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Environmental Impact Assessment Record of Determination

M74 Junction 8 to Junction 7 Northbound

Contents

Project Details

Description

Resurfacing and verge works are required to maintain the safety and integrity of a section of the M74 carriageway (Northbound (NB)), northeast of Larkhall in South Lanarkshire, covering a total area of 1.7ha. The works are required to address the identified structural and surface defects, including rutting, alligator cracking and longitudinal cracks. Various inlay depths will be required; these depths will be between 30mm, 110mm and 210mm.

The proposed construction activities and the associated plant and machinery required are as follows:

- Implementation of Traffic Management (TM) and marking out site (TM plant);
- Removal of existing surfacing and milling to agreed depths (planer, wagon, lorries);
- Resurfacing to the existing road levels using TS2010 aggregate, AC binder, AC base (paver, roller);
- Reinstatement of road markings, linings, and studs (lorries/wagons and plant); and,
- Removal of TM.

In addition to structural inlays, verge works will be required consisting of filter stone replacements and upgrades to the Vehicle Restraint System (VRS).

The proposed construction is programmed to be undertaken and completed within the 2026-2027 financial year for approximately nine nighttime shifts for resurfacing and two dayshifts for material cooling.

TM required for the resurfacing works will likely consist of full closures. A diversion route will be put in place via the A71 Ayr Road, A72 Cornsilloch Roundabout junction, A72 Lanark Road and rejoining the M74 via Junction 7.

Lane closures will be required for both day shifts.

See Figure 1 below for TM details.

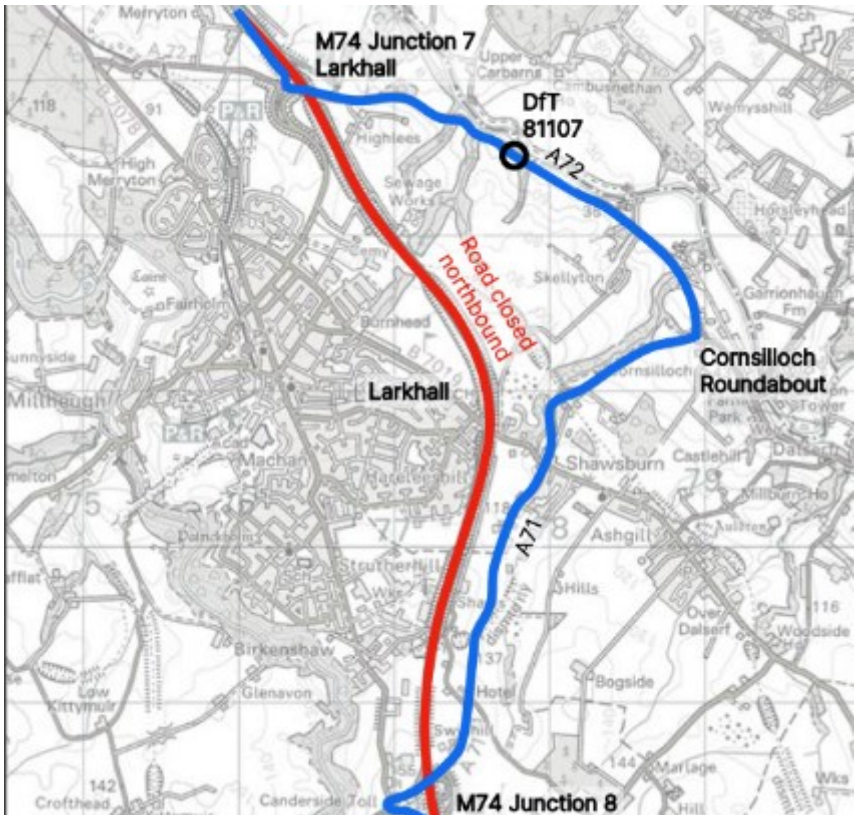

Figure 1: Traffic Management Diversion Route

Location

This works are located on the M74 northbound (NB) carriageway, northeast of Larkhall in South Lanarkshire. The National Grid References (NGRs) for the works locations are detailed below and illustrated in Figure 2:

- Scheme Start - NS 76935 52050
- Scheme End - NS 76213 53265

Figure 2: Scheme Location

Description of local environment

Air quality

The scheme is situated along the M74 NB carriageway, northeast of Larkhall in South Lanarkshire. The works are bordered by agricultural fields to the east within the closest farm, Briarlea Farm located approximately 140m east of the works. There are no other sensitive non-residential receptors within 200m of the proposed scheme extents.

There are over 100 residential properties located within 200m of the scheme extents with the nearest property along Cardean Place located approx. 48m west of the works. Approximately 60 residential properties are located within 200m of the diversion route, the closest being adjacent to Ayr Road.

Local air quality is likely to be predominantly influenced by traffic along the M74 road network.

Manual count point 30705, located along the M74 approximately 2.5km south of the works, records that in 2024, the Annual Average Daily Flow (AADF) for all motor vehicles was 58,529 with 8,020 (14%) of these being Heavy Goods Vehicles (HGVs).

South Lanarkshire Council have declared two Air Quality Management Areas (AQMAs) and revoked one AQMA, however, all are situated beyond 200m of the proposed works. There are no Air Quality Monitoring Stations located within 200m of the scheme extents.

The Scottish Pollutant Release Inventory Sites (SPRI) has not identified any polluting facilities within 1km of the works.

Cultural heritage

A desk-based assessment has been undertaken using Pastmap online mapping tool.

There are no designated cultural heritage assets located within 300m of the scheme extents or any Conservation Areas within 300m. There are multiple non-designated assets within 200m, key non-designated assets are listed in Table 1 below.

Table 1: Non-Designated Cultural Heritage Assets within 200m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Merryton	179868	National Record of Historic Environment (NHRS) - Farmstead (Period Unassigned)	Approx. 36m northeast of the works
Merryton/Bog	40564	Historic Environment Record (HER) - Farmstead	Approx. 30m northeast of the works
Archaeological Evaluation: Highlees Farm, Larkhall, South Lanarkshire	6298	HER - Archaeological Event Record	Approx. 66m northeast of the scheme extents
Archaeological Monitoring: Larkhall Community Growth Area	5538	HER - Archaeological Event Record	Approx. 90m west of the scheme extents
Archaeological Monitoring: Larkhall Community Growth Area	5538	HER - Archaeological Event Record	Approx. 70m west of the scheme extents
Larkhall	348591	NRHE - No Class (Event) (Period Unassigned)	Approx. 190m west of the scheme extents
Larkhall, Duke Street	363007	NRHE - No Class (Event) (Period Unassigned)	Approx. 170m west of the scheme extents
Archaeological Evaluation: Duke Street, Larkhall (Larkhall Community Growth Area, Phase 2)	6433	HER - Archaeological Event Record	Approx. 45m west of the scheme extents

All works will be located within the existing carriageway boundary and immediate verges and will not impact any areas of land that have not previously been subjected to engineering activity.

It has been determined that the proposed scheme does not carry the potential to cause direct or indirect impact to cultural heritage. As such, impact has been

assessed as being 'no change' and cultural heritage has therefore been scoped out of further assessment.

Landscape and visual effects

Landscape

The scheme lies within a peri-urban landscape to the northeast of Larkhall, with the immediate extents situated in cutting bordered by dense mixed woodland along the M74 corridor. The wider landscape is predominantly characterised by open agricultural land to the east with the town of Larkhall to the west of the works holding community assets. There are no historical or cultural landscape features within the scheme extents.

The following Ancient Woodlands have been identified within 500m of the scheme extents:

- Unnamed Ancient Woodland (Ancient (of semi-natural origin)) (ID: 30382) located approximately 240m northeast of the proposed works;
- Unnamed Ancient Woodland (Ancient (of semi-natural origin)) (ID: 30383) located approximately 200m southeast of the proposed works, and;
- Skelly Wood Ancient Woodland (Ancient (of semi-natural origin)) (ID: 30393) located approximately 200m south of the proposed works.

There are no Tree Preservation Orders (TPOs), National Scenic Areas (NSAs) or any Gardens and Designed Landscapes within 500m of the scheme extents according to Scotland's Environment Web or visible from or within the proposed works.

A search on NatureScot's Scottish Landscape Character Type (LCT) Map, lists the LCT within the proposed scheme extents to be that of 'Broad River Valley' characterised by the following:

- Traffic noise permeates much of this area, but it retains a sense of detachment and relatively rural character;
- Major transport routes follow the valley side or cross at bridging points. The Clyde Walkway follows the northern bank of the river;
- Settlement is relatively sparse, particularly compared to adjacent large urban areas, consisting of farmsteads and occasional groups of cottages;
- Farmland, mostly pastoral, on valley floor and sides;
- Woodland and tree cover, occurring in areas of scrub or remnant policy woodland, following small tributary burns and, occasionally, as old orchards;

- River Clyde and associated water bodies form prominent features on the flat valley floor, and;
- Broad section of river valley with well-defined floodplain.

Scotland's Historic Land Use Assessment (HLA) Map has identified that the land within the scheme extents as 'Motorway and Major Roads'. These modern transport systems have focussed on the construction and extension of multi-laned motorways, with their associated service stations. Providing links between major cities, they cover considerable areas of land. The land surrounding the scheme extents can be classed as a mixture of 'Industrial or Commercial Area', 'Rectilinear Fields and Farms' and 'Managed Woodland'.

Visual

Due to the topography of the surrounding landscape and wall of dense woodland, there are no visual receptors with views of the proposed works.

Transient visual receptors include road users (motorists, public transport users) travelling along the M74, who will experience brief and intermittent views of the scheme. Typically, the views from the carriageway are dense woodland.

There are no footways or core paths that will have views of the works.

Biodiversity

Protected areas

NatureScot's Sitelink has not identified any European designated sites located within 2km of the scheme or any that have hydrological connectivity.

A 200m buffer has been applied to identify nationally designated ecological sites of importance, including Sites of Special Scientific Interest (SSSIs) and national or local or nature reserves. No nationally designated sites were recorded within this buffer, and no sites with direct ecological connectivity to the proposed works were identified.

There are no Tree Preservation Orders (TPOs) located within 500m of the works.

Please Landscape and Visual Effects for ancient woodland details.

Watercourses

Please see Road drainage and the water environment section for details.

Field survey

As the proposed works will be undertaken within the carriageway verges and may involve ground excavation for filter stones and VRS replacement, a field survey was undertaken by two Amey ecologists on 16th March 2026.

Invasive plants

Transport Scotland's Asset Management Performance System (AMPS) has highlighted that the target species common ragwort (*Jacobaea vulgaris*) and rosebay willowherb (*Chamerion angustifolium*) are present along the verges of the scheme extents.

Geology and soils

Geology

There are no Geological Conservation Review Sites (GCRS), Local Geodiversity Sites or any Geological SSSIs that have connectivity or are within 200m of the scheme extents as noted by NatureScot's Sitelink.

According to Britain's Geology Viewer, the bedrock geology underlying the proposed works and its surrounding area is characterised by Scottish Middle Coal Measures Formation-Sedimentary rock cycles. These sedimentary rocks are fluvial, palustrine and shallow-marine in origin. The superficial deposits within the scheme extents have been identified as being Glaciolacustrine deposits-Clay, silt and sand. These sedimentary deposits are glaciolacustrine in origin.

Soils

A search on Scotland's Soils Map has identified that the component soil within the scheme extents can be classed as noncalcareous gleys derived from drifts from Carboniferous sandstones, shales and limestones. This soil type can be found on undulating lowlands and valley sides with gentle and strong slopes.

Land use

The national scale Land Capability for Agriculture has been characterised as '888' and '4.1'. This land is capable of producing a narrow range of crops, primarily grassland with short arable breaks of forage crops and cereal.

There are no operation landfill sites within 1km of the scheme extents according to SEPA's Waste Capacity Map.

Material assets and waste

Materials

Materials required are detailed within Table 2 below.

Table 2: Key Materials Required for Activities

Activity	Materials Required	Sources
Construction	• TS2010 surface course; • AC20 bituminous binder; • AC32 bituminous base; • Fuel; • Filter stones; • White lining, and; • Road studs.	• TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. • A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. • Some material may be derived from primary resources, such as the road paint.

Resurfacing will utilise warm-mix asphalt as it requires less heat, reducing energy use, making it more environmentally friendly in comparison to hot mix asphalt.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, the binder and base courses used for resurfacing will contain a percentage of recycled material.

Wastes

Coal tar was not identified during investigation stages. Anticipated wastes from the proposed works are listed in Table 3 below.

Table 3: Key Waste Produced by Activities

Activity	Waste Produced	Disposal
Construction	• Asphalt planings; • Fuels; • White lining, and; • Road studs.	• All waste will be disposed of following regulations of the Environmental Authorisation (Scotland) Regulations 2018 (EASR).

A Site Waste Management Plan (SWMP) will be prepared prior to the works which will detail how resource use and waste arising from the works will be managed throughout the scheme. This is required due to the scheme exceeding £350,000 in value and will help control and reduce the amount of waste produced, resulting in less landfilled waste.

Noise and vibration

Baseline noise and vibration levels are likely to be influenced by vehicle traffic from the M74 carriageway and surrounding residential and agricultural activities.

There are over 100 residential properties located within 200m of the scheme extents with the nearest property along Cardean Place located approx. 48m west of the works. The works are bordered by agricultural fields to the east within the closest Farm, Briarlea farm located approximately 140m east of the works. Non-residential sensitive noise and vibration receptors include the following:

- The Willows Boarding Kennel & Cattery located approximately 220m southwest of the works;
- Larkhall Cemetery located approximately 219m southwest of the scheme extents, and;
- The Cottage at Briarlea Lodging located approximately 236m northeast of the scheme extents.

Scotland's Noise Map has indicated modelled day-time noise levels (L_{day}) at the nearest receptors ranges between 55-56dB, whereas within the scheme extents, noise level is approximately 81dB. Noise level during nighttime hours (L_{ngt}) within the

surrounding area ranges from 42-46dB whereas within the scheme extents noise has been recorded to be between 73dB.

Local noise and vibration levels are likely to be predominantly influenced by vehicular traffic along the M74 with additional contributions from residential activities from surrounding communities. Manual count point 30705, located along the M74 approximately 2.5km south of the works, shows that in 2024, the AADF for all motor vehicles was 58,529 with 8,020 (14%) of these being HGVs.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2024-2028) or within the Glasgow Agglomeration. However, Donaldson Road CNMA is located approximately 1.5km south of the proposed scheme extents.

Population and human health

The scheme extents lie within a peri-urban area along a section of M74, northeast of Larkhall in South Lanarkshire. Land surrounding the works area is primarily used for residential, community and agricultural purposes. The M74 road network links towns such as Blackwood and Hamilton prior to its connectivity to large urban areas such as the city of Glasgow. These smaller towns, such as Larkhall, contain community assets including educational facilities and recreational areas with a greater abundance of these assets within the city of Glasgow.

There are over 100 residential properties located within 200m of the scheme extents with the nearest property along Cardean Place located approx. 48m west of the works. The works are bordered by agricultural fields to the east within the closest Farm, Briarlea Farm located approximately 140m east of the works.

Multiple businesses are located within 300m including the following key community assets:

- The Willows Boarding Kennel & Cattery located approximately 220m southwest of the works;
- Larkhall Cemetery located approximately 219m southwest of the scheme extents, and;
- The Cottage at Briarlea Lodging located approximately 236m northeast of the scheme extents.

Streetlights are absent along the scheme area of works. There are also no footways, Public Rights of Way (PRoW), bus stops or any access/egress points to residential properties and adjacent field.

A desktop study has identified that there are no core paths, National Cycle Network Routes or any bridleways situated within 300m of the scheme extents.

Road drainage and the water environment

Surface water

According to SEPA's Water Classification Hub, there are no classified watercourses located within 500m of the works. There are, however, multiple unclassified watercourses which include the following:

- Skelly Gill is located approximately 250m southeast of the scheme extents;
- Unnamed tributary of the River Clyde is located approximately 250m east of the scheme extents;
- Unnamed watercourse is located approximately 50m east of the works;
- Tammy's Burn is located approximately 219m east of the scheme extents, and;
- Unnamed watercourse flows approximately 170m north of the scheme extents.

There are two unnamed ponds located approximately 122m west of the scheme extents.

Drainage along the scheme extents consists of gullies, filter stones and catchpits.

Flood risk

According to SEPA's Flood Risk Map, there are localised areas along the scheme extents that are predicted to experience a low to high (0.1%-10% probability per annum) likelihood of surface water flooding. This has been recorded historically.

Groundwater

Groundwater within the scheme extents consists of both Glasgow and Motherwell groundwater (ID: 150677) which has an overall poor quality, and Larkhall and Bothwell Sand groundwater (ID: 150726) which has an overall good quality as noted by the Water Framework Directive (WFD).

Works do not fall within a Nitrate Vulnerable Zone (NVZ) or within a Scottish Drinking Water Protected Area (Surface).

Climate

Carbon Goals

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

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

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

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

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

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

Amey is 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

- TM measures implemented during the scheme are expected to temporarily increase vehicle emissions due to idling and congestion. This may lead to a short-term deterioration in local air quality.
- Construction activities, including road surface removal, operation of plant and machinery, and vehicle movements, have the potential to generate dust and increase in emissions. This is likely to cause a slight, temporary increase in airborne matter within the local area.
- Residents along the diversion route roads, particularly those along Ayr Road, may experience reduced air quality due to the temporary increase in traffic volumes.
- The impacts identified will be temporary for the duration of the works only and therefore no permanent change is predicted on air quality.
- Following completion of the works there will be no permanent change to traffic volumes, speeds or road alignment as works are like-for-like replacement. Therefore, no post- construction air quality impacts are anticipated.
- Verge works are not anticipated to have a significant effect on air quality.

Mitigation

Mitigation measures will follow best practice from the Institute of Air Quality Management (IAQM), from the 'Guidance on the assessment of dust from demolition and construction (2024)',including:

- Site layout will be planned (including plant and vehicles) 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, such as excavated material, will be removed from site as soon as possible, unless being re-used on site;
- Drop heights from conveyors and other loading or handling equipment will be minimised;
- Vehicles entering and leaving the work area will be covered/sheeted to prevent escape of materials during transport;

- Equipment will be readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

The following additional mitigation measures will be implemented:

- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.
- Plant, vehicles and Non-Road Mobile Machinery (NRMM) will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

No significant effects are anticipated and therefore no further assessment in accordance with DMRB Guidance document LA 105: Air Quality is required.

Landscape and visual effects

Impacts

- There will likely be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.
- Views from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant.
- Users of the M74 carriageway will be temporarily visually impacted for the duration of the works due to construction activities.

Mitigation

- Throughout all stages of the works, 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.
- Plant, vehicles, and materials will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable). Should damage to the landscape occur, reinstatement will be carried out.
- Temporary site lighting will be directional and pointed at the works area only.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works will not be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- The watercourses located within proximity to the works present a potential pathway to pollute aquatic habitats, particularly during milling operations and periods of heavy rainfall (see Road Drainage and the Water Environment section for further details).
- Increase in night-time noise may result in temporary disturbance/nuisance for nocturnal species if active in proximity.
- In the absence of mitigation measures, protected species are likely to be impacted by the proposed works through noise and temporary lighting.
- Mammals may utilise the habitats within the site and be impacted by any vegetation removal should it be needed.
- Works near the rockface and pedestrian overpass are unlikely to create a greater disturbance than is currently experienced as a result of vehicular traffic from the M74 carriageway. Furthermore, works are of a short-term, transient nature.

Mitigation

- Operatives will remain vigilant for the presence of protected species within or near the works. If a protected species is seen in or near the scheme, the area will be temporarily isolated until the animal has moved on. Any sightings will be reported to the Environment Team.
- As part of the Network Management Contract (NMC), Amey, on behalf of transport Scotland, has been asked to keep a record of various target species, including rosebay willowherb and common ragwort. Works within the verges will be avoided as much as possible to reduce spread of these species.
- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any woodland areas and watercourses, to minimise disturbance to nocturnal species.
- ‘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.
- Open excavations will be fenced off and/or covered to avoid animals becoming trapped or injured. A mammal ladder (e.g. wooden plank) will be erected to allow any mammals that may become trapped to escape. All excavations will be checked each morning to ensure no animals have become trapped overnight and an ecologist contacted for advice should any animals be encountered.

- Attempts will be made to avoid working during the hours of darkness and within 2 hours after sunrise and 2 hours before sunset (March to October), and 1 hour after sunrise and 1 hour before sunset (November to February).
- All temporary artificial lighting used during nightworks will be directional to avoid light spill.
- Any clearance of suitable habitat or activities which are to occur within 5m of vegetation will require a suitably qualified/experienced ecologist to undertake a nesting bird check. Nesting bird checks will be undertaken within 48 hours prior to any vegetation clearance works taking place. If any active nests are identified, then a 5m buffer (or as defined by the site ecologist, depending on the species present and site conditions) will be set around the nest.
- Amey's Environmental Briefing on protected species will be delivered prior to works to site operatives.

With the above mitigation measures and best practice being adhered to, no significant effects on biodiversity are anticipated. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Geology and soils

Impacts

- All works are contained to the engineered layers of the existing carriageway and immediate verges, resulting in limited potential for soil disturbance.
- There is a potential for soils from accidental spills or leaks of fuels and oils from construction plant and machinery. However, with mitigation in place the impact is considered minor and temporary.
- There will be no impacts upon the surrounding agricultural land.

Mitigation

- See additional pollution mitigation measures in the *Road Drainage and Water Environment* section below.
- Spill kits will be present on site, and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- Where damage to soil occurs from vehicles stored and parked on the verge of the carriageway, the reinstatement of the grass verge will be carried out. Amey's Landscape Team will be contacted for specifications.
- Pollution prevention measures outlined in the Road Drainage and the Water Environment section will be followed during construction.
- In the event of a major spill, SEPA will be contacted.

With mitigation measures in place, no significant effects are anticipated on geology and soils. Therefore, in line with DMRB Guidance document LA 109: Geology and Soils no further assessment is required.

Material assets and waste

Impacts

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- 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.
- There is potential for the works to contribute to resource depletion through use of transportation of primary materials such as aggregates.
- There will be an increase in waste sent to landfill sites if waste materials are not recycled or reused.

Mitigation

- During the construction period all materials will be delivered on site when required.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- Where possible, materials will be obtained locally and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated GHG emissions on climate change.
- 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 will also be completed and retained.
- All waste will be managed in accordance with the Environmental Authorisations (Scotland) Regulations 2018, 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.
- A SWMP will be prepared prior to the works which will detail how resource use and waste will be managed. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.

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

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

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby residential properties will benefit from improved road surfacing as a result of the scheme.
- There will be an increase in noise and vibration levels, for properties within 300m of the diversion route, particularly those along Ayr Road, during works due to the increase in vehicles.
- Noise heavy works may be required during nighttime hours, which could cause disturbance for the nearby amenity users. It is also anticipated that noise heavy works could cause day-time disturbance.
- Donaldson Road CNMA is not expected to be significantly impacted by the proposed works.

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, for example:

- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.
- 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.
- A ‘soft start’ to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- The site supervisor will monitor the effects of noise and vibration levels during the works and make necessary alterations to the working arrangements.

The following further mitigation measures related to noise and vibration will be in place:

- Amey’s Environment Team has notified South Lanarkshire Council in advance of the works.

- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.
- Amey's environmental briefing on Noise and Vibration will be delivered to site operatives prior to construction.

With best practice mitigation measures in place, and due to the works being of a minor, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration, no further assessment is required.

Population and human health

Impacts

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- There will be no permanent or temporary impacts on land take from private land, community facilities, Walkers, Cyclists or Horse riders (WCH) or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- As the works are scheduled to occur during nighttime hours, the community assets identified above are not expected to experience any significant impacts due to their limited use during this period.
- Access to residential properties will not be impacted by the works significantly.

Mitigation

- Local residents and road users will be informed of traffic management 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.
- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).

With best practice mitigation measures in place, no significant effects associated with Population and Human Health are predicted. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health, no further assessment is required.

Road drainage and the water environment

Impacts

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident or heavy rainfall, 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.
- The resurfacing and verge works will not increase flood risk as they are limited to the existing impermeable carriageway surface, with no alteration to drainage infrastructure or surface water runoff patterns. No other post construction impacts are anticipated.

Mitigation

The following best practice and pollution prevention measures will be in place:

- 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 on (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 aware of SEPA's Guidance for Pollution Prevention (GPP).
- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
    - Away (>10m) from surface water drainage systems; and
    - Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather.

  - Fuels stored within a drip tray, bund or other form of secondary containment with at least 110% of the maximum volume of a single container
- Amey's Water Pollution Prevention environmental briefing will be delivered to all site operatives before works start.

With mitigation measures in place, no significant effects are anticipated on the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- Construction activities may result in GHG emissions being from vehicles, machinery, material use and production, and transportation.
- The use of warm mix asphalt will reduce GHG emissions due to lower temperatures and energy required.

Mitigation

The following mitigation measures will be in place:

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

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be not significant. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

Construction activities are confined to the carriageway boundary and immediate verges, and maintenance is carried out on a like for like, basis. This will reduce the risk of major accidents or environmental disasters that could negatively impact the surrounding environment.

Improvement of the road surface following carriageway resurfacing works will enhance skid resistance, and thus overall road safety on completion of the scheme.

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

Assessment cumulative effects

Amey's South West Current Works Schedule has highlighted that there are no works scheduled along the M74 in proximity to the scheme extents within the proposed timescales.

The Scottish Road Works Commissioner also does not identify any scheduled works that are set to take place within the scheme extents, within the same timescale, of the proposed works.

According to South Lanarkshire Council's Planning Portal no concurrent or overlapping works are scheduled within the vicinity or timeframe of the proposed construction activities.

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 cumulative or in combination effects are anticipated.

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.

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Environment Team at Amey in January 2026.
- A Preliminary Ecological Walkover (PEW), undertaken by the Ecology Team at Amey in March 2026.

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. No impacts on the environment are expected during the operational phase as a result of works.

- 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 negative 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 will decrease post construction.
- 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.
- Works are not expected to result in significant disturbance to protected species that may be present in 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 verges (total area 1.7ha.) 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.

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 and drainage.
- Measures will be in place to ensure appropriate removal and disposal of waste and 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.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in-combination effects have been identified.

References of supporting documentation

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Environment Team at Amey in January 2026.

- A Preliminary Ecological Walkover (PEW), undertaken by the Ecology Team at Amey in March 2026.

Annex A

"sensitive area" means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.

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