' groundwater, which has been classified as 'Poor'. This is not listed as drinking water protected area. The scheme is not located within a [Nitrate Vulnerable Zone](#).

Drainage on the M8 where works are to be undertaken consists of gullies which run along either side of the central reserve.

Climate

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act included a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is 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. In response to the climate emergency, TS 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 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.

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.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities such as planing of surface and mobile machinery carry a potential to produce airborne particulate matter and generate emissions that may have a temporary impact on local air quality levels.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion which may also impact the Glasgow City Centre AQMA.
- Onsite construction activities, in conjunction with M8 Woodside Viaduct are unlikely to have a significant impact on air quality as works are temporary and therefore, will not have an impact on the Glasgow City Centre AQMA.
- The air quality monitoring undertaken at the M8 Woodside Viaduct is being assessed out with these works at J16 – J17 on the M8. This suggests that the data from this research is not relevant within the scheme extents and therefore there will no cumulative impacts on air quality.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

Mitigation

The following best practice as outlined in the Guidance on the [assessment of dust from demolition and construction](#) (2023) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planning.

Where practicable, if powered generators are required, the use of mains electricity or battery powered ancillary plant will be considered in place of diesel or petrol alternatives.

Providing all works operate in accordance with current best practice, the residual effect on air quality is deemed to be neutral. Therefore, no further assessment is required.

The residual significance of effects is considered not significant and does not warrant any further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

Cultural Heritage

Impacts

- There will be no impacts on the cultural heritage non-designated features within the scheme extent as the works will not include excavation works or land-take and will be restricted to already engineered ground.

Mitigation

- Should the scope of works or location of the works change, the Amey E&S Team should be notified immediately to undertake another cultural heritage desktop study.
- In the unlikely event that any unidentified archaeological features are found on site works will be put on hold and further investigation will be undertaken.

Biodiversity

Impacts

- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species.
- During night-time programming, a temporary short term noise increase from construction activities could cause disturbance to any surrounding protected species.

Mitigation

- Where lighting is required, hoods will be used and lights directed at works and away from ecological receptors, to minimise disturbance to nocturnal species.
- If any protected species are seen on site, all work will be temporarily stopped until the animal has moved out of the construction zone and buffer zone. All sightings will be reported to the E&S Team and an ecologist will assess the situation before any work is to continue. The Amey control room will be contacted for the environmental record.

- 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.
- In the unlikely event that an INNS is identified on site, all works will temporarily stop, and the environment team contacted.
- All site workers will have received adequate training relevant to their role prior to working on the site, including specific environmental inductions and 'toolbox talks' as required.
- Mitigation on protected species will be adhered to. Please see noise and vibration assessment below.

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

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

Material assets and waste

Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- Tar bound materials were not identified during the investigation coring.

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.
- Materials will be delivered on site at the time of being implemented.
- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates (if required) will also be completed and retained.
- 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.

- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.

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

- Noise heavy works using plant and machinery such as the roller wagon and paver planer are required during night-time hours for both aspects of the works, which could cause disturbance for the nearby amenity users as there is little to no screening between the properties and the carriageway.
- The current TM in place for the woodside viaduct will likely increase noise levels for local residents due to increased road traffic.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Construction effects on noise and vibration will be localised.

Mitigation

- The noisiest works (e.g., cold milling, use of breakers, roller) will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silence/mufflers.
- Residential properties within 300m that are likely to be impacted by the works will be notified via a letter drop and Radio and social media adds will be published.
- The noise and vibration briefing will be delivered to all operatives before works start and the contractor will assess the effectiveness of noise mitigation while on site.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery to minimise disturbance.
- All site staff will be briefed prior to works with a noise and vibration toolbox talk.

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

- Core paths and the pedestrian access and cycleways surrounding the scheme will be unaffected and will remain open during the works.
- TM is yet to be confirmed; however, the preference is overnight road closures with daytime lane closure over nine nights which may cause traffic delays to road users and residents. There is currently a long-term diversion route along the section of the M8 that has been in place since 2021. Vehicle users may experience delays due to the presence of TM for both M8 Woodside Viaduct and M8 j15 EB, which may lead to driver frustration.
- There is no requirement for temporary or permanent land take as the site works take place all within the carriageway boundary.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area via radio and letterbox drop, in an effort to minimise disturbance to vehicular travellers.
- The Traffic Management includes a full closure of the eastbound M8 and Junction 19 eastbound on slip closure. There will also be daytime lane closures in place for material cooling. Traffic monitoring will be undertaken on the associated diversion routes and lane closures to ensure disruption is as low as possible.
- While the TM and diversion route at M8 Woodside Viaduct are long-term, the TM and diversion route for the M8 J15 EB will only be in place over one weekend and therefore will be short-term and temporary.

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

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, 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

- 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. The surface water flooding will be managed by the drainage system already in place within the carriageway consisting of gullies.
- 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. There will be no fuel stored onsite.
- 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.
- 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.

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 emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from 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 being emitted.
- Amey Scotland will adhere to its Carbon Management Policy.

- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

It has been determined that the proposed project will not have direct or indirect significant effects to climate.

Vulnerability of the project to risks

As the works will be limited to the like-for-like resurfacing of the carriageway, 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.

Assessment cumulative effects

[The Scottish Road Works Commissioner's Interactive Map](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

The data collated from the Scottish Pollutant Release Inventory (SPRI) will not have a cumulative significant effect on the air quality within the scheme extents. The SPRI's identified are not releasing any significant pollutants that will have a detrimental impact on the local air quality and overall effect of the scheme.

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

Onsite construction activities, in conjunction with other works are unlikely to significantly impact air quality and therefore, will not have an impact on the Glasgow City Centre AQMA or any of the important receptors within 300m of the scheme. The air quality monitoring undertaken at the M8 Woodside Viaduct is being assessed out with these works at J16 – J17 on the M8. This suggests that the data from this research is not relevant within the scheme extents and therefore there will no cumulative impacts on air quality.

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

The TM currently in place at the Woodside Viaduct in conjunction with the TM required for this scheme, may have an impact on road users. Vehicle users may experience delays due to the presence of TM, which may lead to driver frustration. Details of TM will be provided to local residents prior to works which will enable them to plan ahead for journey times.

The current TM in place for the woodside viaduct will likely increase noise levels for local residents due to increased road traffic, however, this will be temporary and short-term and therefore, will have no permanent impact on local residents. Noise levels may increase during construction as a result of the works in conjunction with the M8 Woodside Viaduct, however, this again will also be short-term and temporary and therefore will not cause a long-term impact.

[Glasgow City Council](#) planning portal has not highlighted any works located within the scheme extents that are going to affect further TM or have an impact on the wider community.

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.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area. Considering the nature and scale of the maintenance works being undertaken no in combination effects are anticipated.

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 have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in September 2023.

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 a project for the 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.
- No impacts 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 should decrease post construction.
- Construction activities are restricted to the approximate 13,000m² area of existing carriageway.
- 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 (total area 13,000m²) and as a result will not require any land take and will not alter any local land uses.
- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

Characteristics of potential impacts of the scheme:

- 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.
- The works will be temporary and localised and completed during night-time hours.

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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