transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M74 Junction 7 to 9 Hard Shoulder

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a section of the M74 southbound hard shoulder between Larkhall and Blackwood, South Lanarkshire, covering an area of 2.5ha. Resurfacing works are required on the southbound (SB) carriageway due to surface defects and structural defects identified across the hard shoulder and patches of the carriageway. These defects include fretting, rutting and some isolated cracks. The works are required to improve the safety and road quality for road users.

Construction activities will consist of structural inlays, ranging in depth from approximately 30mm-300mm. Treatment will involve using TS2010 surface course. Construction activities and relevant plant/machinery will include:

- Installation of Traffic Management (TM);
- Removal of the existing hard shoulder road surface, and potential carriageway lane, to the required depths by planer;
- Compaction and flattening of the material by roller wagon;
- Laying of the new road surface by paver for structural inlays, with depths ranging between 30 to 300mm;
- Sealing of road joints to prevent water ingress;
- Transporting of the removed road material by disposal trucks;
- Installation of new road markings and new road studs; and
- Removal of TM upon scheme completion.

The works are scheduled to be completed within the 2025/2026 financial year with works expected to commence the September 2025 during nighttime hours. The duration of which is still to be determined.

TM will likely consist of overnight hard shoulder lane closures. A diversion route is likely not needed however; specific traffic management is not yet determined.

Location

The scheme is located along the M74 SB between Larkhall and Blackwood, in South Lanarkshire. The scheme extents can be found at the following National Grid References (NGRs):

- Start - NS 76282 53209
- End - NS 80305 41974

See Figure 1 below.

Figure 1: Scheme Location Map

Description of local environment

Air quality

The scheme is located along a section of the M74, between Larkhall and Blackwood in South Lanarkshire. The immediate scheme extents are bordered by densely populated mature trees and vegetation, with trees becoming sporadic within the middle section of the scheme extents. Where trees are sparse, the bordering agricultural fields can be seen to the north, south, east and west. The scheme extents run adjacent to the towns Larkhall and Blackwood.

There are over 100 residential properties located within 200m of the scheme extents, with the closest being located approximately 29m east of the carriageway in Blackwood. Other key air quality receptors within 200m include the following:

- Larkhall Golf Course is located approximately 40m west of the scheme extents;
- Larkhall – Donaldson Road Play Park is located approximately 186m west of the scheme extents;
- The Old School Guest House is located 50m west of the scheme extents; and
- Blackwood & Kirkmuirhill Community Wing Centre is located 74m east of the scheme extents.

Despite South Lanarkshire Council declaring two Air Quality Management Areas (AQMAs), all are situated beyond 200m of the scheme extents. here are no Air Quality Monitoring Stations within 200m of the scheme extents.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) within 1km of the scheme extents.

Baseline air quality is primarily influenced by traffic travelling along the M74. The volume of vehicles is demonstrated by the following manual count points located within the scheme extents:

- Manual count point 30705, located at NGR NS 77240 49300, shows that in 2024, the Annual Average Daily Flow (AADF) for all motor vehicles was 58,529 with 8,020 of these being Heavy Goods Vehicles (HGVs).
- Manual count point 10705, located at NGR NS 77444 47780, shows that in 2024, the AADF for all motor vehicles was 42,250 with 8,671 of these being HGVs.
- Manual count point 80524, located at NGR NS 80000 42140, shows that in 2024, the AADF for all motor vehicles was 32,960 with 8,075 of these being HGVs.

Cultural heritage

A desk-based assessment was undertaken using Pastmap online mapping tool. The study area covered a 300m area for designated cultural heritage assets and a 200m area for non-designated cultural heritage assets. There are no designated cultural heritage assets located within 300m.

The presence of unknown archaeological remains within scheme extents is unlikely as original construction of the carriageway would likely have removed any features of archaeological significance.

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

Table 1: Non-Designated Cultural Heritage Assets

Name	Reference Number	Description	Distance from Scheme
Blackwood	45606	Canmore - Chapel (Period Unassigned)	Within the scheme extents
Blackwood, Brick And Tile Works	199383	Canmore - Works (Period Unassigned)	Approx. 120m east of the scheme extents
Blackwood, St John'S R.C. Church	199373	Canmore - Church (Period Unassigned)	Approx. 150m east of the scheme extents
Peebles - Castledykes - Loudoun Hill - Irvine	71578	Canmore – Roman Road (Roman)	Approx. 150m east of the scheme extents
Blackwood, The Lairs	283930	Canmore – No Class	Approx. 170m east of the scheme extents
Cairncockle	45576	Canmore – Earthwork (Period Unassigned)	Approx. 23m west of the scheme extents
Castlehill To Hillhead Connection Road	305658	Canmore - Roman Road (Roman)(Possible)	Approx. 32m west of the scheme extents
Canderside Nos. 6 And 7, Colliery	132070	Canmore - Colliery (Period Unassigned)	Approx. 92m west of the scheme extents
Millburn	180118	Canmore - Farmstead (Period Unassigned)	Approx. 110m east of the scheme extents
Swinhill, Swinhill Road	202389	Canmore – School (Post Medieval)	Approx. 42m west of the scheme extents

Name	Reference Number	Description	Distance from Scheme
Larkhall, Canderside Toll	293901	Canmore - Inorganic Material(S) (Glass)(19th Century) - (20th Century), Inorganic Material (Iron)(19th Century) - (20th Century), Unidentified Pottery(S) (19th Century) - (20th Century)	Approx. 120m west of the scheme extents
Little Shaws	180126	Canmore - Building (Period Unassigned)	Approx. 85m east of the scheme extents
Larkhall, Duke Street	363007	Canmore - No Class (Event) (Period Unassigned)	Approx. 140m west of the scheme extents
Larkhall	348591	Canmore - No Class (Event) (Period Unassigned)	Approx. 160m west of the scheme extents
Merryton	179868	Canmore - Farmstead (Period Unassigned)	Approx. 26m east of the scheme extents

As works are like-for-like structural with no breaking of ground or excavation, there will be no impact on any identified cultural heritage assets. Therefore, cultural heritage has been scoped out of further assessment.

Landscape and visual effects

The immediate scheme extents are bordered by densely populated mature trees and vegetation, with trees becoming sporadic within the middle section of the scheme extents. Where trees are sparse, the bordering agricultural fields can be seen to the north, south, east and west. The scheme extents run adjacent to the towns Larkhall and Blackwood.

According to Scotland's Environment Web, the following Ancient Woodlands can be found within 500m of the scheme extents:

- Unnamed Ancient Woodland, (ID: 30382), located approximately 272m east of the scheme extents.
- Unnamed Ancient Woodland, (ID: 30383), located approximately 52m east of the scheme extents.
- Unnamed Ancient Woodland, (ID: 30398), located approximately 150m east of the scheme extents.
- Unnamed Ancient Woodland, (ID: 30392), located 410m east of the scheme extents.
- Unnamed Ancient Woodland, (ID: 30051), located approximately 418m west of the scheme extents.

- Unnamed Ancient Woodland, (ID: 30055), located approximately 425m west of the scheme extents.
- Canderdikehead Plantation Ancient Woodland, (ID: 30058), located adjacent to the scheme extents.
- Unnamed Ancient Woodland, (ID: 30070), located adjacent to the scheme extents.
- Unnamed Ancient Woodland, (ID: 30075), located adjacent to the scheme extents.
- Unnamed Ancient Woodland, (ID: 30085), located adjacent to the scheme extents.
- Unnamed Ancient Woodland, (ID: 30093), located adjacent to the scheme extents.
- Unnamed Ancient Woodland, (ID: 31619), located 392m north of the scheme extents.

There are no Tree Preservation Areas (TPOs), National Scenic Areas of any Gardens and Designed Landscapes within 500m of the scheme extents.

Scotland's Historic Land Use Assessment (HLA) Map has highlighted that the land use within the scheme extents has been previously used as 'Rectilinear Fields and Farms'.

A search on Scotland's Landscape Character Type (LCT) Map has highlighted that the LCT within the scheme extents consists of '201 - Plateau Farmland - Glasgow & Clyde Valley' characterised by the following:

- Extensive, open, flat or gently undulating landform.
- Dominance of pastoral farming, but with some mosses surviving.
- Limited and declining tree cover.
- Visually prominent settlements and activities such as mineral working.
- Rural character of the Plateau Farmland has reduced as tree cover has declined and the visual influence of settlements, transport infrastructure and mineral working has increased.

The views of and from the carriageway are mostly of mature trees and vegetation. Where trees are sparse, residential properties and agricultural fields can be seen to the north, south, east and west.

Due to lack of adequate vegetative screening in some areas along the M74, multiple residential properties will have views of the works, for example, those along Donaldson Road in Larkhall. There are also some sporadically placed properties that

will have views of the works. No community facilities or visual receptors will have views of the works.

There are multiple Core Paths located within 300m of the scheme extents. Key core paths that are likely to experience views of works include the following:

- Core Path HM/2491/1 runs over the scheme extents at NGRs NS 77618 50767.
- Core Path HM/2485/1 runs over the scheme extents at NGRs NS 77419 49953.
- Core Path HM/2489/1 runs below the scheme extents at NGRs NS 77234 48497.
- Core Path CL/3255/1 runs over the scheme extents at NGRs NS 78841 43974.
- Core Path CL/5648/1 runs below the scheme extents at NGRs NS 79029 42901.

Biodiversity

A desktop study using NatureScot's Sitelink, online research tool has highlighted the Clyde Valley Woods Special Area of Conservation (SAC), (ID: 8224), located within 2km of the scheme extents. This designated site is segmented with one section being located 837m east of the scheme extents and another located 415m west of the scheme extents. A Habitats Regulations Appraisal (HRA) has been undertaken which has concluded that no Likely Significant Effects (LSE) will occur as a result of the works.

There are no ecological national designations, such as Sites of Special Scientific Interest (SSSI), that have connectivity or lie within 200m of the scheme extents.

The following Invasive Non-Native Species (INNS) and Transport Scotland target species can be found within 500m, but out with the scheme extents as noted by the National Biodiversity Network (NBN) Atlas:

- Japanese knotweed (*Fallopia japonica*);
- Rosebay willowherb (*Chamerion angustifolium*);
- Creeping thistle (*Cirsium arvense*);
- Himalayan balsam (*Impatiens glandulifera*); and
- Broad-leaved dock (*Rumex obtusifolius*).

Transport Scotland's Asset Management Performance System (AMPS) has identified Transport Scotland target species including rosebay willowherb and common ragwort (*Jacobaea vulgaris*) along the verge of the M74, within the scheme extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resources. As a result, the need for a field survey was scoped out due to the nature of the works and that all works will be restricted to the existing carriageway boundary.

Geology and soils

Cander Moss Site of Special Scientific Interest (SSSI), (ID: 309), is located along the boundary of the M74 carriageway. This site is designated for raised bog. However no works are anticipated be within the SSSI.

Clyde Valley Woods Special Area of Conservation (SAC), (ID: 8224), located within 2km of the scheme extents. This designated site is segmented with one section being located 837m east of the scheme extents and another located 415m west of the scheme extents. This site is designated for mixed woodland on base-rich soils associated with rocky slopes.

There are no Geological Conservation Review Sites or any Local Geodiversity Sites within 200m of the scheme extents.

According to Scotland's Soils Map, the soil within the scheme extents consists of 'Noncalcarous gleys'. The national scale land capability for agriculture can be classed as '4.1'. This land is capable of producing a narrow range of crops, primarily grassland with short arable breaks of forage crops and cereal.

A search on Britain's Geology Map has identified that the geology within the scheme extents along the M74 carriageway consists of the following:

Bedrock Geology

- Scottish Lower Coal Measures Formation - Sedimentary rock cycles, coal measure type. Sedimentary bedrock formed between 319 and 318 million years ago during the Carboniferous period.

Superficial Deposits

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

Material assets and waste

The proposed scheme does not require a Site Waste Management Plan (SWMP) as the total value is under £350,000.

Tables 2 and 3 below outline the materials required for the scheme and waste expected to be produced during the works. There is a potential of Tar Bound materials to be present within the scheme extents.

Table 2: Key Materials Required for Activities

Activity	Materials Required	Sources
Construction	• TS2010 Surface Course; • AC20 Bituminous Binder; • AC32 Bituminous Base; • Fuels and oil; • White Lining; and • Road studs.	• Resurfacing materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. • Materials will comprise mostly of virgin aggregate. • 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.

Table 3: Key Waste Produced by Activities

Activity	Waste Produced	Disposal
Construction	• Asphalt Planings; • Old Road Studs; and • Potential of Tar Bound materials.	• Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planing. • All waste will be transported by suitable licenced contractor and be accompanied by a correctly completed waste transfer note (WTN). • All special waste will be transported by a suitable licenced contractor and be accompanied by a 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.

Noise and vibration

There are over 150 residential properties located within 300m of the scheme extents, with the closest ones being located approximately 29m east of the carriageway in Blackwood. Other key noise and vibration receptors within 300m include the following:

- Larkhall Golf Course is located approximately 40m west of the scheme extents;
- The Willows Boarding Kennel & Cattery located approximately 173m west of the scheme extents;
- Larkhall – Donaldson Road Play Park is located approximately 186m west of the scheme extents;
- The Pet Crematorium Larkhall is located 54m west of the scheme extents;
- The Old School Guest House is located 50m west of the scheme extents;
- Redstone Hotel is located approximately 238m east of the scheme extents;
- Blackwood & Kirkmuirhill Community Wing Centre is located 74m east of the scheme extents;
- Blackwood Medical Practice is located approximately 217m east of the scheme extents;
- Kirkmuirhill Gospel Hall is located approximately 185m east of the scheme extents; and
- Larkhall Cemetery is located 241m west of the scheme extents.

Scotland's Noise Map has highlighted that the noise level, during daytime hours (Lday) within the scheme extents, has been recorded to range between 68dB to 78dB. The noise level during nighttime hours (Lnight) has been recorded to range from approximately 63dB to 74dB, within the scheme extents, along the M74.

Baseline noise and vibration levels are primarily influenced by traffic travelling along the M74. The volume of vehicles is demonstrated by the following manual count points located at different areas within the scheme extents:

- Manual count point 30705 shows that in 2024, the AADF for all motor vehicles was 58,529 with 8,020 of these being HGVs.
- Manual count point 10705 shows that in 2024, the AADF for all motor vehicles was 42,250 with 8,671 of these being HGVs.
- Manual count point 80524 shows that in 2024, the AADF for all motor vehicles was 32,960 with 8,075 of these being HGVs.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2019-2023). However, Donaldson Road, located approximately 31m west of the scheme extents, is within a CNMA.

Population and human health

Due to the like-for-like nature of the works, an area of 300m has been investigated to determine the population and human health baseline.

There are over 150 residential properties located within 300m of the scheme extents, with the closest ones being located approximately 29m east of the carriageway in Blackwood. Other key community receptors within 300m include the following:

- Larkhall Golf Course is located approximately 40m west of the scheme extents;
- Larkhall Cemetery is located 241m west of the scheme extents;
- The Willows Boarding Kennel & Catering located approximately 173m west of the scheme extents;
- Larkhall – Donaldson Road Play Park is located approximately 186m west of the scheme extents;
- The Pet Crematorium Larkhall is located 54m west of the scheme extents;
- The Old School Guest House is located 50m west of the scheme extents;
- Redstone Hotel is located approximately 238m east of the scheme extents;
- Blackwood & Kirkmuirhill Community Wing Centre is located 74m east of the scheme extents;
- Blackwood Medical Practice is located approximately 217m east of the scheme extents; and
- Kirkmuirhill Gospel Hall is located approximately 185m east of the scheme extents.

There are multiple Core Paths located within 300m of the scheme extents. Key core paths include the following:

- Core Path HM/2491/1 runs over the scheme extents at NGR NS 77618 50767;
- Core Path HM/2485/1 runs over the scheme extents at NGR NS 77419 49953;
- Core Path HM/2489/1 runs below the scheme extents at NGR NS 77234 48497;
- Core Path CL/3255/1 runs over the scheme extents at NGR NS 78841 43974; and
- Core Path CL/5648/1 runs below the scheme extents at NGR NS 79029 42901.

National Cycle Network Route 74 crosses over the scheme extents at NGR NS 78841 43974. This route connects Gretna and Glasgow following the same transport corridor as the main rail and road routes.

There are no bridleways located within 300m of the scheme extents.

There are no bus stops, streetlights or any access/egress points to properties within the scheme extents.

Road drainage and the water environment

According to SEPA's Water Classification Hub, Cander Water/White Corse Burn (ID: 10078) is located approximately 170m west of the scheme extents at its closest point. This watercourse has an overall moderate ecological potential.

The following unclassified watercourses are located within 500m of the works area:

- Tammy's Burn flows through the scheme extents at NGR NS 76543 52764;
- Skell Gill flows through the scheme extents at NGR NS 77127 51827; and
- Birkwood Burn flows through the scheme extents at NGR NS 79886 42215.

There are also multiple tributaries and field drains that surround the scheme extents.

SEPA's Flood Risk Map has highlighted that there are several areas within the scheme extents that experience a medium to high (0.5-10%) chance of surface water flooding. This flooding is particularly high towards the scheme start.

Groundwater within the scheme extents consists of Glasgow and Motherwell groundwater, (ID: 150677), and East Kilbride groundwater, (ID: 150590), both of which have an overall poor quality.

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

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

Climate

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 NE NMC network by 2028. Amey have set carbon goals for the NE 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 along the diversion route, should one be required. This may result in a temporary deterioration in local air quality.
- During construction activities, such as removal of old road surface, there is the potential for an increase in dust and emissions from plant and machinery. This is likely to cause a slight deterioration in air quality within the local area and cause a nuisance due to increased dust.
- The impacts identified will be temporary for the duration of the works only and therefore no permanent change is predicted on air quality.

Mitigation

- The Guidance on the assessment of dust from demolition and construction (2024), published by the Institute of Air Quality Management (IAQM), includes the following mitigation relevant to this scheme:
    - All vehicles will switch off engines when stationary; there will be no idling vehicles.
    - 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.
    - All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
    - Planing operations will be wetted to reduce dust arising.
    - Drop heights to haulage vehicles will be minimised where practicable.
    - Lorries will be sheeted when carrying dry materials.
    - Surfaces will be swept where loose material remains following planing.
- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

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

Landscape and visual effects

Impacts

- During night-time programming, misdirected site lighting could cause disturbance to any surrounding residential properties and core paths.
- 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.

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.
- Any temporarily site lighting will be directional and pointed to the works 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 and misdirected site lighting has the potential to disturb any protected species nearby.
- Works will be confined to the carriageway boundary, involving like-for-like carriageway resurfacing with no earthworks. As such, there is limited potential to spread or introduce INNS or target species.
- The scheme has the potential to impact the Clyde Valley Woods SAC.

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.
- '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.
- 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 watercourses, to minimise disturbance to nocturnal species.
- As part of the NMC contract, Amey, on behalf of transport Scotland, have been asked to keep a record of various target species, including rosebay willowherb and common ragwort. Works will not be carried out in the carriageway verge, if this is not possible and works are likely to result in the spread of this species through disturbance, the Amey landscaping team will be consulted.
- Should a protected species been seen on site during construction, works will stop, and the ET&S Team be contacted.

A Habitats Regulations Appraisal (HRA) was undertaken and has concluded that there will be no Likely Significant Effects (LSE) on Clyde Valley Woods SAC due to:

- No reduction in habitat area, with all works confined to the existing carriageway boundary.
- No change in the level of disturbance to key species as a result of the works.
- No increased habitat or species fragmentation.

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

- The proposed construction activities will be confined to existing layers of the M74 carriageway, and as result, are not anticipated to cause any change to or have a negative impact on geology and soils.
- As works will be confined to the boundary of the M74 carriageway, there will likely be no impacts to Cander Moss SSSI.

Mitigation

- Where damage to soil occurs from vehicles stored and parked on the verge of the carriageway, the reinstatement of the grass verge will be carried out. Should damage occur, Amey's Landscape Team will be contacted.
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- If any unusual odours or soil colourations are identified during the works, the works will cease, and Amey's Energy Transition & Sustainability Team will be notified.
- Operatives will be briefed on Cander Moss SSSI located adjacent to the scheme extents and ensure there is no encroachment from the works.

With best practice mitigation measures in place, no significant effects associated with geology and soils. 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 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.
- The works will result in contribution to resource depletion through use of virgin materials.
- There will be an increase in waste sent to landfill sites if waste materials are not recycled or reused.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Materials will be delivered on site when required.
- 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.

- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally at a suitably licenced waste management facility.
- All special waste, such as tar, 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.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- There will be an increase in noise and vibration levels, for properties within 300m, during construction due to the use of heavy plant and machinery, such as the roller, and an increase in HGVs.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.
- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.

Mitigation

- Site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements.

- 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.
- Due to nighttime programming, Amey's Energy Transition & Sustainability Team has notified South Lanarkshire Council in advance of the works.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.
- Amey's environmental briefing on Noise and Vibration will be delivered to site operatives prior to construction.

With best practice mitigation measures in place, and due to the works being of a minor, temporary, 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

- Access to residential properties will not be impacted by the works.
- 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 should a diversion route 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.
- Core paths and National Cycle Network Route 74 will not be impacted by the works as construction will be contained within the carriageway boundary.

Mitigation

- 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 journey times.
- Temporary site lighting will be directed at the scheme extents to avoid any misdirected lighting impacting properties with views of the 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.
- Should flooding occur, this may delay the scheduled works.

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 Amey 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 (particularly GPP 1, GPP 2, GPP 5, GPP 6, GPP 8, GPP 21 and GPP 22).

Providing all works operate in accordance with current best practice, as detailed within SEPA's GPPs, the effects on Road Drainage and the Water Environment are considered not significant. Therefore, in accordance with DMRB Guidance document

LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- 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

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

All mitigation measures will be adhered to onsite which considers the vulnerability of the project to be low.

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

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

Assessment cumulative effects

According to Amey's Southwest Current Works Schedule, the following schemes are due to take place in the coming months:

- M74 Junction 7 to Junction 10 Resurfacing (September 2025)
- M74 J7 - Blackwood | Road Markings (August 2025)
- M74 Southbound J8 - J9 | Patching (August 2025)

However, no exact construction date for the above-mentioned schemes has been confirmed.

The Scottish Road Works Commissioner has not identified any works set to take place within the scheme extents within September 2025.

South Lanarkshire Council's Planning Portal has not identified any works that are occurring within the scheme extents, within the proposed timeframe.

There may be an increase in traffic congestion and an increase in journey times due to TM set up for scheduled construction within the scheme extents.

Any schemes will be programmed to consider already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

TM will be advertised in advance to road users to ensure any congestion is minimised.

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

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment and sensitive receptors.

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 July 2025.
- A Habitats Regulations Appraisal (HRA) undertaken by the Ecology Team at Amey in August 2025.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is 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:

<u>Characteristics of the scheme:</u>

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment. No impacts on the environment are expected during the operational phase as a result of works.

- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- 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 (total area 2.5ha.) and as a result will not require any land take and will not alter any local land uses.
- A HRA was undertaken which has concluded, due to the majority of the works being a sufficient distance from the SAC, there will be no Likely Significant Effects on the qualifying features.
- 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 in a sensitive area.

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.

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, August 2025

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot