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Environmental Impact Assessment Record of Determination

M74 Jct 11 SB (South of Bog Rd)

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Project Details

Description

The works are required to ensure the longevity and safe functionality of this stretch of the M74 carriageway over an approximate area of 27,907 m² (2.79ha). The visual condition survey of the carriageway identified large instances of fretting with multiple patches and potholes throughout the extents of the scheme with also a few localised longitudinal and transverse cracks present.

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; and
- Removal of TM.

Verge works will include:

- Excavation and disposal of filter material to pipe level;
- Removal of damaged pipework;
- Installation of new pipework;
- Installation of new type 8 chambers; and
- Installation of new filter material.

The proposed construction is currently programmed for July 2026 with exact timings yet to be determined however, working hours are likely to be during day and nighttime hours and over a duration of one week.

Traffic Management (TM) will be utilised in the form of 24/7 single lane closures with temporary traffic lights.

Location

The works are located on the M74 carriageway just south of Lesmahagow, South Lanarkshire. The National Grid References (NGR) for the scheme extents are detailed below and illustrated in Figure 1:

- Scheme Start- NS 83664 37194
- Scheme End- NS 84669 34734

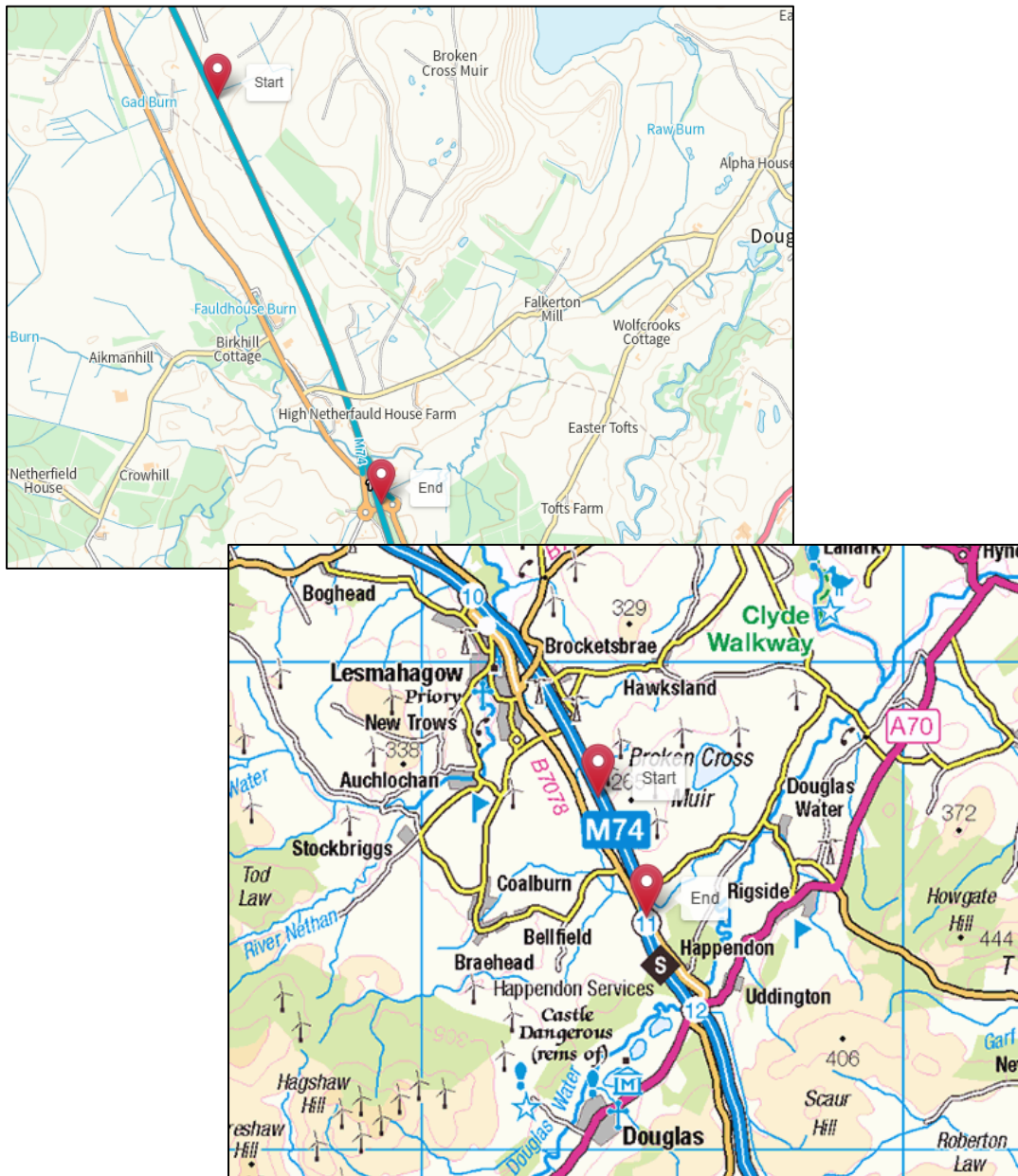


Figure 1. Scheme Location. Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal Mail copyright and database right [2026]. Contains National Statistics data © Crown copyright and database right [2026].

Description of Local Environment

Air Quality

The scheme is located along the southbound side of the M74 carriageway at Junction 11. The surrounding area is characterised as rural, mainly surrounded by areas of agricultural land with small areas of residential, commercial and managed woodland.

There are three residential properties within 200m of the works, with the closest property (Nether Fauldhouse) located approximately 50m west of the works.

Baseline air quality is mainly influenced by vehicles travelling along the M74 carriageway. The [Average Annual Daily Flow](#) (AADF) in 2024 for the main M74 carriageway just south of the scheme extents (site no. 80203), accounted for 31,084 vehicles, with an average of 22% Heavy Goods Vehicles (HGV).

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.

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

No other sensitive receptors have been identified within 300m of the works.

Cultural Heritage

A desk-based assessment was undertaken using [Pastmap](#). No designated features of cultural or historical significance were identified within the scheme footprint or within the 300m of the works.

The following non-designated features of cultural heritage have been identified within 200m of the works:

- Archaeological Evaluation: Poniel South, South Lanarkshire (Ref- 5441) Historic Environment Record (HER) which is located approximately 110m southwest of the works.
- Nether Fauldhouse Farm (Ref- 41255/ 180204) a HER/ National Record of the Historic Environment (NRHE) located approximately 60m east of the works.
- Cairnhouses (Ref- 41254/ 180205) a HER/NRHE located approximately 20m west of the works.

- Archaeological Assessment: Birkhill, Coalburn, South Lanarkshire (Ref- 3749) a HER located approximately 20m west of the works at its closest point.
- Walkover Survey On Broken Cross Muir (Ref- 191) a HER located approximately 40m east of the works at its closest point.

Landscape and Visual Effects

The surrounding area is characterised as rural, mainly surrounded by areas of agricultural land with small areas of residential, commercial and managed woodland. The carriageway being in a cutting and the strips of woodland lining the carriageway provide screening to the surrounding residential properties.

The [Scottish Landscape Character Assessment map](#) has identified the land character type as Plateau Farmland - Glasgow & Clyde Valley. The key characteristics of this landscape consist of 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.

A desktop study using [NatureScot Sitelink](#) and [PastMap](#) online interactive map has not highlighted any areas designated for landscape character within 300m of the works.

There are no [Tree Preservation Orders \(TPOs\)](#) within the scheme extents or within 500m of the works.

Visual receptors of the works include transient users of the M74 carriageway.

Biodiversity

A desktop study has been undertaken using [SiteLink](#) and has identified the Coalburn Moss Special Area of Conservation (SAC). The SAC is located approximately 400m west of the works at its closest point. Due to the works taking place within 2km of this SAC, a Habitats Regulations Appraisal (HRA) has been undertaken.

The Coalburn Moss Site is also a Site of Special Scientific Interest (SSSI).

Amey's Environmental Database has not identified any Invasive Non-Native Species (INNS) within 500m of the works.

[Scotland's Environment Map](#) has not identified any Ancient Woodland Inventory Scotland (AWIS) within the scheme extents; however, an area of ancient woodland (Site-14, Wood ID-31318,) is located approximately 60m south of the works.

[Scotland's Environment Map](#) has not identified any Local or National Nature Reserves within 200m of the scheme.

An ecological field survey was undertaken by two Amey Ecologists on the 9th of April 2026.

Geology and Soils

The [National Soil Map of Scotland](#) has identified the local soil type as brown soils.

A desktop study using [NatureScot's Sitelink](#) has not identified any geological sensitive sites within 1km of the scheme extents.

A desktop study using the [British Geological Survey Map](#) identifies the local geology types as the following:

- Bedrock geology: Passage Formation-Sedimentary rock cycles, Clackmannan Group 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).
- Superficial deposits: Till, Devensian-Diamicton. These sedimentary deposits are glacial in origin. They are detrital, created by the action of ice and meltwater, they can form a wide range of deposits and geomorphologies associated with glacial and inter-glacial periods during the Quaternary.

There are no [landfill sites](#) within 2km of the scheme extents.

Material Assets and Waste

Materials

Materials required are as follows:

- Bituminous surfacing materials (TS2010, EME2 binder/base);
- Thermoplastic road markings;
- Concrete;
- Paint;
- Iron milled in road stud shoes, thermoplastic reflective inserts;

- Lubricant;
- Vehicle fuel;
- Oil;
- Kerbing;
- BEJ material;
- Metal joint;
- 225mm diameter PVC pipe;
- Metals;
- Type B filter material;
- Soil/top soil (where required); and
- Nosing mortar.

A proportion of reclaimed asphalt pavement (RAP) will be incorporated into asphalt production, with typical values of 10%–15% used in base and binder courses and up to 10% in the surface course. The use of TS2010 surface course allows a broader range of aggregate sources to be utilised compared to traditional stone mastic asphalt (SMA), thereby reducing reliance on imported aggregates and increasing the use of more sustainable materials. New metal components will include a proportion of recycled content, subject to supplier specifications, and a concrete mix incorporating cement replacement products is also proposed.

Where feasible, road studs will be sourced from recycled materials, while road paint will be obtained from primary sources. Filter stone will include recycled content from previous schemes, and any excavated material will be reused as backfill wherever possible to minimise waste.

Wastes

The waste produced by the scheme will consist of:

- Road planings;
- Road studs;
- Road kerbs;
- Silted type 8 filter materials;
- Soil and detritus; and
- Potential damaged pipework.

On-site investigations of the carriageway (including coring and testing) have not yet been undertaken and therefore the presence of coal tar within the carriageway surface is unknown.

All waste will be managed in accordance with the [Environmental Authorisations \(Scotland\) Regulations 2018](#), under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy.

Noise and Vibration

For baseline data on the scheme's immediate surroundings and wider context, please refer to '[Air Quality](#)'.

There are eight residential properties within 300m of the works, with the closest property (Nether Fauldhouse) located approximately 50m west of the works.

Baseline noise levels are mainly influenced by vehicles travelling along the M74 carriageway with surrounding agricultural activities as a secondary source. The [Average Annual Daily Flow](#) (AADF) in 2024 for the main M74 carriageway just south of the scheme extents (site no. 80203), accounted for 31,084 vehicles, with an average of 22% Heavy Goods Vehicles (HGV).

According to [Scotland Noise Map](#), existing noise levels within the scheme extents range from approximately 70dB to 75dB (Lnight) at night. At the nearest identified receptor, baseline noise is recorded at around 55 to 60dB at night, providing a representative indication of current acoustic conditions in the area.

No other Noise Sensitive Receptors (NSRs) are located within 300m of the works.

The works do not fall within a [Candidate Noise Management Area](#) (CNMA) as defined by the Transportation Noise Action Plan, Road Maps.

Population and Human Health

A study area of 300m was used due to the like-for-like nature of the works, and their containment within the M74 carriageway boundary.

There are eight residential properties within 300m of the works, with the closest property (Nether Fauldhouse) located approximately 50m west of the works.

There are no community facilities or businesses within 300m of the works.

There are no Walkers, Cyclists, and Horse-Riders (WCH) provisions within the scheme extents or within 500m that will be impacted by the works.

There are no bus stops or laybys within the scheme extents and no access to agricultural fields or residential properties.

There is no streetlighting within the scheme extents.

Road Drainage and the Water Environment

A desktop study using the Scottish Environment Protection Agency (SEPA)'s [Water Classification Hub](#) has identified the Poniel Water, a watercourse (ID: 10097) which is culverted beneath the M74 carriageway within the scheme extents. SEPA has classified this watercourse as having an overall status of 'Moderate Ecological Potential'.

Alder Burn, a 6m wide watercourse identified at NS 84568 35035. This burn is also culverted under the M74 within the scheme extents and flows into the Douglas Water, classified as 'moderate' condition by SEPA.

Another unnamed watercourse was identified at NS 84139 36230. This small watercourse, around 2m wide, culverts under the M74 within the scheme extents.

The [SEPA Water Classification Map](#) notes the groundwater in the area (ID: 150545, Douglas Coalfield North) is considered to be in 'poor' condition.

Road drainage along the scheme extents is in the form of filter stones.

The scheme is not located within a [Nitrate Vulnerable Zone](#).

SEPA's [Flood Map](#) has identified multiple areas along the M74 carriageway within the scheme extents at High risk (10% annually) of surface water flooding.

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 50% lower than baseline.
- 2031 - 2035: Average emissions to be 60% 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, representing for 37% nationwide, and Transport Scotland are committed to reducing their emissions by 50% by 2030. To support this, Transport Scotland's Fourth Carbon Management Plan is committed to reaching Net Zero emissions across corporate activities by 2027. This will contribute to achieving a legally binding target of net-zero by 2045.

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

Amey are working towards a contractual commitment to have carbon neutral depots on the South West Network Management Contract (SW NMC) network by 2028. Amey have set carbon goals for the SWNMC 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

- The use of vehicles, plant and generators during construction will result in emissions which will temporarily impact local air quality.
- On site construction activities such as planing, carry the potential to produce airborne particulate matter and generate emissions that will have a temporary impact on local air quality.
- TM implemented during the scheme will result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.

Mitigation

- The following best practice as outlined in the [Guidance on the assessment of dust from demolition and construction \(2024\)](#) 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 that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (stockpiles will be covered or fenced to prevent wind whipping);
 - Cutting, grinding or sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
 - Drop heights from conveyors and other loading or handling equipment will be minimised;
 - Vehicles carrying wastes and materials will be covered when entering and leaving the work area to prevent escape of materials during transport;

- Equipment will be readily available on site to clean any dry spillages and spillages will be cleaned up as soon as reasonably practicable after the event using wet cleaning methods; and
- When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

The residual significance of effects is not considered significant and does not warrant any further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

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 are unlikely to affect any of the non-designated assets identified within the study area due to sufficient distancing and being restricted to the replacement of existing filter stones within already made ground.

Mitigation

- Should the nature of the works change, the Amey Environment team will be contacted prior to works commencing.
- Should works encounter any materials of archaeological interest (i.e. discoloured soils or material finds such as ceramics or bone) works will cease and the Amey Environment Team will be contacted.
- All plant, machinery and materials will be stored within the carriageway boundary at all times.
- Site operatives will be made aware of cultural heritage assets within 300m of the works.

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 the existing land uses identified.
- The character of the surrounding Plateau Farmland Landscape Character Type will remain unchanged, as the scheme does not affect key landscape elements, that define the wider area.
- 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

- An HRA has been undertaken and concluded that there will be no Likely Significant Effect (LSE) to the Coalburn Moss SAC. The proposed scheme involves works to the existing carriageway and will not directly impact the European Site. There are no direct impacts or significant effect pathways anticipated for the qualifying interest of the European Sites. The qualifying interest is confined to the extents of the European sites, and there is a physical separation where the works are to be confined within the extents of the existing highway boundary. Air pollution risks will be appropriately minimised by standard pollution and noise and vibration controls. As well as no long-term disturbance to key habitats, no habitat or species fragmentation will occur and no reduction in species density as a result of the scheme.
- Increase in nighttime noise could potentially result in temporary disturbance/nuisance for nocturnal species if active in proximity of the works.
- Temporary lighting for the works may affect the foraging or commuting routes of nocturnal protected species which may be active in the surrounding area.
- The proposed works has the potential to cause the spread of INNS cherry laurel.
- The bird nests identified are not expected to be impacted as works are confined to the existing road and filter stones. The presence of construction vehicles has the potential to cause increased disturbance to nesting birds in the area.

Mitigation

- If a protected species is seen on or near the scheme, all works will be stopped until the animal passes by. The Environment team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- When in use, any artificial light will be directional and directed at the area of works as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland/structures).
- No vehicles, machinery or materials will be parked/stored on any soft verges.

- 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.
- The noisiest works will be scheduled for before 11:00pm if feasible.
- Operatives will avoid extraneous noise whilst on site and will be briefed using Noise and Vibration briefing
- No works within 5m of cherry laurel will be undertaken during the works. If this is not possible an ecologist will be contacted as a method statement and Ecological Clerk of Works (ECoW) will be required.
- Works are not expected to take place within the woodland where nests were identified, however, they are expected to be within the bird nesting season (March to August inclusive). If works change, and there is to be vegetation removal impacting the woodlands within nesting bird season, nesting bird checks will be required.
- As verge works are required further surveys will be undertaken, as well as consultation with NatureScot to assess mitigation and licencing requirements.
- General mammal construction safeguards will be implemented within the scheme extents to protect mammals which could be using the proposed works area:
 - There will be a slow start up of equipment to gradually increase levels of noise and vibrations onsite, as sudden noises can be more disturbing.
 - Where equipment can be used with hoods, doors or sleeves to reduce noise levels, these will be used wherever possible.
 - Consideration will be given to where spoil is stored, mammal proof fencing will be considered if spoil is to be stored on site for long periods of time.
 - No equipment will be stored in suitable mammal habitat.

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

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 filter drain works could potentially 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

- 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 a contribution to resource depletion through use of virgin materials.
- Greenhouse gas (GHG) emissions will be generated by material production and transporting to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

Mitigation

- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- All waste will be managed in accordance with the [Environmental Authorisations \(Scotland\) Regulations 2018](#), under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy.
- Waste will be transferred to SEPA-authorised facilities by carriers with valid waste carrier registration. A waste transfer note (WTN) will be completed for removal of waste from site and retained for two years, in line with statutory Duty of Care requirements.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- All special waste such as coal tar will be transported by a suitably 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.

With best practice mitigation measures in place, the residual significance of effect on material assets and waste is considered to be not significant.

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

Noise and Vibration

Impacts

- TS2010 road surfacing will be utilised, which will reduce mid to high frequencies of traffic noise levels. Nearby receptors will benefit from reduced noise as a result of the scheme.

- Works will be undertaken during nighttime programming. As such, residential properties within 300m of the works could experience temporary disturbance due to an increase in noise levels.
- 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

- Residential properties within 300m will be notified in advance of the works via letter drop, providing details of timings, nature, and duration of the works.
- Impacts 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.
- Plant and machinery will be switched off when not in use to reduce noise disruptions to the surrounding environment.
- Engine exhaust and vent silencers will be used where possible.
- The noisiest works will be scheduled for before 11:00pm where feasible.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The delivery of materials to the scheme extents will be made during daytime and early evening hours where reasonably practicable, to reduce noise associated by traffic.
- Operatives will avoid extraneous noise whilst onsite and will be briefed using the Amey Noise and Vibration environmental briefing.
- South Lanarkshire Council Environmental Health Team has been notified of the works due to the nighttime programming.

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 and no further assessment is required.

Population and Human Health

Impacts

- TM has potential to cause slight levels of disruption to road users (i.e., congestion and increased travel times).
- Construction site lighting during nighttime hours could cause disturbance for residential properties within view of the works.

- The resurfacing works are expected to provide health benefits by improving road surface quality and reducing vehicle noise through smoother surfacing, which may support better sleep and help reduce noise-related health issues, while also enhancing road safety and lowering the risk of accidents
- 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.

Mitigation

- Advance traffic signs will be placed prior to works in an effort to minimise disturbance to vehicular travellers, and will inform road users of expected duration, timings, and any temporary TM arrangements/restrictions.
- Artificial site lighting will be directional and pointed away from residential properties.

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

- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and culverts if not controlled, which may impact the water environment.
- In the event of a flooding incident, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.

Mitigation

- Best practice, as detailed by SEPA's Guidance for Pollution Prevention ([GPP5](#) and [PPG6](#)), will always be followed onsite. This will ensure that any potential debris/spills are not allowed to enter road drainage unchecked.
- 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, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers/shielding boards.

- Any pollution incidences will be reported to the Amey control room.
- Operatives will conduct regular checks of the work site, especially in periods of heavy wind and rainfall.
- 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.
- Bunds will be provided around drums up to 205 litres with a buffer of 25% of their capacity, and around bulk storage to a capacity of 110% of the stored fuel/oil.
- All plant and fuel storage at the site compound will be located on hardstanding and sited more than 10m from any watercourse.
- All oils and fuels will be returned to storage area after use.
- Weather reports will be monitored prior to 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 when run-off/drainage can be adequately controlled to prevent pollution.
- Site staff will be briefed using the Water Pollution Prevention Toolbox Talk.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's Guidance for Pollution Prevention (GPPs), no significant effects are predicted on the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- GHG emissions will be generated through the use of machinery, vehicles, and materials (both recycled and virgin) required for the scheme, as well as through transportation to and from the site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- 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 repair of the carriageway and drainage assets, 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 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 not significant and there will be no significant effects on the environment.

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

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in May 2026.
- A Preliminary Ecological Walkover (PEW) undertaken by Amey's Ecology Team in April 2026.
- Habitat Regulations Appraisal was undertaken by Amey's Ecology Team at Amey in April 2026.
- Due to nighttime programming, South Lanarkshire Council Consultation undertaken by Amey's Environmental Team in April 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.
- 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 Coalburn Moss SAC is located approximately 400m west of the scheme extents. The 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 (Coalburn Moss - SAC) due to the physical separation between the designated site and work area being more than 400m, 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 successful completion of the scheme will afford benefits to road users due to improved condition and ride quality of the carriageway surface and better road drainage.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise. As a result, ambient noise levels will likely decrease post construction.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.

References of supporting documentation

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in May 2026.
- A Preliminary Ecological Walkover (PEW) undertaken by Amey's Ecology Team in April 2026.
- Habitat Regulations Appraisal was undertaken by Amey's Ecology Team at Amey in April 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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