



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M74 Junction 3A to 3 Underpass Depression

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Project Details

Description

The works are required to maintain the safety and integrity of the M74 Junction 3A to 3 both the southbound and northbound carriageways, covering an area of 10,658m². Surfacing works are required due to surface defects and structural defects.

Construction activities will consist of structural inlays ranging in depth from approximately 30mm-300mm. Treatment will involve using TS2010 surface course. Verge working is also possible which is likely to include siding out and drainage works such as filter drain and pipe replacement. Activities will be as follows:

- Implementation of Traffic Management (TM);
- Milling of existing bituminous material by road planer;
- Structural inlays to be undertaken using TS2010 surface course;
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Reinstatement of thermoplastic road markings where required;
- Road studs replaced where necessary; and
- Removal of TM.

The proposed construction is programmed to be undertaken and completed within this financial year (April 2024 to March 2025) for a duration of three nights.

Traffic Management (TM) will include overnight closures with daytime lane closures.

Location

The scheme is located on the M74 southbound and northbound carriageway, Glasgow. The scheme is located at the following National Grid References (NGRs):

- Southbound
 - Start: NS 66443 62219
 - End: NS 66842 62258
- Northbound
 - Start: NS 66818 62229
 - End: NS 66488 62198

See Figures for Figure 1: Scheme Location below.



Figure 1. Scheme Location Map.

Description of local environment

Air quality

The scheme is located in a semi-urban area of Glasgow. There are no residential properties within 200m, however there are several industrial buildings nearby.

In 2023, the Annual Average Daily Flow (AADF) for all vehicles where works are to be undertaken ([manual count point: 91282](#)) was 102,887 with 7,664 of those being Heavy Goods Vehicles (HGVs).

The scheme is not located within an [Air Quality Management Area \(AQMA\)](#).

According to the [Scottish Pollutant Release Inventory \(SPRI\)](#) there are two facilities located within 1km of the works, these include:

- Waste Water Management: Daldowie wastewater treatment centre, located approximately 160m southeast.
- Waste Water Management: Greenoakhill wastewater treatment centre, located approximately 150m north.

Cultural heritage

A desk-based assessment was undertaken using [Pastmap](#). A study area of 300m was used for designated cultural heritage assets and an area of 200m was used for non-designated cultural heritage assets.

There are no designated assets within 300m of the scheme extents. There is one non-designated asset is located within 200m which is detailed in Table 1:

Table 1: Non-Designated Cultural Heritage Assets within 200m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
River Clyde, Daldowie Canmore	45062	Axehead	Approx. 120m south

As no assets have been identified within or adjacent to the scheme extents, there will be no impacts associated with the works on cultural heritage and therefore, has been scoped out for further assessment.

Landscape and visual effects

[Scotland's Environment Map](#) notes there are no Tree Preservation Orders (TPOs), Wild Land Areas, Garden and Designed Landscapes or National Scenic Areas within 500m of the scheme extents. The Kenmuir Wood is registered as ancient woodland and is approximately 85m south.

The [Historic Land-use Assessment \(HLA\) Map](#) notes the scheme is within an area of motorway and major roads and is surrounded by areas of opencast site. The [Landscape Character Type \(LCT\) Map](#) notes the scheme is located within [LCT 206 – Broad Urban Valley](#) which is dominated by road infrastructure, including the M74, that form gateway transport corridors into the Glasgow conurbation.

Views from the road consist of the wider road network with some views of trees and surrounding industrial properties.

As the works are like-for-like resurfacing works and the scheme is not located within or close to any landscape designations, there will be no impacts associated with landscape and visual and therefore has been scoped out for assessment.

Biodiversity

The scheme is located in a rural area of Glasgow consisting of industrial properties such as waste management and wastewater treatment centres. The River Clyde is approximately 115m south, and there are some small areas of trees either side of the carriageway. [SiteLink](#) notes there are no European designated sites within 2km or Sites of Special Scientific Interest within 200m.

The [National Biodiversity Network \(NBN\) Atlas](#) notes there are no records of protected species within 500m. However, the following Invasive Non-Native Species (INNS) have been identified within 500m, however none are noted within or adjacent to the scheme extents:

- Japanese knotweed (*Fallopia japonica*);
- Giant hogweed (*Heracleum mantegazzianum*); and
- Himalayan balsam (*Impatiens glandulifera*).

The Asset Management Performance System (AMPS) notes no records of any INNS within the scheme extents, however, one case of the target species Common ragwort (*Jacobaea vulgaris*) has been identified in the northbound grass verge.

Geology and soils

[Scotland's Soils Map](#) notes the scheme is located within an area made up of brown soils. The [Geology of Britain Viewer](#) notes that the geological features within the scheme are made up of:

- Bedrock geology
 - Scottish Middle Coal Measures Formation - Sedimentary rock cycles, coal measure type. Sedimentary bedrock formed between 318 and 315.2 million years ago during the Carboniferous period.
- Superficial deposits
 - Glaciofluvial Deposits, Devensian - Sand and gravel. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

[SiteLink](#) notes there are no Sites of Special Scientific Interest (SSSIs) or Geological Conservation Review Sites (GCRS) within 200m of the scheme extents. The [Scottish Environment Protection Agency \(SEPA\) Water Classification Map](#) notes the Glasgow and Motherwell groundwaters (ID: 150677) are considered to be in poor condition. Paterson's waste management site is a registered [landfill](#) site approximately 150m north.

As no excavation or ground disturbance is required as part of the works and no works are being undertaken on unmade ground, there is unlikely to be any impact associated with geology and soils and therefore has been scoped out for further assessment.

Material assets and waste

Table 2: Materials Required

Activity	Materials Required	Sources
Site Construction	Road surfacing (aggregate and binder); Bitumen; Road paint and studs; Lubricant; Vehicle fuel; Oil.	TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical 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. A proportion of Recycled Asphalt Product (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.

Table 3: Waste Produced

Activity	Waste Produced	Disposal
Site Construction	Road Planings Removed iron/metal components	Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. All materials that can be, will be reused throughout the network. A Site Waste Management Plan (SWMP) is required.

Noise and vibration

The scheme is located in a rural area of Glasgow. There are no residential properties or other receptors within 300m of the scheme extents, the scheme is in an area made up of industrial properties with no screening along the carriageway.

In 2023, the AADF for all vehicles where works are to be undertaken ([manual count point: 91282](#)) was 102,887 with 7,664 of those being HGVs.

[Scotland's Noise Map](#) notes that noise levels on the M74 where works are to be undertaken range between >65 to >80dB during daytime hours and range between >60 to 80dB during night-time hours. The scheme is not located within a [Candidate Noise Management Area \(CNMA\)](#).

Population and human health

A study area of 300m has been used in this assessment as works are unlikely to impact receptors beyond 300m.

The scheme is located in a rural area of Glasgow. There are no residential properties or other receptors within 300m of the scheme extents, the scheme is in an area made up of industrial properties. The following [core paths](#) have been identified within 300m:

- Core path CR/5675/2 is approximately 115m south and runs along the River Clyde;
- Core path UN/5784/1 is approximately 170m south and runs along the River Clyde; and
- Core path CR/18/1 is approximately 235m south.

There are no footways within the scheme extents. There are no [National Cycle Networks Routes](#) (NCNRs) or [bridleways](#) within 300m of the scheme extents.

There is streetlighting along either side of the carriageway.

Road drainage and the water environment

There is one watercourse within 500m which is the River Clyde (ID: 10040), which is approximately 115m south. The [SEPA Water Classification Map](#) notes its considered to be in moderate condition. [SEPA Flood Maps](#) has highlighted that there are no areas of flooding within the scheme extents.

Drainage within the scheme extents is made up of gullies which run along the central reserve of the carriageway.

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

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 (TS) 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 there is the potential for an increase in dust and emissions from plant and machinery. This is likely to cause a slight deterioration in air quality within the local area, including the residential properties identified. These impacts will last for the duration of the works only.
- An increase in the use of HGVs during construction will likely have an impact on air quality within the local area, including the residential properties identified.
- 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.

Mitigation

Best Practicable Means and Best Practice Guidelines of reducing dust and emissions will be followed as outlined in the [Guidance on the Assessment of Dust from Demolition and Construction \(2024\)](#) published by the IAQM, which includes the following mitigation relevant to this scheme:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.

- 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 and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.
- Silt operations will be dampened down where required.

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

Biodiversity

Impacts

- A temporary short-term increase in noise levels may cause disturbance to local wildlife and potential protected species in the close surroundings:
 - The works will, for example, require a range of plant, vehicles, and NRMM which will emit noise and create potential disturbance.
 - The works will also require delivery of materials and the presence of personnel to facilitate the works. However, the number of construction vehicles and operatives required onsite is low given the scale and scope of works.
 - In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the carriageway, and the scheme is of short duration.
- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species or protected species.

Mitigation

- Any artificial lighting will be pointed directly at the works to minimise impact on nocturnal species. If any protected species are discovered during works, all work will cease and a member of the Sustainability Solutions Team will be contacted.
 - On site light sources will be kept to a minimum, and only used as required.
 - When not in use, light sources will be switched off to reduce impact on nocturnal species.

- 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.
- In the unlikely event that an INNS is identified on site, all works will temporarily stop and the environment team contacted.
- As part of the Network Management Contract, Amey, on behalf of Transport Scotland, has been asked to keep a record of various target species, including Rosebay willowherb and Common ragwort. Works will not cause the spread of this species, if works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.
- Operatives will avoid extraneous noise whilst on site and will be briefed using Noise and Vibration Toolbox Talk.

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.

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.

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.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.

- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- Use of TS2010 will reduce the use of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay.
- All special waste materials, such as tar bound materials, will be transported by a suitably licenced contractor and will be accompanied by a correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained.
- A Site Waste Management Plan (SWMP) will be prepared.

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 levels during construction due to the use of heavy plant and machinery 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.
- Noise heavy works such as the use of heavy machinery and milling out works are required during night-time hours, which could cause disturbance for the nearby amenity users. It is also anticipated that noise heavy works could cause day-time disturbance.
- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.

Mitigation

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.

- Rubber linings will be used in, for example, chutes and dumpers to reduce impact noise.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. This will include the noisiest works being undertaken before 23:00 (where reasonably practicable).
- 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.
- There will be no unnecessary revving of engines and equipment will be switched off when not in use.
- The drop height of materials will be minimised.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The Noise and Vibration Toolbox Talk will be given onsite.
- Due to nighttime programming, Glasgow City Council have been notified of the works.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Impacts

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- There will be no impact on land take from private land and/or community facilities as a result of the scheme.
- Core paths, pedestrian footways, cycleways and bridleways will not be impacted by the works.
- Due to night-time programming, construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.

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.

- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

With mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant. 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 and coastal water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the distant water environment.
- There is potential for watercourses within proximity to the proposed scheme extents to be polluted from construction activities (if uncontrolled).
- 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, available 24 hours, 7 days a week.
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.

- Site operatives will ensure that any concrete is contained within the working area and does not enter any surface water drains.
- All storage areas will be located away from areas that see high vehicular movement to prevent accidental damage. All oils and fuels will be returned to storage area after use.

Providing all works operate in accordance with current best practice, as demonstrated by the SEPA's GPPs, the residual effect on Road Drainage and the Water Environment is 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 distance 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 replacement of the carriageway structure as well as filter stones and drainage upgrades, 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 cumulative effects

- [Amey's Southwest Programme of Works](#) notes there are no other works being undertaken within close proximity to the scheme during the same time period.
- [The Scottish Road Works Commissioner](#) notes there are no other works being undertaken within close proximity to the scheme during the same time period.
- [Glasgow City Council Planning Portal](#) notes there are no other works being undertaken within close proximity to the scheme during the same time period.

As there are no other works being undertaken within close proximity to the scheme and within the same time period, no cumulative impacts are expected to occur and therefore has been scoped out for further assessment.

The residual construction effects associated with Cumulative Impacts is considered not significant.

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.

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

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Amey Environment and Sustainability Team in September 2024.

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:

- 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 in-combination effects have been identified.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.

- 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.
- By removing the carriageway defects this will provide this part of the M74 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions, and positive operational impacts for road users.

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 confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational adverse impacts are anticipated.

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 environment.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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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