transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

# Environmental Impact Assessment Record of Determination

## M74 Carmyle Junction 3 On and Off Slips

# Contents

# Project Details

## Description

Resurfacing works are required to maintain the safety and integrity of a section of the M74 carriageway (northbound and southbound), north of Carmyle in Glasgow City covering a total area of 1.2ha. The works are required as the carriageway is currently displaying various structural defects, such as fretting, rutting, cracking and patching.

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 included as part of the scheme. These include siding out, sign replacements, reference marker replacements, and filter stone replacement.

The proposed construction is programmed to be undertaken and completed within the 2025-2026 financial year during nighttime hours for approximately ten nightshifts on the SB carriageway and six nightshifts on the NB carriageway.

TM plans are yet to be confirmed but will likely consist of slip road closures as well as mainline lane closures. Carmyle Avenue may also be closed, the duration of which is currently undetermined. Traffic heading SB will be diverted towards Mount Vernon and rejoining the M74 at Junction (Jct) 4. The NB traffic will exit the M74 at Jct 2A.

# Location

The scheme is located along the M74 northbound (NB) and southbound (SB) carriageways, north of Carmyle in Glasgow City. The scheme extents can be found at the following National Grid Reference (NGRs):

- NB Start - NS 65026 62337
- NB End - NS 64847 62264
- SB Start - NS 64825 62380
- SB End - NS 65739 62268

See Figure 1 below.

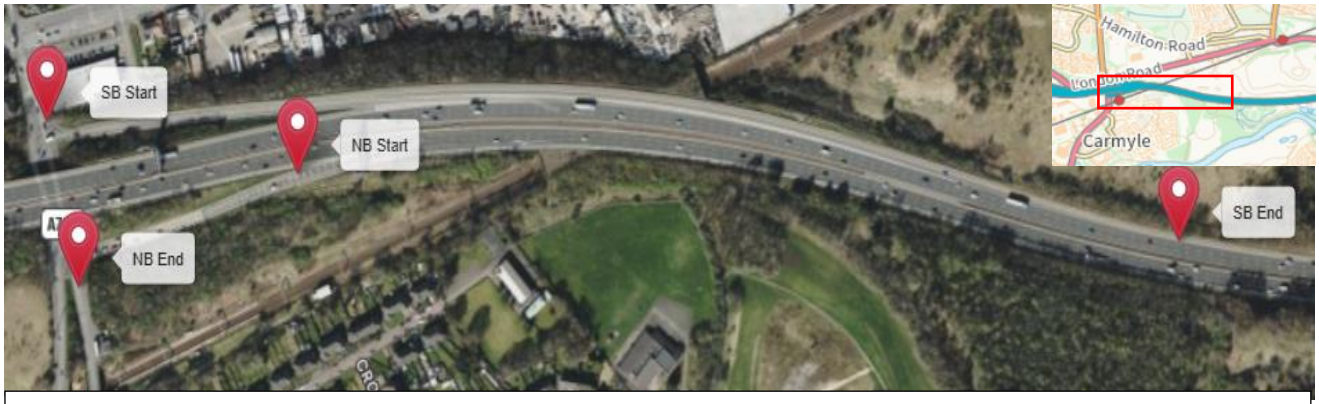




Figure 1: Scheme Location Map

# Description of local environment

## Air quality

The immediate scheme extents are enclosed by dense vegetation and mature trees. The wider surrounding landscape is predominantly characterised by businesses, industrial premises and residential dwellings with the River Clyde to the south.

There are approximately 25 residential properties located within 200m of the scheme extents, the closest being approximately 85m south of the NB carriageway along Inzievar Terrace. Other sensitive air quality receptors include the following:

- St Joachim's RC Church located approximately 105m south of the scheme extents;
- St Joachim's Primary School located 157m south of the scheme extents, and;
- Carmyle New Park and Garden located 114m south of the scheme extents.

The primary factor affecting baseline air quality is traffic along the M74 road network combined with residential and industrial activities within the surrounding area of Carmyle and Fullarton. Manual count point 93203, located within the scheme extents along the NB carriageway, shows that the Annual Average Daily Flow (AADF) for all motor vehicles was 6,178 with 378 (6%) of these being Heavy Goods Vehicles (HGVs).

Glasgow City Council have declared one Air Quality Management Areas (AQMAs), Glasgow City AQMA, located approximately 5.5km west of the works, has declared Nitrogen dioxide ($NO_2$) in 2002 but amended Particulate Matter of a diameter less than 10 microns ($PM_{10}$) and $NO_2$ in 2007.

Cabot Norit (UK) Ltd, Glasgow Scottish Pollutant Release Site is located approximately 889m southwest of the works. This site produced Carbon dioxide ($CO_2$), Carbon monoxide (CO) and Sulphur oxides (SO).

There are no real-time Air Quality Monitoring Stations (Air Quality in Scotland) located within 200m of the works area.

## Cultural heritage

A desk-based assessment has been undertaken using Pastmap online mapping tool. The study area covered a 300m radius for designated cultural heritage assets and a 200m radius for non-designated cultural heritage assets.

There are no Conservation Areas located within 200m of the scheme extents.

Full details of designated and non-designated assets can be found in Table 1 and Table 2 below.

Table 1: Designated Cultural Heritage Assets within 300m

| Name | Reference number | Description | Distance from scheme |
|---|---|---|---|
| Gate, St Joachim's R.C. Church and Presbytery, 101-103 Inzievar Terrace, Carmyle, Glasgow | LB33670 | Listed Building - Cat C | Approx. 128m south of the scheme extents |
| St Joachim's R.C. Church and Presbytery, 101-103 Inzievar Terrace, Carmyle, Glasgow | LB33670 | Listed Building - Cat C | Approx. 131m south of the scheme extents |

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

| Name | Reference number | Description | Distance from scheme |
|---|---|---|---|
| Glasgow, Carmyle Avenue, Carmyle Station | 164056 | National Monuments Record (NMR) - Railway Station (19th Century) - (20th Century) | Approx. 84m south of the NB scheme extents |
| Glasgow, Carmyle, 101-103 Inzievar Terrace, St Joachim's R.C. Church and Presbytery, Gate | 172519 | NMR - Gate (Period Unassigned) | Approx. 100m south of the NB scheme extents |
| Glasgow, Carmyle, 101-103 Inzievar Terrace, St Joachim's R.C. Church and Presbytery | 172518 | NMR - Church (20th Century), Presbytery (Post Medieval) | Approx. 90m south of the NB scheme extents |

# Landscape and visual effects

The scheme is located along the M74 NB and SB carriageways, north of Carmyle in Glasgow City. The immediate scheme extents are enclosed by dense vegetation and mature trees. Carmyle train station is located approximately 74m south of the NB works with the railway line running below the scheme extents. The wider surrounding

landscape is predominantly characterised by businesses, industrial premises and residential dwellings with the River Clyde to the south.

There are no distinctive cultural landscape or historical landscape features within the scheme extents.

There are no Landscape Designations, including Ancient Woodlands, National Scenic Areas (NSAs), Tree Preservation Orders (TPOs) or Gardens and Designed Landscapes, located within 500m of the scheme extents.

According to Scotland's Landscape Character Type (LCT) Map, the LCT within the scheme extents can be classed as both '0 – Urban' and '206 - Broad Urban Valley' characterised by the following:

- Mosaic of derelict, contaminated, restored and active industrial sites between Carmyle and Newton.
- High visual influence of neighbouring urban areas.
- Large part of the valley occupied by Strathclyde Country Park, comprising a large waterbody, woodland, grassland and a limited amount of recreation-related development.
- Visual, aural and severance effects of major transport corridors, including the M74 which is a significant feature.
- Large areas influenced by industrial, mineral and waste activities.
- Dereliction, contamination and fragmentation of land.
- Past developments have resulted in significant modifications to landscape character and loss of landscape features.
- Broad sections of main river valley with well-defined floodplain.

Scotland's Historic Land Use Assessment (HLA) Map has identified that the land within the scheme extents has been previously used as 'Motorway and Major Roads'. This 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.

## Visual

Only a small number of residential properties are anticipated to have views of the works along the southbound carriageway, specifically those situated on Hamilton Road. Although these properties are not in close proximity to the works, the open space between the construction area and the dwellings allows for visibility. It is not expected that there will be any visual receptors of works occurring along the NB carriageway.

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 pockets of woodland, with community area in the wider surroundings.

The following Core Paths can be found within 300m of the scheme extents:

- Core Path C97A is located Carmyle Avenue perpendicular to the scheme extents;
- Core Path CR/5674/1 is located 255m south of the scheme extents;
- Core Path C97 is located 80m north of the scheme extents, and;
- Core Path CR/5676/1 is located 59m south of the scheme extents.

Users of these core paths are not expected to have significant views of the works.

# Biodiversity

## Protected Areas

A desktop study using NatureScot's online research tool, Sitelink, has not identified any European designated sites that have connectivity or lie within 2km of the works area. This resource has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 200m of the scheme extents.

No Tree Preservation Orders are located within 500m of the scheme extents.

## Watercourses

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

## Field survey

As works will be undertaken within the carriageway verges, a field survey was undertaken by two Amey Ecologists on 6th January 2026. This survey highlighted the following key constraints:

- The woodland and dense scrub recorded within and surrounding the proposed works area offers suitable foraging, commuting and nesting habitat for a variety of species.

- The Invasive Non-Native Species (INNS) cotoneaster (*Cotoneaster sp.*), snowberry (*Symphoricarpos albus*) and buddleia (*Buddleja davidii)* were present at various locations within the proposed works area.

## Invasive plants

Transport Scotland's Asset Management Performance System (AMPS) has recorded rosebay willowherb (*Chamerion angustifolium*) (specific to the SB carriageway verge) and common ragwort (*Jacobaea vulgaris*), injurious weeds and Transport Scotland (TS) target species along the verges of the M74 carriageway within the scheme extents.

The only Invasive Non-Native Species (INNS) recorded within 500m of the works by the NBN Atlas is Japanese knotweed (*Fallopia japonica*).

# 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 geology along the M74, within the scheme extents, consists of the following:

Bedrock Geology

- Scottish Middle Coal Measures Formation - Sedimentary rock cycles, coal measure type. Sedimentary bedrock formed between 318 and 315.2 million years ago during the Carboniferous period.

Superficial Deposits

- Raised Marine Beach Deposits, Late Devensian - Sand and gravel. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
- Superficial Deposits - Sediment. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
- Glaciofluvial Deposits, Devensian - Sand and gravel. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

## Soils

According to Scotland's Soils Map, the component soil within the proposed scheme location can be classed as brown earths found on mounds and terraces with gentle and strong slopes. Towards the eastern extents of the works, no soil data is available, this is likely due to the urbanised, built-up nature of the location.

## Land use

The national scale land capability for agriculture can be identified as 3.1. This land is capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range. Short grass leys are common.

Patersons Waste Management Ltd Landfill Site is located approximately 980m northeast of the SB 'end' point. No other operational landfill sites located within 1km of the works.

# Material assets and waste

## Materials

Materials required are detailed within Table 3 below.

Table 3: Key Materials Required for Activities

| Activity | Materials Required | Sources |
|---|---|---|
| Construction | • TS2010 surface course<br>• AC20 bituminous binder<br>• AC32 bituminous base<br>• Fuel<br>• Road paint<br>• Road studs<br>• Sign face and post<br>• Reference marker<br>• Filter stone | • 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.<br>• 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.<br>• Some material may be derived from primary resources, such as the road paint.<br>• The use of Super-Low Carbon materials are being considered |

| Activity | Materials Required | Sources |
|---|---|---|
| | | for this scheme, which is an asphalt solution that integrates biogenic materials into the bitumen to retain carbon. |

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 4 below.

Table 4: Key Waste Produced by Activities

| Activity | Waste Produced | Disposal |
|---|---|---|
| Construction | • Asphalt planings<br>• Road paint<br>• Road studs<br>• Sign face and post<br>• Reference marker<br>• Filter stone | • All waste will be disposed of following regulations of the Environmental Authorisation (Scotland) Regulations 2018 (EASR).<br>• However, where planings meet SEPA's criteria, they will be fully recycled. All special waste, such as road paint, must be transport by suitable licenced contractor and must be accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN must be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite. |

The proposed scheme requires a Site Waste Management Plan (SWMP) as the total value is over £350,000.

# Noise and vibration

The scheme is located in an urban area, where the baseline noise levels are primarily influenced by traffic on the M74 road network, with secondary sources from community and residential activities. For the AADF details, please refer to the Air Quality section above.

There are approximately 90 residential properties located within 300m of the scheme extents, the closest being approximately 85m south of the NB carriageway along Inzievar Terrace. Other sensitive noise and vibration receptors include:

- St Joachim's RC Church located approximately 105m south of the scheme extents;
- Foxley Bowling Club is located approximately 204m north of the scheme extents;
- Carmyle Primary School is located approximately 275m south of the scheme extents;
- St Joachim's Primary School located 157m south of the scheme extents, and;
- Carmyle New Park and Garden located 114m south of the scheme extents.

According to Scotland's Noise Map, modelled day-time noise levels ($L_{day}$) in the areas surrounding the carriageway show levels of around 62-65dB and within the proposed works between 73-78dB. Nighttime noise level ($L_{night}$) in the areas surrounding the carriageway show levels of around 55-57dB and within the proposed works 69-70dB.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2019-2023) and Glasgow Agglomeration Action Plan.

# Population and human health

The primary land use within the surrounding area is predominantly used for industrial, residential and community activities.

The M74 carriageway within the proposed working areas lie north of Carmyle in Glasgow City. This section of the M74 links to towns such as Broomhouse and Fullerton prior to linking to settlements with cities such as Glasgow and Edinburgh. Carmyle contains community facilities including educational facilities and recreational grounds with a greater abundance and complexity of these facilities found within the city of Glasgow.

There are approximately 90 residential properties located within 300m of the scheme extents, the closest being approximately 85m south of the NB carriageway along Inzievar Terrace. There are no direct access/egress points to residential properties within the scheme extents, however, the NB and SB carriageway slip roads do provide access to the wider community. Key community assets include the following:

- St Joachim's RC Church located approximately 105m south of the scheme extents;
- Foxley Bowling Club is located approximately 204m north of the scheme extents;
- Carmyle Primary School is located approximately 275m south of the scheme extents;
- St Joachim's Primary School located 157m south of the scheme extents, and;
- Carmyle New Park and Garden located 114m south of the scheme extents.

The M74 carriageway, along both the NB and SB carriageways, is street-lit. There are no laybys, footpaths, Public Rights of Way (PRoW) or any bus stops located directly adjacent to or within the works area.

The following Core Paths can be found within 300m of the scheme extents:

- Core Path C97A is located Carmyle Avenue perpendicular to the scheme extents;
- Core Path CR/5674/1 is located 255m south of the scheme extents;
- Core Path C97 is located 80m north of the scheme extents, and;
- Core Path CR/5676/1 is located 59m south of the scheme extents.

There are no National Cycle Network Routes or any bridleways located within 300m of the works on both carriageways.

# Road drainage and the water environment

There are no watercourses located within 500m of the scheme extents or any ponds located 250m of the works on both carriageways as indicated by SEPA's Water Classification Hub.

Drainage along the scheme extents consists of open-top gullies and catchpits.

## Flood risk

SEPA's Flood Risk Map indicates that certain localised areas near the end of the SB scheme are expected to face a medium to high probability (0.5–10%) of surface water flooding each year.

## Groundwater

Groundwater within the scheme extents consists of both Glasgow and Motherwell groundwater (ID: 150677) which has an overall poor quality, and Carmyle and Tollcross Sand and Gravel groundwater which has an overall good quality as identified with the Water Framework Directive (WFD).

The works do not fall within a Scottish Government Nitrate Vulnerable Zone (NVZ).

# Climate

## Carbon Goals

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

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

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

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

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

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

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

# Policies and Plans

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

# Description of main environmental impacts and proposed mitigation

## Air quality

### Impacts

- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- During construction, including removal of the road surface, there is the potential for an increase in dust and emissions from plant and machinery and an increase in airborne particulate matter. This is likely to cause a slight deterioration in air quality within the local area.
- Residents along the diversion route roads, should they be required, may experience a deterioration in air quality due to the increased volume of traffic.
- The impacts identified will be temporary for the duration of the works only and therefore no permanent change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment as works are like-for-like.

### 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.

# Cultural heritage

## Impacts

- There are no designated cultural heritage features within the scheme extents, and no land acquisition is required.
- All works are confined to the existing carriageway surface and verges, and due to the limited nature and scale of the activities, significant vibration effects are not anticipated. Consequently, no impacts are anticipated on the listed building listed in Table 1.
- The non-designated assets listed in Table 2 are not expected to be impacted, as the works involve like-for like resurfacing with a transient short construction duration. Additionally, the original construction of the M74 is likely to have removed any archaeological remains. Overall, the potential for uncovering new assets is considered low.

## Mitigation

The following mitigation measures will be in place throughout the period of works:

- All plant and machinery will be stored within the carriageway boundary where practicable.
- If any archaeological finds are discovered, the works will be suspended, and the relevant stakeholders will be contacted.

No significant effects are anticipated to cultural heritage. Therefore, in line with DMRB Guidance document LA 106: Cultural Heritage, no further assessment 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.
- No operational impacts are predicted for visual receptors and landscape character as works entail the like-for-like resurfacing of the M74 carriageway within the proposed scheme extents.

## 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

- An increase in noise levels from construction activities and misdirected site lighting has the potential to disturb any protected species within the scheme surroundings.
- Verge works have the potential to spread or introduce INNS or target species.

## Mitigation

The following mitigation measures will be in place:

- 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.
- 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.
- '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.
- As part of the Network Management Contract, Amey, on behalf of transport Scotland, has been asked to keep a record of various INNS and target species, including rosebay willowherb and common ragwort. Works will not be carried out in the carriageway verge where these are present, if this is not possible and works are likely to result in the spread of this species through disturbance, Amey's Landscaping Team will be consulted.
- Should a protected species be spotted during construction, works will stop, and the Amey ET&S Team will be contacted.
- Additional pollution prevention measures are detailed in the Road Drainage and the Water Environment section.
- Amey's environmental briefing on INNS and protected species will be delivered to site operatives prior to construction.

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 will be no impacts upon the surrounding agricultural land.
- 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.

## Mitigation

The following mitigation measures will be in place during the works:

- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, reinstatement will be undertaken.
- 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.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable (e.g., to backfill removed trial holes etc.).
- Excavated soils will not be stored on site, and must be appropriately contained/covered, and protected from the elements.
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with dip trays used appropriately and stored under any chemical or fuel containers.

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

- 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.

- 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 all materials will be reused throughout the network, if not possible they will be recycled locally at a suitably licenced waste management facility.
- Materials will be delivered on site when required.
- All waste will be disposed of in accordance with the Environmental Authorisation (Scotland) Regulations 2018 (EASR).
- 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.
- All special waste will be transport by suitable licenced contractor and be accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.

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 and vibration levels are expected to increase during nighttime construction hours for properties within 300m of the scheme and those near the diversion route, should one be required. This is due to the use of heavy plant and machinery, such as rollers, and increased HGV movements. However, these levels are not anticipated to significantly exceed existing ambient conditions or cause notable disturbance.
- TS2010 road surfacing offers enhanced durability and noise reducing properties compared to standard surfacing materials. As a result, both road users and nearby receptors are expected to benefit from the improved surface quality over the long term.
- Post-construction, the works are not expected to alter existing baseline noise levels for any sensitive receptors.

## 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 working arrangements.

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

- Amey's Energy Transition & Sustainability Team has notified Glasgow City 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 may be increased journey length due to the diversion route, should one be required.
- Land take is not required for this scheme therefore there will be no impact as a result of permanent or temporary land acquisition from private land, businesses, agriculture, Walkers, Cyclists or Horse riders (WCH) and/or community facilities as a result of the scheme.
- 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).
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

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 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).

If the mixing of concrete on site is required, site operatives will apply suitable controls to prevent the mixture escaping to the surrounding environment:

- All mixing will take place a minimum of 10m away from watercourses and drains where possible.
- All drains within proximity to any mixing will be securely covered or sealed off.
- No washout from concrete mixing will be allowed to enter the water environment and will be taken off site for appropriate treatment.

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.

## 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 neutral. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

## Vulnerability of the project to risks

Construction activities are confined to the carriageway boundary and immediate carriageway 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 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.

Glasgow City Council's Planning Portal, has not identified any extant planning applications surrounding the scheme extents that would result in any in-combination effects.

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 Energy Transitions & Sustainability Team at Amey in November 2025.

- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in January 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 with minor verge works, 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 1.2ha.) 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 Energy Transitions & Sustainability Team at Amey in November 2025.

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

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA



Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, January 2026

Follow us:

transcotland

@transcotland

**transport.gov.scot**

Scottish Government
Riaghaltas na h-Alba
gov.scot