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Environmental Impact Assessment Record of Determination

M74 Canderrigg House to Junction 8 Northbound Off Slip

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a northbound (NB) section of the M74 south of Larkhall and north of Blackwood, South Lanarkshire, covering an area of 1.2ha. Resurfacing works are required on the NB carriageway due to surface defects and structural defects identified across 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 road surface 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 approximately eight nightshifts.

TM will likely consist of overnight NB lane closures. A NB diversion route will be put in place where traffic will leave the M74 carriageway at Junction 10 and utilise the B7078 Carlisle Road, through Kirkmuirhill and Blackwood, until the A71 Canderside Toll where traffic will rejoin the M74 at Junction 8.

Location

The scheme extents can be found along the M74, south of Larkhall and north of Blackwood in South Lanarkshire. The scheme extents can be found at the following National Grid References (NGRs):

- Start - NS 77670 47135
- End - NS 77329 48035

See Figure 1 below.

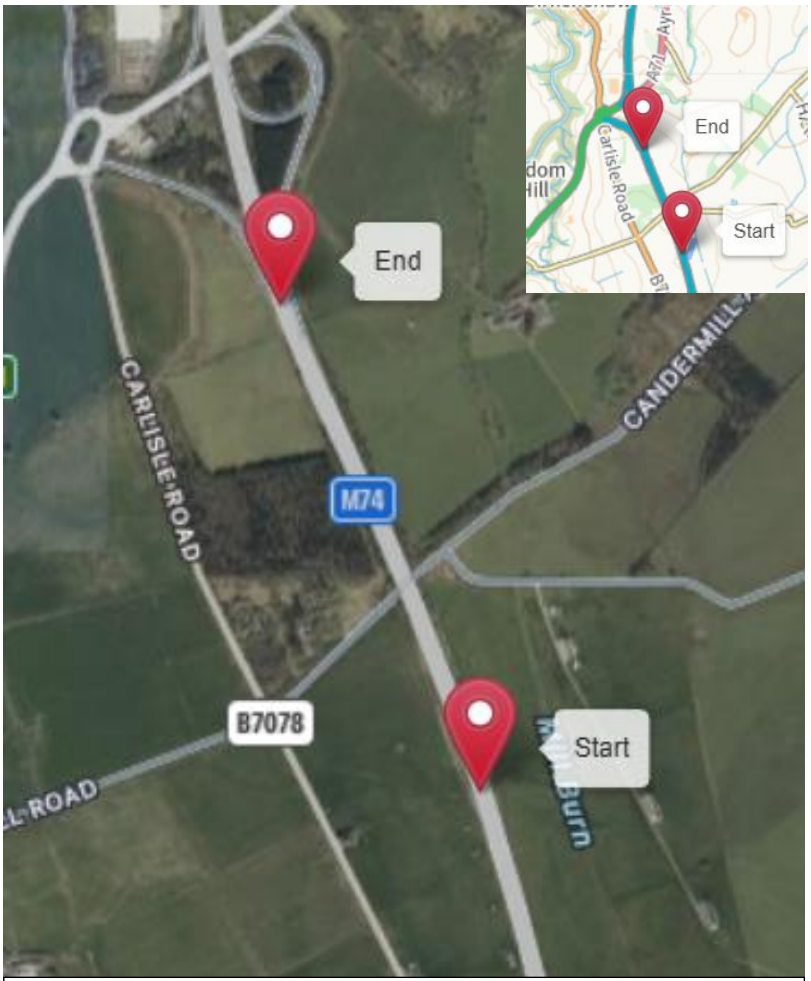

Figure 1: Scheme Location Map

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 in the middle section of the scheme, with trees becoming sporadic towards the start and end point. This vegetation is situated on gentle slopes that line either side of the carriageway. Where trees are sparse, the bordering agricultural fields can be seen to the north, south, east and west. The closest town is located approximately 1km north of the scheme extents, this being Birkenshaw.

There are no residential properties or any sensitive air quality receptors located within 200m of the scheme extents. There are multiple residential properties within 200m of the diversion route, the closest being located adjacent to the B7078 through Kirkmuirhill and Blackwood. There are also multiple non-residential air quality receptors adjacent to the diversion route including Blackwood Primary School and Blackwood Medical Practice.

Baseline air quality is likely to be primarily influenced by traffic along the M74 and the diversion route. Manual count point 10705, located within the scheme extents, shows that in 2024, the Annual Average Daily Flow (AADF) for all motor vehicles was 42,250 with 8,671 of these being Heavy Goods Vehicles (HGVs).

South Lanarkshire Council have declared two Air Quality Management Areas (AQMAs), however, both are situated beyond 200m of the scheme extents.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) within 1km of the scheme extents. Additionally, there are no Air Quality Monitoring Stations located within 200m of the scheme extents.

Cultural heritage

A desk-based assessment has been 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. Full details of non-designated assets can be found in Table 1 below.

Table 1: Non-Designated Cultural Heritage Assets

Name	Reference Number	Description	Distance From Scheme
Millburn	180118	Canmore - Farmstead (Period Unassigned)	Approx. 120m east of the scheme extents.

As works are like-for-like structural inlays 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 in the middle section of the scheme, with trees becoming sporadic towards the start and end point. This vegetation is situated on gentle slopes that line either side of the carriageway.

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

According to Scotland's Environment Web, Canderdikehead Plantation Ancient Woodland, (ID: 30063), is located adjacent to the scheme extents along the NB carriageway. There are no other Ancient Woodlands or any Gardens and Designed Landscapes, National Scenic Areas or any Tree Preservation Orders (TPOs) 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'.

The Landscape Character Type (LCT) within the scheme extents can be classed as '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 from the carriageway are mostly of mature trees and vegetation. Where trees are sparse, the bordering agricultural fields can be seen to the north, south, east and west.

Due to the rural location, as well as natural screening from topography and vegetation, no residential properties or any other visual receptors will experience views of the works.

Biodiversity

A desktop study using NatureScot's online research tool, Sitelink, has highlighted that the Clyde Valley Woods Special Area of Conservation (SAC), (ID: 8224) is located approximately 552m west of the scheme extents. A Habitats Regulations Appraisal (HRA) Stage 1 has been undertaken which has concluded that no Likely Significant Effects (LSE) will occur.

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

The following target species and Invasive Non-Native Species (INNS) are recorded within 500m of the scheme extents, but are out with the works area, as highlighted by the National Biodiversity Network (NBN) Atlas:

- Japanese knotweed (*Fallopia japonica*) - INNS
- Giant hogweed (*Heracleum mantegazzianum*) - INNS
- Himalayan balsam (*Impatiens glandulifera*) - INNS
- Creeping thistle (*Cirsium arvense*) – Target species
- Broad leaved dock (*Rumex obtusifolius*) – Target species

Transport Scotland's Asset Management Performance System (AMPS) has identified rosebay willowherb (*Chamaenerion angustifolium*) and creeping thistle along both the NB and southbound 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 due to the fact that all works will be restricted to the existing carriageway boundary.

Geology and soils

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

According to 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.

As the works will be like-for-like resurfacing of previously engineered layers, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

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. Tar bound materials were not identified during the investigation coring.

Table 2: Key Materials Required for Activities

Activity	Materials Required	Sources
Construction	• TS2010 Surface Course	• Resurfacing materials will be derived from recycled,

Activity	Materials Required	Sources
	• AC20 Bituminous Binder • AC32 Bituminous Base • Fuels and oil • White Lining • Road studs	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	• 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 Planings. • Old road studs will be recycle and reused where possible. • No coal tar was found during investigation stages.

Noise and vibration

There are two residential properties located within 300m of the scheme extents, the closest being approximately 290m west on Carlisle Road. There are no other sensitive noise and vibration receptors within 300m.

There are multiple residential properties within 300m of the diversion route, the closest of which are those located adjacent to the B7078 through Kirkmuirhill and

Blackwood. There are also multiple other non-residential noise sensitive receptors adjacent to the diversion route including Blackwood Primary School and Blackwood Medical Practice.

Baseline noise and vibration is likely to be predominantly impacted by traffic along the M74 with secondary sources from farming activities. This is demonstrated through manual count point 10705, located within the scheme extents, showing that in 2024, the AADF for all motor vehicles was 42,250 with 8,671 of these being HGVs.

Scotland's Noise Map has recorded that the noise level (Lday) during daytime hours, within the scheme extents, ranges from approximately 66dB to 78dB. During nighttime hours, the noise level (Lngt) within the scheme extents has been recorded to range from 65dB to 73dB.

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).

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.

The land surrounding the scheme extents is predominantly used for agricultural purposes. The scheme is in a rural area with two residential properties located within 300m of the scheme extents, the closest being approximately 290m west on Carlisle Road. There are no sensitive community facility receptors within 300m. The nearest community facilities are located approximately 1.5km north in Larkhall.

There are no Core Paths, National Cycle Network Routes or any bridleways within 300m of the scheme extents.

There are also no laybys, streetlights, bus stops, access/egress points or any footways located within the scheme extents, along the M74 carriageway.

Road drainage and the water environment

According to SEPA's Water Classification Hub, there are no classified watercourses located within 500m of the scheme extents. However, Mill Burn is located approximately 157m east of the scheme extents, this watercourse is unclassified on SEPA's map. There are no other waterbodies within 500m or any ponds within 250m of the works area.

SEPA's Flood Risk Map has highlighted the entire length of the scheme extents has a medium to high (0.5 - 10%) chance of surface water flooding.

Groundwater within the scheme extents consists of Glasgow and Motherwell groundwater, (ID: 150677), which has 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

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is 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. In response to the climate emergency, TS 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 SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

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

Mitigation

- 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

- There will likely be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.
- Views from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant.
- As works will be contained within the carriageway boundary, there will be no impact to Canderdikehead Plantation Ancient Woodland.

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.

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.

Mitigation

- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any woodland areas and watercourses, to minimise disturbance to nocturnal species.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- As part of the NMC contract, Amey, on behalf of transport Scotland, has been asked to keep a record of various INNS and target species, including rosebay willowherb. Works will not be carried out in the carriageway verge where these are present, if this is not possible and works are likely to result in the spread of this species through disturbance, Amey's Landscaping Team will be consulted.

A HRA has been 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.

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.

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, particularly those along Carlisle Road, 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.

- Due to the diversion route during nighttime hours, residents along the diversion route roads, particularly those along Carlisle Road, may experience an increase in noise and vibration due to the increased volume of traffic.

Mitigation

- The 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, 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 will be increased journey length due to the diversion route.
- Land take is not required for this scheme and therefore there will be no impact as a result of permanent or temporary land acquisition from private land, businesses, agriculture, Walkers, Cyclists or Horse riders (WCH) and/or community facilities as a result of the scheme.
- Access to community facilities will not be impacted significantly by the works as works will not block any access.

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 travellers.

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 control room will be contacted if any pollution incidences occur (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 Current Works Schedule, works are set to occur in Blackwood, south of the scheme extents, specific dates and working hours have not been confirmed. This scheme involves the installation of road markings.

South Lanarkshire Council's Planning Portal and the Scottish Road Works Commissioner does not indicated any scheduled works that will be carried out the proposed works location and time.

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

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

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area. Considering the nature and scale of the maintenance works being undertaken, no 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 June 2025.
- A Habitats Regulations Appraisal (HRA) undertaken by the Ecology Team at Amey in July 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.
- No negative impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries (total area 1.2ha.) 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 works being a sufficient distance from the SAC, there will be no LSE on the qualifying features.
- Works are not located within an area designated for its specific landscape character or quality.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment and drainage.
- Measures will be in place to ensure appropriate removal and disposal of waste and any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in-combination effects have been identified.

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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