



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

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Environmental Impact Assessment Record of Determination

M74 Junction 7 (Including On Slip Northbound)

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Project Details

Description

Resurfacing works are planned for a section of the M74, and the northbound (NB) on-slip at Junction 7 to address defects and deterioration in the road surface. These repairs will extend the pavement's lifespan, enhance road safety, and improve the overall driving experience.

Construction and the associated plant/non-road mobile machinery (NRMM) required are as follows:

- Implementation of Traffic Management (TM) and marking out site (TM plant);
- Removal of existing surfacing and milling to agreed depths (planer and lorries);
- Resurfacing to the existing road levels using TS2010 aggregate (Site Class 1 & 3), AC20 binder and AC32 base (paver);
- Reinstatement of road markings, linings, and studs (lorries/wagons and plant); and,
- Removal of TM.

The scheme exceeds 1ha in area, at approximately 1.7ha.

The proposed construction is programmed to be undertaken and completed within this financial year (April 2024 to March 2025), currently programmed for early 2025 for approximately six nights.

TM will comprise of a full weekend closure of the on slip and mainline, with a further three night-time closures.

The proposed diversion route commences at the M74 Junction 8 off slip, along the A71 and B7078 before rejoining at Junction 6 (Hamilton) The total diversion distance is approximately 8.3 miles.

Location

The M74 motorway at this location is a four-lane carriageway with hard shoulders, two running lanes in each direction, NB and southbound (SB).

The scheme includes the on slip from the A72 Lanark Road as well as the two mainline running lanes and the hard shoulder northbound of the M74. The scheme is located north of Larkhall, South Lanarkshire at the following National Grid References (NGRs):

- Scheme start (slip): NS 76305 52994
- Scheme start (mainline): NS 76216 53266
- Scheme end: NS 75660 53844

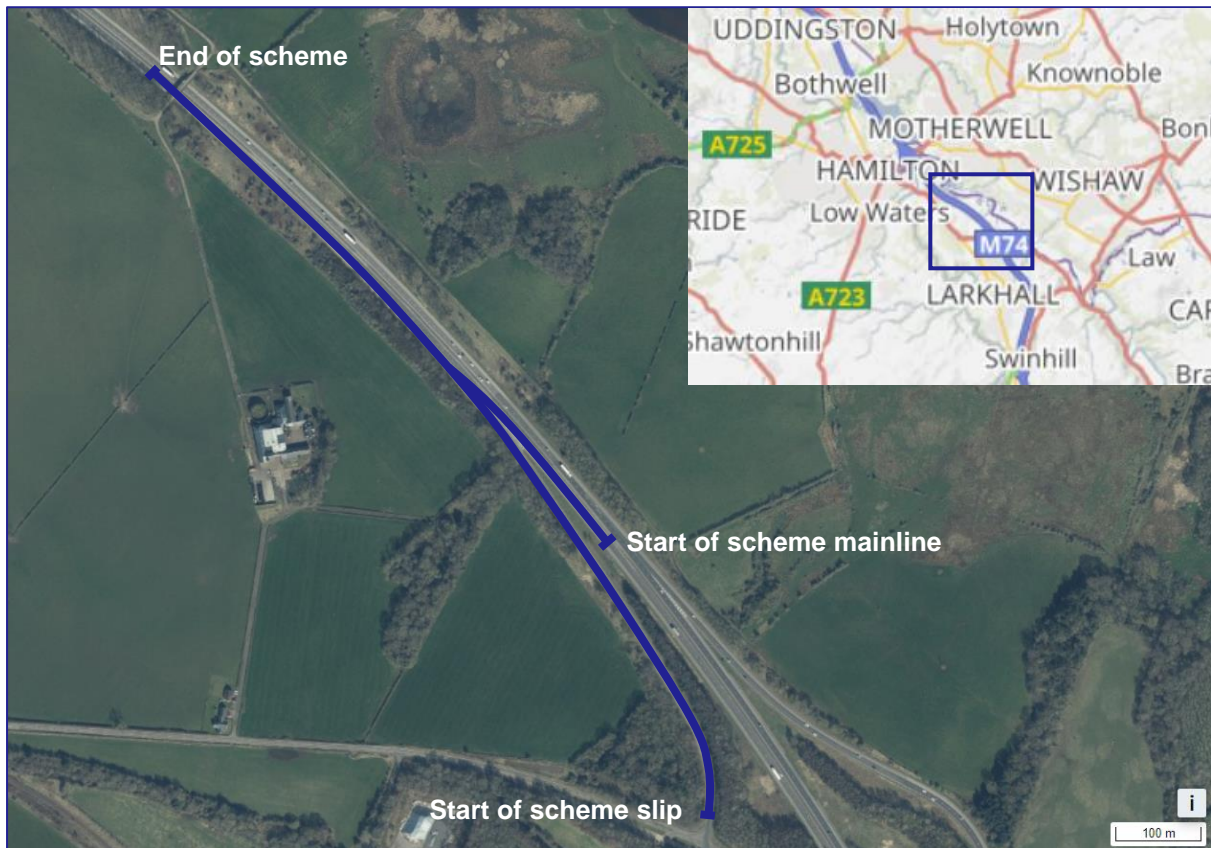


Figure 1. Scheme Location Map. Crown copyright and database rights 2023. OS Licence number 100023385.

Description of local environment

Air quality

Baseline air quality surrounding the scheme extents is likely to be influenced by traffic flow along the M74 trunk road and surrounding roads (A72). [Annual Average Daily Flow](#) (AADF) in 2023 north of the scheme extents (site number: 50705) was recorded at 67,438 total vehicles with 9,695 (14.4%) Heavy Goods Vehicles (HGVs).

There is one receptor located within 300m of the scheme, a residential property / agricultural holding located approximately 165m west from the M74 trunk road within the scheme extents (NS 75838 53431).

South Lanarkshire have declared the following three [Air Quality Management Areas](#) (AQMAs):

- Whirlies Roundabout AQMA located 12km west of the scheme extents and declared for exceedances in particulate matter with a diameter less than 10 micrometres (PM₁₀);
- Lanark AQMA located 13.8km southeast and declared for nitrogen dioxide (NO₂).
- Rutherglen AQMA located 14km northwest and declared for PM₁₀.

The closest AQMA to the scheme extents is Motherwell AQMA (North Lanarkshire) located 2.2km north.

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

Cultural heritage

A desktop study using the [PastMap](#) resource has not identified any designated cultural heritage assets (Listed Buildings, Scheduled Monuments, Conservation Areas, World Heritage Sites or Inventory Battlefields) within 300m.

The following non-designated, Historic Environment Record (HER) feature is within 200m:

- Merryton/Bog (Farmstead) (Ref: 40564) approximately 30m east. This feature is depicted on the 1st edition of the OS 6-inch map (Lanarkshire 1864, sheet xviii), but it is not shown on the current edition of the OS 1:10000 map (1978).

The scheme will be restricted to the carriageway boundary and views of and from the road will be temporarily impacted by the presence of TM, plant and vehicles during construction.

The predicted impact on the local area is expected to be minor and temporary, with no lasting effect on views or cultural heritage once the works are completed. Consequently, the impact on cultural heritage has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Landscape and visual effects

The scheme is located along a rural section of the M74 carriageway, surrounded by sporadic properties and dominated by open grazing and arable land, with semi-mature and mature vegetation lining the carriageway boundary. According to the [HLA Map](#), the area is classified as rectilinear fields and farms, with the scheme extents falling within land designated as motorway and major roads.

The scheme is not located within 500m of any National Scenic Areas or other sites designated for their landscape character or quality.

No visual receptors of the proposed scheme, other than road users of the M74 are identified.

The scheme lies within the Broad River Valley [Landscape Character Type](#). (LCT 219) with the following key characteristics:

- Broad section of river valley with well-defined floodplain.
- River Clyde and associated water bodies form prominent features on the flat valley floor.

- Woodland and tree cover, occurring in areas of scrub or remnant policy woodland, following small tributary burns and, occasionally, as old orchards.
- Farmland, mostly pastoral, on valley floor and sides.
- Settlement is relatively sparse, particularly compared to adjacent large urban areas, consisting of farmsteads and occasional groups of cottages.
- Major transport routes follow the valley side or cross at bridging points.
- The Clyde Walkway follows the northern bank of the river.
- Traffic noise permeates much of this area, but it retains a sense of detachment and relatively rural character.

No [Tree Preservation Orders](#) or areas of woodland classified under the [Ancient Woodland Inventory](#) (AWI) are present in the immediate vicinity or affected by the works. Views of, and from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant. However, as the works are minor and involve like-for-like replacement, no permanent changes to the landscape or its features are anticipated.

Biodiversity

No European designated sites are located within 2km or have hydrological connectivity to the scheme extents ([NatureScot Sitelink](#)).

There are no locally or nationally designated biodiversity sites located within 300m of the scheme (such as Sites of Special Scientific Interest (SSSIs), or National Nature Reserves)) ([SiteLink](#)).

Due to the nature of the works (transient and contained to the carriageway boundary), transient nature of the works, and the low-lying agricultural, landscape surrounding the carriageway identified as unfavourable habitat, the requirement for a Preliminary Ecological Walkover (PEW) has been scoped out by a qualified ecologist.

[National Biodiversity Network \(NBN\) Atlas](#) and Transport Scotland's Asset Management Performance System (AMPS) have not recorded any Invasive Non-Native Species (INNS) or injurious weeds (target species) within 500m of the scheme extents.

Geology and soils

The scheme does not lie within or have any connectivity to any Geological Conservation Review Sites (GCRS), geological SSSIs, or Local Geodiversity Sites (LGS) ([SiteLink](#)).

The local soil type within scheme extents is identified as non-calcareous gleys ([Scotland's Soils](#)).

Bedrock geology ([British Geological Survey Geology Viewer](#)) within scheme extents is comprised of the following:

- Sedimentary bedrock of the Scottish Middle Coal Measures Formation formed between 318 and 315.2 million years ago (Mya) during the Carboniferous period.

Superficial deposits comprise of the following:

- Sedimentary superficial deposits (Glaciolacustrine Deposits - clay, silt and sand) formed between 2.588 million and 11.8 thousand years ago during the Quaternary period.
- Sedimentary superficial deposits (Glaciofluvial Deltaic (and/or Subaqueous Fan) - clay, silt and sand) formed between 2.588 Mya and the present during the Quaternary period.

Material assets and waste

Materials used will consist of the following:

- Surfacing, binder and base materials (TS2010 aggregate, AC20 binder and AC32 base).
- Thermoplastic road markings and studs.

The wastes expected to be generated consist of asphalt planings from the carriageway surface course, as well as removed road markings and studs. Coal tar, identified during coring investigations within the scheme extents, will be managed as special waste.

The Contractor is responsible for the disposal of uncontaminated road planings, and this will be registered in accordance with a Paragraph 13(a) waste exemption issued by the Scottish Environment Protection Agency (SEPA), as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

This scheme value is in excess of £350k and therefore a Site Waste Management Plan (SWMP) will be prepared.

Noise and vibration

There is one noise-sensitive receptor (NSR) located within 300m, a residential property / agricultural holding located approximately 165m west from the M74 trunk

road within the scheme extents (NS 75838 53431). Dense vegetation provided complete screening between this property and the scheme extents.

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

[Scotland's Noise Map](#) indicates day-evening-night levels (Lden) just east of scheme extents at >75-80dB within the M74 mainline carriageway, and >70-75 dB within the on slip. Modelled night levels (L_{night}) for the same areas are >70-75 dB and >60-65 dB, respectively.

Baseline noise levels in the vicinity of the scheme are predominately influenced by traffic flow along the M74 trunk road and surrounding roads including the A72. For AADF details, please refer to the 'Air Quality' section above.

Population and human health

For details on sensitive receptors, refer to the 'Noise and Vibration' section above. There are no access points located within the scheme extents.

No community facilities such as educational, recreational, medical or religious establishments are located within 300m of the scheme. Additionally, there are no Public Rights of Way (PRoW) within the scheme extents, including no [South Lanarkshire Core Paths](#) or [National Cycle Network](#) routes, due to the location of the scheme along the M74 motorway.

The M74 carriageway and on slip within the scheme extents do not have street lighting due to the location being within a largely rural area.

Road drainage and the water environment

The River Clyde (Mouse Water to Strathclyde Loch outflow) (ID: 10919) classified under the Water Framework Directive (WFD) has good ecological potential and water quality, and is located approximately 450m east of the scheme extents ([SEPA Water Classification Hub](#)).

Tammy's Burn, an unclassified watercourse is located approximately 360m east of the scheme extents.

The scheme lies within the Glasgow and Motherwell (ID: 150677) groundwater body, which SEPA classified as having an overall poor status in 2022 ([SEPA Water Classification Hub](#)).

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

Small, localised areas of the M74 carriageway within the scheme extents are identified as being at a low-to-medium risk of surface water flooding. No areas are identified at risk of fluvial flooding ([SEPA Flood Maps](#)).

Drainage along the scheme extents is provided by top entry gullies, catchpits and filter drains along the nearside verge and within the central reserve.

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 CO₂ 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

The construction activities associated with the proposed works may temporarily impact local air quality near the scheme location.

These activities undertaken on site may cause dust and particulate matter emissions, along with potential impacts from increased prolonged vehicle, plant and NRMM presence. However, given the nature, scale and duration of the works (less than 1 week), the single identified receptor located 165m away, and the implementation of the outlined mitigation measures, the risk of significant air quality impacts is considered low, and confined to the construction period.

- Best practice measures as outlined in the '[Guidance on the assessment of dust from demolition and construction \(January 2024\)](#)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
 - Site layout will be planned (including plant and vehicles) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
 - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
 - Drop heights from conveyors and other loading or handling equipment will be minimised;
 - Vehicles entering and leaving the work area will be covered/sheeted to prevent escape of materials during transport;
 - Equipment will be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
 - When not in use, plant and vehicles will be switched off and there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained to minimise emissions.
- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.

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

Landscape and visual effects

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.

However, these impacts will be minimised as vehicles, NRMM and materials will be confined to the existing carriageway on the M74, and construction is scheduled to take place overnight for less than a one-week period.

During construction, views of, and from the carriageway will be temporarily affected, but no visual receptors, such as residential properties, have been identified in the vicinity.

Upon completion, no residual visual impacts are anticipated, The only noticeable change will be the improved road surface, with the visual appearance of the area otherwise remaining unchanged.

In addition, the following mitigation measures will be put in place during works:

- 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.
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.
- If required, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.

With the above mitigation measures in place, it is anticipated that any landscape and visual effects associated with the proposed works will not be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects no further assessment is required.

Biodiversity

Construction activities may temporarily impact biodiversity in the area due to potential disturbances as a result of vehicle movement, milling, and planing, as well as noise and artificial site lighting. However, the works will be limited to the trunk road surface and involve like-for-like carriageway resurfacing.

Furthermore, the project does not include earthworks, permanent (or temporary) land-take, accommodation works or site clearance, or the importation of topsoil. As such, there is limited potential to spread or introduce INNS or injurious flowering plant species.

The following mitigation measures will be in place:

- A 'soft start' will be implemented on site each day. This involves switching on plant/vehicles simultaneously as opposed to instantaneously, to ensure a gradual increase in noise for minimal disturbance.
- Site lighting will be directional and aimed away from sensitive ecological receptors such as trees.
- Should a protected species be encountered or move on site, works will be temporarily halted until the animal has moved on, or until Amey's Environmental Team can provide advice.
- Amey's Environmental Team will be contacted if:
 - There are any sightings of protected species on, or within close surroundings of the active works area;
 - Unforeseen site clearance, or additional construction activities are required; or
 - INNS are found within the work area.
- Plant, vehicles and materials will be contained within areas of engineered ground, and not stored on grass verges as far as reasonably practicable. If required, reinstatement of any damaged areas will be undertaken upon completion of the scheme.

Please see Road Drainage and the Water Environment section below for further mitigation measures in relation to pollution prevention and control.

With best practice mitigation measures in place, no significant effects are predicted for biodiversity. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity no further assessment is required.

Geology and soils

Works will be confined to made ground of the M74 carriageway which has previously been planed, and therefore are not anticipated to cause any changes to or adverse impacts on geology and soils:

- The parking of machinery, access by personnel, and storage of equipment on verges will be minimised as far as is reasonably practicable.
- If required, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.

With mitigation measures in place, no significant effects are predicted for geology and soils. Therefore, in accordance with DMRB Guidance document LA 109: Geology and Soils no further assessment is required.

Material assets and waste

There is potential for impacts as a result of resource depletion through use and transportation of new materials, however, due to the scale and scope of works no significant impacts are anticipated for material assets and waste.

Furthermore, materials will be sourced locally where possible and the design life for the TS2010 surfacing proposed is estimated to be 20 years, thus reducing the requirement for maintenance to this section of road over this period.

The following mitigation measures will be put in place:

- 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.
- Waste will be stored in suitable containers and covered.
- Where possible, different waste streams will be separated at the source.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Uncontaminated road planings generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings' where possible.
- Where coal tar was identified within core logs within the scheme extents, this will be treated as special waste. All special waste will be transport by suitable licenced contractor and be accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three

years, the Site Responsible Manager is responsible for ensuring these are retained on site.

- A SWMP will be prepared due to the scheme value exceeding £350k.
- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates). For example, road studs will be recycled for reuse in future schemes where possible.

With best practice mitigation measures in place, no significant effects are predicted for Material Assets and Waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of machinery and construction vehicles. The works will take place during night-time working hours for a short, less than one-week duration. This potential disturbance will likely influence the single NSR surrounding the scheme extents, and along the proposed diversion route, therefore will likely increase noise levels from ambient night levels; however, this is not anticipated to be significant with due the scale and duration of the scheme and with mitigation measures in place.

On completion of the scheme, motorists and nearby local amenity users will benefit from improved road surfacing as a result of the scheme.

The following mitigation measures will be in place:

- 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.
- Amey's Noise and Vibration environmental briefing will be delivered to all site operatives before works start.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.
- South Lanarkshire Council's Environmental Health Team have been contacted to notify of night-time programming. Additional slow signs will be placed along the

diversion route, in particular the residential areas of Larkhall and Ferniegair to minimise potential traffic noise disturbance during the works.

With best practice mitigation measures in place, 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

During construction, activities undertaken on site may have temporary adverse impacts on local residents and vehicle travellers as a result of construction presence, and associated noise and delays due to TM. This may include longer journey times for those travelling within the surrounding area, in particular due to the full closure and diversion route in place.

With the following mitigation measures in place, the risk of significant impacts on population and human health is not considered significant.

- Local residents will be informed of the proposed working schedule, in particular the times and durations of the works. This will include:
 - Notification via a letter drop will be issued prior to commencement of the works, in particular due to night-time programming and road restrictions;
 - Pre-construction notice of the works and journey planning via social media and on approach to scheme extents, and along the proposed diversion route.
- The proposed diversion route will be clearly sign-posted.
- Non-essential lighting will be switched off at night to minimise visual disturbance.

With best practice mitigation measures in place, no significant effects on 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

During the works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of fuels or waste material or by mobilisation of these in surface water) during works could have a direct or indirect effect on the surrounding water environment.

- All operatives will be aware of [SEPA's Guidance for Pollution Prevention](#) (GPP) documents.
- The Contractor will implement measures to minimise the risk of debris, dust, sediment, and accidental spillages entering the road drainage system. This can

be via the use of drain covers or similar to ensure full segregation of the works from the road drainage system.

- 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 both during and following the works.
- All site operatives will be made aware of site spillage response procedures and in the event of a spill all works associated with the spill will stop, and the incident reported. Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required.
- The Amey control room will be contacted if any pollution incidences occur.
- In the event of a pollution incident, SEPA will be notified without delay.
- Weather reports will be monitored prior to and during the works with all construction activities temporarily halting in the event of an adverse weather/flooding event.
 - The works will only continue when it is deemed safe to do so and run-off/drainage can be adequately controlled to prevent pollution.
- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
 - Away (>10m) from watercourses and surface water drainage systems;
 - Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather;
 - Fuels stored within a drip tray, bund or other form of secondary containment.

With the above mitigation measures in place, no significant water environment impacts are anticipated. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Construction activities associated with the proposed works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases (GHGs) through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. However, by undertaking the proposed works the life of the carriageway is increased. This promotes 'Build Less' principles outlined within the carbon reduction hierarchy. Furthermore, the execution of timely repairs to the road surface reduces the number of future maintenance interventions and hence this leads to an overall reduction in traffic disruption, construction and material-related carbon emissions.

The following mitigation measures will be in place:

- Where possible, materials and suppliers will be sourced locally to reduce GHG emissions associated with travel distance, materials movement, and waste will be disposed at a local waste management facility.
- Further actions, considerations and regulatory requirements for this scheme are detailed in the above Material Assets and Waste section.

With best practice mitigation measures in place, no significant impacts are anticipated on Climate. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

The M74 carriageway within the scheme has small, localised areas identified at risk of surface water flooding. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

Works are contained within the carriageway boundary and thus 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.

Improvement of the road surface will enhance skid resistance, and thus overall road safety on completion of the scheme. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment cumulative effects

During construction, activities associated with the works may have minor temporary disturbances such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect.

[South Lanarkshire Council's Planning Portal](#) has not identified any extant planning applications within the scheme surroundings.

The [Scottish Road Works Commissioner's Interactive Map](#) has not highlighted any current works programmes occurring along the M74 carriageway in close proximity to the scheme.

There are proposed works on another section of the M74, approximately 2.6km south of this scheme's extents for the installation of a noise barrier at Larkhall, adjacent to the local road, Donaldson Road. Proposed programming of this scheme is January to February 2025. These schemes will be programmed to consider one

another and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

- South Lanarkshire Council Environmental Health Team was notified of the works.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

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

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made ground on the M74 carriageway.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- No INNS have been recorded within the scheme extents.
- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- By improving the road surface this will provide this part of the M74 carriageway an extended life cycle, and improve road safety, thus having positive operational impacts for road users. Furthermore, improved road surface will reduce the road

noise levels and in turn will reduce disruption to the receptor located in proximity to the scheme.

Location of the scheme:

- 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.
- The scheme will be located within the existing M74 carriageway boundary (carriageway surface) and as such, no land take or vegetation clearance will be required.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste, including special waste.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in-combination effects have been identified.

References of supporting documentation

- Environmental Scoping Assessment carried out by Amey Environment Team in November 2024.

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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