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Environmental Impact Assessment Record of Determination

A725 Crossbaskets Westbound

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A725 to address structural defects and prevent further deterioration of the carriageway.

Construction will involve installing concrete inlays at depths ranging from 30mm to 300mm. The scheme covers an area of approximately 13,350m^2. The surface will be milled to these depths then resurfaced with a paver to match the thickness of the removed material. A hot applied bitumen sealant will be used to seal the junctions between the new and existing materials at both ends of the scheme.

Construction activities include:

- Implementation of Traffic Management (TM);
- Milling out of existing material
- 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;
- Siding out of the carriageway for CL1 at either side of the adjacent footway;
- Road markings and road studs will be applied where necessary; and
- TM removal

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

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

The proposed works are scheduled to be completed within the 2025/2026 financial year (ending on 1st April 2026) for a duration of approx. one week over night-shift. Traffic management will consist of contraflow systems.

Location

The scheme is located along the A725, East Kilbride expressway in South Lanarkshire. The scheme is located between Blantyre and East Kilbride and can be found at the following National Grid Reference Points:

Start: NS 66594 56304

End: NS 65133 56166

Figure 1: Scheme Location Map

Description of Local Environment

Air Quality

The scheme is located along the A725 in South Lanarkshire and is predominantly surrounded by dense vegetation to the north and residential properties to the south. There are approximately 500 residential properties located within 200m of the works, the closest being 22m south. Further air quality receptors within 200m include Long Calderwood Primary School located approx. 140m south and Crossbasket Castle, a Hotel located approx. 200m north.

The Whirlies Roundabout Air Quality Management Area (AQMA) has declared pollutants including Particulate Matter PM_{10}. This is located approximately 270m west of the end of the scheme extents.

Baseline air quality is likely to be influenced by vehicle traffic along the A725. The closest manual count point (74293) approx. 407m west shows that the Annual Average Daily Flow of Traffic (AADF) in 2023 for all motor vehicles along the A725 was 32,088, with 1,359 of those being heavy good vehicles (HGVs).

No sites registered on the Scottish Pollutant Release Inventory (SPRI) have been identified within 1km of the scheme.

Cultural Heritage

A desk-based assessment was undertaken using Scotland's Environment Web . 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
Long Calderwood, cairn 40m SSW of 1 Cadell Gardens	SM4701	Scheduled Monument - The monument is a burial cairn dating probably to the Bronze Age (between around 2000 BC and 800 BC). It is visible as a truncated, grass-covered, roughly circular mound, with a depression in its centre.	130m south.
Stoneymeadow Road, General's Bridge	LB26606	Listed Building (Category B) - 1790; bridge; ashlar. Single span bridge; large pointed arch with battlemented parapet.	83m north.

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

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
East Kilbride, Edmund Kean	298088	Canmore - Terraced House(S) (20th Century)	40m South
East Kilbride, Bosworth Road, Globe Court	280857	Canmore	80m South
Long Calderwood	44878	Canmore - Burial Cairn (Bronze Age)	130m South
Stoneymeadow Road, General's Bridge	228365	Canmore - Bridge (18th Century)	83m North.

All works will be undertaken within the carriageway boundary and there are no direct or indirect impacts upon the features, therefore no impacts are anticipated on cultural heritage.

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

Landscape and Visual Effects

According to Scotland's Environment Web there are three unnamed ancient woodland located towards the start of the scheme; the closest one is located directly adjacent to the south of the scheme. There are also three Tree Preservation Orders (TPO)'s (Ref: EK10) located approx. 100m north.

The Scottish Landscape Character Type (LCT) Assessment Map highlighted the landscape within the scheme extents as 'urban'.

Views from the scheme is primarily dense vegetation at each side of the carriageway, however some residential properties will have a view of the works due to sparse vegetation in some areas throughout the A725, in particular the high rise flat located in Edmund Kean.

Biodiversity

Sitelink does not highlight any European designated sites located within 2km of the scheme extents. Sitelink has however identified the presence of Calder Glen Site of Special Scientific Interest (SSSI) (293) located directly adjacent to the south at the start of the scheme. This is designated for earth sciences such as Lower Carboniferous [Dinantian - Namurian (part)].

The National Biodiversity Network (NBN) Atlas has highlighted the following Invasive Non-Native Species (INNS) located within 500m of the scheme extents:

- Rhododendron (*Rhododendron ponticum*)
- Japanese knotweed (*Fallopia japonica*)

A search of Transport Scotland's Asset Management Performance System (AMPS) has highlighted the following target species along the verge of the carriageway: Creeping thistle (*Cirsium arvense*), Rosebay willowherb (*Chamaenerion angustifolium*) and Common ragwort (*Jacobaea vulgaris*).

The scheme and the surrounding habitat have been reviewed by a senior ecologist using desktop resources. Based on this review and the nature of the works, which will be confined to the existing carriageway boundary, the need for a field survey has been scoped out.

Geology and Soils

SiteLink has highlighted the River Calder Geological Conservation Review Site (GCRS) located directly adjacent to the south. The GCR was designed to identify those sites of national and international importance needed to show all the key scientific elements of the Earth heritage of Britain. These sites display sediments, rocks, fossils, and features of the landscape that make a special contribution to our understanding and appreciation of Earth science and the geological history of Britain, which stretches back over 2,800 million years.

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

Superficial deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

Bedrock geology

- Lower Limestone Formation - Sedimentary rock cycles, Clackmannan group type. Sedimentary bedrock formed between 330.9 and 328 million years ago during the Carboniferous period.
- Lawmuir Formation - Sedimentary rock cycles, Strathclyde group type. Sedimentary bedrock formed between 330.9 and 329 million years ago during the Carboniferous period.

Scotland's Soils Map indicates that much of the soil within the scheme area remains unidentified, likely due to the urban nature of the location. However, Noncalcareous gley soils have been noted near the start of the scheme, suggesting that similar soils may be present throughout the area.

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the project does not carry the potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated, and geology and soils has been scoped out of requiring further assessment.

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

Material Assets and Waste

Table 3: Key materials required for activities.

ACTIVITY	MATERIAL REQUIRED	ORIGIN/ CONTENT
Site Construction	Bituminous surfacing materials (TS2010 binder/base); Vehicle fuel; Road marking materials and studs; Oil; and Lubricant.	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. The rest will come from primary sources.

Table 4: Key wastes arising from activities.

ACTIVITY	WASTE ARISING	DISPOSAL/ REGULATION
Site Construction	Road planings (inert bituminous materials)	It is Amey policy to reuse or recycle as much waste material as possible 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'. Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

Noise and Vibration

There are approximately 700 residential properties located within 300m of the works, the closest being 22m south. Further noise receptors within 300m include:

- Long Calderwood Primary School located approx. 140m south
- Playground Tewkesbury Road located approx. 284m south.
- Crossbasket Castle, a Hotel located approx. 200m north.
- Crossbasket Nursery School located 230m east.

Baseline noise levels are likely to be influenced by vehicle traffic along the A725. The closest manual count point (74293) approx. 407m west shows that the Annual Average Daily Flow of Traffic (AADF) in 2023 for all motor vehicles along the A725 was 32,088, with 1,359 of those being heavy good vehicles (HGVs).

According to the Transportation Noise Action Plan (TNAP) 2019-2023 , the scheme extents are located to the west of the A725 Hamilton Road Calderwood (27) Candidate Noise Management Area (CNMA).

Scotland Noise Map notes that the noise within the scheme extents ranges from 75.5 dB – 69 dB LDAY during daytime hours and 72.8 dB – 64.5 dB LNGT during night-time hours.

Population and Human Health

A study area of 300m has been used for this assessment as the works, as the works are minimal and like-for-like and are unlikely to impact any receptors beyond 300m. The scheme is located along the A725 in south Lanarkshire and is predominantly surrounded by dense vegetation to the north and residential properties to the south. There are approximately 700 residential properties located within 300m of the works, the closest one being 22m south. Further receptors within 300m include:

- Crossbasket Castle, a Hotel located approx. 200m north.

The following community facilities are located within 300m:

- Long Calderwood Primary School located approx. 140m south
- Playground Tewkesbury Road located approx. 284m south.
- Crossbasket Nursery School located 230m east.

The South Lanarkshire Councils Core Path Plan highlights several core paths within 300m however the ones to note include the A725 EK Expressway paths EK/1104/1, EK/1104/2 and EK/1106/1 which are all located along the full length of the scheme within the carriageway boundary. The Expressway underpass core path EK/5921/1 is located at NGR: NS 65401 56227 going under the scheme extents. These core paths provide pedestrian access from the scheme to the residential properties within 300m of the works.

There are no National cycle Routes or Bridleways within 300 of the works. The A725 within the scheme extents is street lit and contains one layby for a bus stop that runs services to Hairmyres Hospital and East Kilbride town centre.

Road Drainage and the Water Environment

According to SEPA's water classification hub Rotten Calder Water (ID: 10052) flows under the scheme extents. This watercourse has an overall moderate ecological potential. Lee's Burn is not designated by SEPA however is located approx. 130m north from the works.

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

The groundwater within the scheme extents comprises East Kilbride groundwater (ID: 150590) which has a 'poor' overall ecological potential. This is not listed as drinking water protected area. The scheme is not located within a Nitrate Vulnerable Zone.

Drainage along the A725 within the scheme extents consist of filter drains which run along either side of the carriageway.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing 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 and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – South West.

Policies and Plans

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

Description of Main Environmental Impacts and Proposed Mitigation

Air Quality

Impacts

- On site construction activities such as planing of the surface, and mobile machinery, have the potential to produce airborne particulate matter and generate emissions that may have a temporary negative impact on local air quality levels.
- The implementation of TM during the scheme may lead to a temporary increase in vehicle emissions due to idling vehicles and increased congestion. 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 there is the potential for an increase in dust and emissions from plant and machinery. This is likely to cause a slight deterioration in air quality within the local area. These impacts will last for the duration of the works only.
- The proposed works will not have long-term impacts upon the Whirlies Roundabout AQMA.

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;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Minimise drop heights from conveyors and other loading or handling equipment;

- Ensure vehicles entering and leaving the work area are covered to prevent escape of materials during transport;
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; 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 and no further assessment in accordance with DMRB Guidance document LA 105: Air Quality is required.

Landscape and Visual Effects

Impacts

- Views of, and from the road will be temporarily affected during construction due to the presence of works, traffic management and plant. The works will be undertaken during night-time hours therefore the impacts on the views will be minimal.
- As the works are minor, short duration, operate on a like-for-like basis and are confined to the existing A725 carriageway boundary, no permanent changes to landscape features and views are anticipated including no impacts on the TPO's located 100m north.

Mitigation

- During construction the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will be confined to necessary areas and will avoid encroaching on land and areas where work is not required including for general operations, equipment/containers storage and parking.

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

Biodiversity

Impacts

- 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. However, works are restricted to the A725 carriageway boundary and the number of construction vehicles and construction operatives required onsite is low.
- Any protected species in the area are likely to be accustomed to road noise on the A725 and the scheme is of relatively short duration. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low.
- During night-time programming, a temporary short-term noise increases and misdirected site lighting from construction activities could cause disturbance to any surrounding protected species.
- The target species located along the verge may be impacted by the siding out works undertaken at either side of the footway.

Mitigation

- Site personnel will remain vigilant for the presence of any protected species, throughout the works period. In the unlikely event that protected species is noticed on site, works will be temporarily suspended. Any sightings will be reported to the Energy Transition & Sustainability Team.
- Where lighting is required, hoods will be used and lights directed at works and away from sensitive ecological receptors, to minimise disturbance to nocturnal and protected species.
- 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.
- 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.
- The landscape team should be notified due to disturbance of the verge where target species are located.

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

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

Material Assets and Waste

Impacts

- Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.
- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period, which will reduce the need for further materials and wastes.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The 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.
- Landfills have limited capacity, and construction waste can quickly overwhelm them, creating a need for new landfill sites and reducing available land for other uses.

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 associated Greenhouse Gases (GHG) emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.

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

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

Noise and Vibration

Impacts

- 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 night-time hours.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- There are no anticipated impacts on noise and vibration following the completion of works.
- Due to the working being short term and temporary, there will minimal impact on the CNMA within the scheme extents.

Mitigation

- The Amey Environment team has contacted South Lanarkshire Council's Environmental Health Team to notify of the works due to night-time programming.
- 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 minimised.
- 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, 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

- Construction site lighting during night-time hours could cause disturbance to residential properties in close proximity, and for the nearby amenity users.
- No temporary or permanent land take is required, as all works will occur within the carriageway boundary.
- Vehicle travellers and nearby receptors will benefit from reduced road noise due to the improved road surfacing delivered by the scheme.
- Nearby residents of surrounding settlements may experience travel disruption due to presence of TM and a large diversion route, which may lead to increased journey times.
- No impacts are anticipated on the bus stop and the core paths located within the scheme extents as they will remain open.

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 and agricultural businesses in the local area.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Site specific control measures regarding noise and vibration and air quality can be found in the relevant sections (above).
- Local access will be granted at all times to properties using the A725 as access points within the scheme extents.

With 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

- In the event of a flooding incident, 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.
- There are not anticipated to be any permanent impacts on road drainage or the water environment following the completion of works.

Mitigation

- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment including debris, dust, and hazardous substances, including
  - Spill kits will be available at all times.
  - Funnels and drip trays will be used when transferring fuel etc.
  - No fuel will be stored onsite.
- Any debris that could potentially be suspended in surface water and wash into the local water environment will be removed from the site during and after the works.
- Visual pollution inspections of the working area will be conducted regularly, especially during heavy rainfall and wind conditions.
- Weather reports will be monitored before and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only resume when safe to do so, ensuring that 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 5, GPP 6, GPP 8, GPP 21 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.

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

As the works will be limited to the like-for-like replacement of the carriageway surface, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

It has been determined that the project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment Cumulative Effects

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

A search on South Lanarkshire Planning Portal does not identify any works that will conflict with the proposed works.

As there are no other works being undertaken within close proximity to the scheme and within the same time period, no cumulative impacts are expected to occur.

The residual construction effects associated with Cumulative Impacts is considered not significant.

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 Environmental Team in April 2025.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

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

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

Characteristics of the scheme:

- 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.
- The scheme is not situated in whole or in part in a sensitive area.
- Works are not located within an area designated for its specific landscape character or quality.
- Calder Glen Sites of SSSI is located directly adjacent to the south at the start of the scheme extents, however, will not be impacted by the works .

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during night-time hours with traffic management in place
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- The risk to major accidents or disasters is considered low.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications. Measures will be in place to ensure appropriate removal and disposal of waste.
- No in-combination effects have been identified.

References of Supporting Documentation

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