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Environmental Impact Assessment Record of Determination

M74 Junction 6-7 Southbound

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Project Details

Description

Amey has been commissioned by Transport Scotland to carry out resurfacing works on the M74 southbound carriageway between junction 6-7. The works will involve carriageway inlays to address structural defects and prevent further deterioration. The visual condition survey identified predominantly crazing within carriageway lane 2 (CL2), with small sections of chip loss. CL2 also features two small patches and a short longitudinal crack. Carriageway Lane 1 (CL1) is generally in good condition, exhibiting localised fretting; however, beyond Ch2880, CL1 shows increased levels of crazing along with a small, localised longitudinal crack.

Construction will involve the installation of concrete inlays at depths ranging from 30mm to 300mm covering an area of approximately 22,322m² and 1,992m in length. Milling will be undertaken to the required depths, followed by resurfacing with a paver to reinstate the surface to the original thickness.

The junctions between the new and existing materials will be sealed at both ends of the scheme using a hot-applied bitumen sealant.

Construction activities include:

- Implementation of Traffic Management (TM).
- Planing (milling) out of existing carriageway surface.
- A loader will be used to gather and transfer arisings within the work area; all waste material will be removed from site.
- Installation of new materials, including tack coat, binder course and bituminous asphalt, laid using a paver and compacted with a roller;
- Mechanical sweeping to remove loose material from the carriageway.
- Application of road markings and installation of road studs where required.
- Removal of TM.

Verge works will include:

- Siding-out operations.
- Installation and adjustment of Vehicle Restraint System (VRS) terminals.
- Replacement of existing bollards and verge marker posts.
- Replacement of traffic signage where required.

The plant and machinery required will include:

- Roller
- Wagon
- Paver
- Planer
- 3CX or similar bucket excavator
- Hand tools

The construction is programmed to be undertaken and completed within the 2026-2027 financial year for a duration of approximately two weeks.

Traffic Management requirements are anticipated to include overnight closures. The proposed diversion route will exit the M74 southbound at Junction 6, continue via the A72 and A71, and rejoin the M74 at Junction 8.

Location

The scheme is located along the M74 at junctions 6 – 7 in South Lanarkshire. The scheme extents can be found between the following National Grid Reference (NGR) points:

- Scheme start: NS 74526 54551
- Scheme end: NS 76126 53397



Figure 1 - Scheme Location

Description of Local Environment

Air Quality

The scheme is located along the M74 between Junction 6 and Junction 7. The surrounding area is characterised as semi-rural, with approximately 40 residential properties located within 200m of the scheme extents. The closest residential receptor is situated approximately 80m to the south along Valleyfield Crescent. No non-residential air quality receptors are located within 200m of the scheme.

South Lanarkshire Council have declared two [Air Quality Management Areas](#) (AQMA), however none are located within the scheme extents.

Baseline air quality is mainly influenced by vehicles travelling along the M74 carriageway. In 2024, the Average Annual Daily Flow (AADF) for all motor vehicles on the M74, approximately 1.5km northwest from the scheme extents (Manual Count point [50705](#)) was 68,057 with 9,837 of those being Heavy Good Vehicles (HGVs).

According to the [Scottish Pollutant Release Inventory](#) (SPRI) there are no registered sites for air pollutant releases located within 1km of the works. There are also no [air quality monitoring sites](#) located within 200m of the works.

Cultural Heritage

A desk-based assessment was undertaken using [Pastmap](#). No statutory cultural heritage features are located within the scheme footprint or within the 300m study area.

An area of 200m was used for non-designated cultural heritage assets these include:

- Archaeological Desk-Based Assessment: Ferniegair, Hamilton (ref: 6763) Historic Environment Record (HER) located approx. 11m south from the scheme extents.
- Allanton (ref: 69567) HER, located approx. 50m south from the scheme extents.

Landscape and Visual Effects

The scheme is located along the M74 within an area predominantly characterised by agricultural land use with some residential properties situated to the south carriageway. These residential properties will not have a view of the works as there is a vegetation barrier along this stretch of the carriageway in these areas.

A desktop study using [Scotland's Environment Map](#) has highlighted that the scheme is not situated within a National Park (NP), National Scenic Area (NSA), Conservation Area, or Garden & Designed Landscapes. There are no ancient woodlands or [Tree Preservation Order](#) (TPO)'s located within 500m of the scheme.

The [Scottish Landscape Character Assessment map](#) has identified the land character type as Broad River Valley. This Landscape Character Type comprises the stretch of the River Clyde valley between Hamilton and Crossford. It occurs between the more urban stretch of the valley to the north and the more incised reaches to the south (beyond Crossford).

Biodiversity

A desktop study using [Sitelink](#) has identified the European designated site Clyde Valley Woods Special Area of Conservation (SAC) ([8224](#)) located approximately 1.5km west. Therefore, a Habitats Regulations Appraisal (HRA) is required.

No nationally designated sites, including Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves, were identified by Sitelink within 1km of the scheme extents.

The NBN Atlas desk study also identified records of Invasive Non-Native Species (INNS) within 500m of the scheme extents along the M74 corridor, however none have been identified within the scheme extents. These include:

- Japanese knotweed (*Reynoutria japonica*),
- Himalayan balsam (*Impatiens glandulifera*),
- Giant hogweed (*Heracleum mantegazzianum*).

In addition, a search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool identified the presence of target species along the M74 verge, including rosebay willowherb (*Chamaenerion angustifolium*), common ragwort (*Jacobaea vulgaris*), and creeping thistle (*Cirsium arvense*), occurring intermittently within the road boundary.

An ecological field survey was undertaken along the M74 on 1st May 2026.

Geology and Soils

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

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

Superficial deposits

- Glaciolacustrine deposits-Clay, silt and sand. These sedimentary deposits are glaciolacustrine in origin. They are detrital, generally fine-grained (but locally coarser), they form beds, plains and fans associated with meltwater flowing into ephemeral lakes (icebound).

Bedrock geology

- Scottish Middle Coal Measures Formation-Sedimentary rock cycles, Coal Measure type. These sedimentary rocks are fluvial, palustrine and shallow-marine in origin. They are detrital, forming deposits reflecting the channels, floodplains and deltas of a river in a coastal setting (with periodic inundation from the sea).

[Scotland's Soil Map](#) has highlighted that the soil located within the scheme extents consists of Brown earths and Noncalcareous gleys.

The [Historic Land Use Assessment \(HLA\) Map](#) highlights that the landscape surrounding the scheme consists of Motorway and Major Roads, Opencast/Mining/Quarry Site, Plantation, Railway Features, Designed Landscape and Rectilinear Fields and Farms.

Material Assets and Waste

The materials required for construction stage consist of:

- Road surfacing (aggregate and binder);
- TS2010 surface course;
- AC20 bituminous binder;
- AC32 bituminous base;
- Warm mix asphalt
- Bitumen;
- Road paint and studs;
- Lubricant;
- Vehicle fuel;
- Oil;

TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical SMA. As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate source¹⁸

A proportion of RAP is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.

Where practical, all materials will comply with Transport Scotland's amendment to the Specification for Highway Works, Clause 908TS Warm Mix Asphalt, which sets out performance requirements for WMA mixtures.

The wastes likely to be produced include:

- Asphalt planings
- Vegetation from siding out;
- Road paint
- Old road studs

Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document '[Guidance on the Production of Fully Recoverable Asphalt Road Planings](#)'.

Coring investigations have not identified the presence of coal tar within treatment depths.

A Site Waste Management Plan (SWMP) will be prepared prior to the works due to the scheme exceeding £350,000 in value.

Noise and Vibration

The scheme is located along the M74 between Junction 6 and Junction 7. The surrounding area is characterised as semi-rural, with approximately 100 residential properties located within 300m of the scheme extents. The closest residential receptor is situated approximately 80m to the south along Valleyfield Crescent. No non-residential noise receptors are located within 200m of the scheme.

Baseline noise is mainly influenced by vehicles travelling along the M74 carriageway. In 2024 the AADF for all motor vehicles on the M74, approximately 1.5km northwest from the scheme extents (Manual Count point [50705](#)) was 68,057 with 9,837 of those being HGVs.

According to the Transportation Noise Action Plan (TNAP) [2019-2023](#) and [2024 - 2028](#) the scheme extents are not located within a Candidate Noise Management Area (CNMA).

According to [Scotland Noise Map](#), existing noise levels within the scheme extents range from approximately 67dB to 76dB (Lday) during daytime hours and from 63dB to 73dB (Lnight) at night. At the nearest identified receptor, baseline noise is recorded at around 57dB during the day and 53dB during the night, providing a representative indication of current acoustic conditions in the area.

Population and Human Health

A 300m study area was considered appropriate due to the like-for-like nature of the works. The scheme is located along the M74 between Junction 6 and Junction 7. The surrounding area is characterised as semi-rural, with approximately 100 residential properties located within 300m of the scheme extents. The closest residential receptor is situated approximately 80m to the south along Valleyfield Crescent. There are no community facilities located within 300m of the scheme.

According to [South Lanarkshire Core Path Plan](#), there are no core paths located within 300m of the scheme extents. There are also no footpaths located along the scheme extents and no [National Cycle routes](#) or [bridleways](#) located within 300m of the scheme.

There are no bus stops located within this section of the M74. No street lighting is present within the scheme extents; however, a single layby is located within the works area. There are no agricultural field access points within the scheme extents., with the nearest agricultural field located approximately 40m north of the works.

Road Drainage and the Water Environment

According to [Scottish Environment Protection Agency \(SEPA\)'s water classification Hub](#) River Clyde (Mouse Water to Strathclyde Loch outflow) (ID: 10919) is located approximately 200m north from the scheme. This watercourse has a 'good' overall ecological status.

[SEPA Flood Maps](#) highlight that there is a small section along the scheme extents that has a high likelihood of river flooding. This suggests that each year this area has a 10% chance of flooding.

The groundwater within the scheme extents comprises of Glasgow and Motherwell groundwater (ID: 150677). This has a 'poor' overall ecological status. This is not

listed as drinking water protected area. The scheme is not located within a [Nitrate Vulnerable Zone](#) as defined by the Scottish Government.

Road drainage along the scheme extents comprise of top entry gullies at both sides of the carriageway.

Climate

Carbon Goals

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

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

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

Monitoring, Management and Opportunities

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

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

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

Policies and plans

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

Description of Main Environmental Impacts and Proposed Mitigation

Air Quality

Impacts

- On-site construction activities, including surface preparation works and the operation of mobile plant and machinery, have the potential to generate airborne particulate matter and emissions. During the construction phase, there may therefore be a temporary increase in dust and exhaust emissions, which could result in a minor, short-term deterioration in local air quality.
- No likely significant effects are anticipated due to the nature and scale of the works. All air quality effects will be temporary, limited to the construction phase and localised.
- The implementation of traffic management measures during the works will result in temporary traffic diversions, including the rerouting of vehicles from the M74 onto alternative local roads. This will introduce additional traffic, including HGVs, to routes that typically experience lower traffic volumes, which may lead to a short-term localised increase in vehicle emissions and noise along the diversion corridor. However, the works are programmed to take place during night-time periods when overall traffic flows are significantly reduced, and the diversions will be in place for a limited duration only. As a result, any impacts on local air quality are expected to be temporary and minor, with no long-term or permanent effects anticipated.

Mitigation

Best practice and measures as outlined in the '[Guidance on the assessment of dust from demolition and construction \(January 2024\)](#)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- The site layout will be planned (including plant, vehicles, and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Materials with the potential to generate dust will be removed from site as soon as possible, unless they are to be reused on site .
- Cutting, grinding and sawing activities will be undertaken using equipment fitted with, or operated in conjunction with, appropriate dust suppression systems such as water sprays or local exhaust ventilation.

- The drop height of materials from conveyors and during loading or handling will be minimised.
- Vehicles entering and leaving the work area will be appropriately covered to prevent the escape of materials during transport.
- Equipment will be made available on site to address any dry spillages, which will be cleaned as soon as reasonably practicable using wet cleaning methods.
- When not in use, plant, vehicles and NRMM will be switched off, and vehicle idling will be avoided.
- Plant, vehicles and NRMM will be regularly maintained, with particular attention given to exhaust systems to prevent excessive emissions.

The following additional mitigation measures will be implemented:

- Green driving techniques will be adopted, supported by effective route planning prior to the commencement of works.
- Materials will be sourced locally where practicable to reduce transportation distances.
- Following planing works, affected surfaces will be swept to remove any remaining loose material.

No significant air quality effects are anticipated. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Cultural Heritage

Impacts

- The resurfacing works are like-for-like and construction of the M74 is likely to have removed any archaeological remains that may have been present within the trunk road boundary. Therefore, the presence of unknown archaeological remains in the study area has been assessed as low.
- The verge works will not affect any of the designated and non-designated assets identified within the study area.

Mitigation

The following mitigation measures will be in place:

- Plant and machinery will be stored within the carriageway boundary where practicable.
- Any access beyond the carriageway will be minimised and ideally limited to foot access.

- If any archaeological finds, such as coins or pottery, are discovered during the works, they will not be removed from the site. Any such discoveries will be reported immediately to the appropriate authority.

In accordance with DMRB Guidance document LA 106: Cultural Heritage Assessment, no further assessment is required.

Landscape and Visual Effects

Impacts

- The works will result in temporary changes to the surrounding landscape, primarily due to the implementation of short-term traffic management measures and the presence of plant and machinery during construction.
- Given the scheme's location within a landscape characterised by motorway infrastructure, major roads, and other transport features, the presence of construction activities will be consistent with existing land uses identified.
- The character of the surrounding Broad River Valley Landscape Character Type will remain unchanged, as the scheme does not affect key landscape elements, that define the wider River Clyde valley.
- Due to nighttime programming, construction site lighting during nighttime hours could cause disturbance for residential properties in close proximity.

Mitigation

- The works have been designed to minimise landscape and visual impacts by retaining the existing form, appearance, and materials of the M74 carriageway and its immediate surroundings where practicable.
- Temporary site lighting used throughout the scheme will be minimised and directional and pointed only at the area of works.
- All areas impacted by the works will be fully reinstated to their original condition, ensuring no long-term visual effects on the surrounding landscape.
- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.

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

Biodiversity

Impacts

- During nighttime programming, misdirected site lighting from construction activities could cause disturbance to any commuting protected species.
- Site activities may temporarily impact local biodiversity due to increased vehicle presence, potential disturbance to protected species, and the risk of habitat pollution.
- The proposed works will result in no impacts to INNS and identified target species identified, as construction activities will be limited to the existing carriageway boundary.
- The Clyde Valley Woods SAC is located approximately 1.5km west of the scheme extents. The resurfacing works are confined to the existing M74 carriageway and hard shoulder and will not result in land take, habitat loss, or changes to the SAC.
- It is not anticipated that there will be any significant or direct impacts on the designated site (Clyde Valley Woods - SAC) due to the physical separation between the designated site and work area, being more than 1.7km, in addition to the works being localised to the existing M74 carriageway. There is no connectivity between the site via hydrology.
- The proposed works do not require vegetation clearance and are restricted to the existing carriage boundary and proximal verges. The snowberry sighted lies approximately 9m north of proposed works and will therefore not impact upon this species.
- While the proposed works are not expected to result in the loss of nesting habitat, they may still have the potential to negatively affect nesting birds if undertaken during the bird nesting season (March to August inclusive).

Mitigation

- Due to nighttime programming, any artificial lighting required will be hooded and directed specifically at the work area to minimise light spill and disturbance to nocturnal species, including those near ecological receptors such as dense woodland. In the event that any protected species are encountered during the works, all activity will cease immediately to allow the species to pass by.
 - On site light sources will be kept to a minimum and only used as required.
 - When not in use, light sources will be switched off to reduce impact on 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.

- In the unlikely event that protected species is noticed on site, works will be temporarily suspended until the animal has moved on.
- 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.
- As part of the NMC, Amey, on behalf of transport Scotland, has been asked to keep a record of various target species. Works will not cause the spread of this species, if works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.
- No works within 1m of snowberry will be undertaken during the proposed works. If this is not possible, an ecologist will be contacted, and a method statement and Ecological Clerk of Works (ECoW) will be required.
- A Nesting Bird toolbox talk will be given to all site operatives before works commence.

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

- Resurfacing works will be confined to the existing carriageway boundary and previously engineered layers.
- The verge works may result in minor soil disturbance, which can create adverse conditions, including erosion and polluted soils.

Mitigation

- 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.
- 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.
- Excavated soils if stored on site will be appropriately contained/covered and protected from the elements.
- Spill kits will be present on site, and all operatives will be fully trained in their use.

- Any fuel, oil and other chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- If any unusual odours or soil colourations are identified during the works, the works will cease, and the environmental team will be notified.

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

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

Material Assets and Waste

Impacts

- Transportation and recovery of activities will require the use of fossil-fuel derived energy which, as a finite non-renewable resource, will be subject to depletion through continued use.
- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period, which will reduce the need for further materials and wastes.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The use of WMA supports reduced energy consumption and lower carbon emissions during production while still meeting TS2010 performance requirements for durability and long term carriageway performance.
- The works will result in contribution to resource depletion through use of virgin materials.
- Non-recycled construction waste often ends up in landfills. Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.

Mitigation

- In accordance with the Environmental Authorisations (Scotland) Regulations (EASR), asphalt road planings arising from the works are classified as a Low-Risk Waste Activity (LRWA) under '[LRWA 3 - Treating asphalt road planings in a milling machine](#)'. The asphalt planings generated by the scheme are anticipated to be uncontaminated and will therefore not require environmental authorisation. These materials will be fully recycled in accordance with SEPA's guidance on '[Activities exempt from waste management licensing – Paragraph 13\(a\)](#)'

- No Asphalt Waste Containing Coal Tar (AWCCT) is expected to be encountered, and consequently recycling under SEPA's position statements relating to coal tar is not required.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.
- Where possible all materials will be reused throughout the network, if not possible they will be removed to a local waste management facility.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.

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

- The proposed construction works may result in noise and vibration effects on nearby noise-sensitive receptors due to the operation of planers, pavers and roller wagons, especially during nighttime working.
- TS2010 features noise-reducing characteristics that help limit traffic-related noise pollution, enhancing environmental conditions for surrounding communities. Its advanced material composition also improves resistance to deformation and weathering, maintaining reliable performance under varying traffic demands and climatic conditions.
- The implementation of traffic management measures will result in temporary changes to traffic flow, including the diversion of vehicles onto alternative routes. This will introduce additional traffic, including HGVs, onto roads that typically experience lower traffic volumes, which may lead to a short-term localised increase in noise levels along the diversion corridor. However, the works are programmed to take place during night-time periods when overall traffic flows are significantly reduced, and the traffic management and associated diversions will be in place for a limited duration only. As a result, any noise impacts are

expected to be temporary and localised, with no long-term or permanent increase in baseline noise levels anticipated.

- The scheme will not result in changes to traffic speed, flow or composition, and operational ambient noise levels are expected to remain consistent with pre-construction conditions.

Mitigation

- Pre-notification of the works through appropriate signage, and/or social media to inform local residents and road users of the upcoming works.
- Notification to South Lanarkshire Council Environmental Health Team due to nighttime works.
- 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.
- Unnecessary revving of engines will be avoided and equipment will be switched off when not in use.
- The drop height of materials will be minimised during handling and placement.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The noisiest works will be completed before 23:00 where feasible.
- All site operatives will be briefed with a Noise and Vibration Toolbox Talk before works commence.
- A letter drop to all noise sensitive receptors will be undertaken before any nightwork works commence.

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

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

Population and Human Health

Impacts

- The implementation of traffic management measures will result in temporary traffic diversions, which may cause short-term disruption to road users and bus services along the diversion route, including localised congestion and increased journey times. This diversion will introduce additional traffic onto roads that typically experience lower traffic volumes. However, the traffic management will

only be in place during night-time hours when overall traffic demand is significantly reduced. As a result, any disruption to road users and bus timetables is expected to be temporary and minor.

- Construction site lighting during nighttime hours could cause disturbance to residential properties in close proximity, and for the nearby amenity users.
- The scheme is located entirely within the existing M74 carriageway boundary, as such there will be no impact on land take from private land and/or community facilities as a result of the scheme.
- The resurfacing works may provide minor indirect health benefits, including improved road surface quality, reduced vehicle noise from smoother surfacing, and improved road safety, thereby reducing the likelihood of accidents.
- Access to residential properties within the 300 m study area, including those along Valleyfield Crescent, will be maintained at all times, with no direct severance or restriction anticipated.

Mitigation

- A letter drop will be undertaken for properties located next to the scheme, detailing construction activities due to nighttime programming.
- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- The works are confined to the M74 carriageway and verge. Access to private property, including agricultural land, will continue to be available via the local road network throughout the duration of the works, including during the operation of traffic management and diversion routes.

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, 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 negatively affect the distant water environment.
- Should flooding occur, this may delay the scheduled works.
- No impact on groundwater is anticipated, as the works involve a like-for-like road surface replacement. There is no source–pathway–receptor linkage that could result in groundwater contamination or alteration.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur (available 24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on [SEPA's Guidance for Pollution Prevention \(GPP\) documents](#).

Climate

Impacts

- GHG emissions will be generated through the use of machinery, vehicles, and materials (both recycled and virgin) required for the scheme, as well as through transportation to and from the site.
- Warm Mix Asphalt is produced and compacted at temperatures 20–40°C lower than Hot Mix Asphalt. This reduces fuel consumption during heating, leading to 15–30% lower energy use and associated CO₂ emissions.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Waste disposal will be directed to local licensed facilities.
- 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, no significant effects are anticipated on Climate. Therefore, in line with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

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

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

Assessment of Cumulative Effects

A review of the [Scottish Road Works Commissioner's Interactive Map](#) and [Amey's current programme of works](#) confirms that no other roadworks are scheduled to take place at the proposed location or during the planned timeframe for the construction activities.

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

The scheme is not anticipated to have significant environmental effects having regard to its nature, scale and location. The residual impacts arising from the works can be appropriately mitigated and thus no cumulative or in-combination effects are anticipated.

Assessments of the Environmental Effects

Following assessment detailed within this Record of Determination, and assuming appropriate mitigation and best practice are applied the residual impact is considered minor however, no significant effects on the environment are anticipated.

The following environmental surveys/reviews/consultations have been undertaken:

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in April 2026.
- A Preliminary Ecological Walkover (PEW) undertaken by Amey's Ecology Team in May 2026.
- Due to nighttime programming, South Lanarkshire Council Consultation undertaken by Amey's Environmental Team in April 2026.
- Habitats Regulation Appraisal (HRA) Stage 1 undertaken by Amey's Ecology Team in May 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 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.

This scheme is not situated in a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

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

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part within a sensitive area
- The Clyde Valley Woods SAC is located approximately 1.5km west of the scheme extents. The resurfacing works are confined to the existing M74 carriageway and hard shoulder and will not result in land take, habitat loss, or changes to the SAC.
- It is not anticipated that there will be any significant or direct impacts on the designated site (Clyde Valley Woods - SAC) due to the physical separation between the designated site and work area, being more than 1.7km, in addition to the works being localised to the existing M74 carriageway. There is no connectivity between the sites via hydrology.

Characteristics of potential impacts of the scheme:

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

References of supporting documentation

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in April 2026.
- A Preliminary Ecological Walkover (PEW) undertaken by Amey's Ecology Team in May 2026.
- Habitats Regulation Appraisal (HRA) Stage 1 undertaken by Amey's Ecology Team in May 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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