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# Environmental Impact Assessment Record of Determination

## A75 A76 Glasgow Road Roundabout (Cuckoo Bridge)

GENERAL

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# Project Details

## Description

The works are required to maintain the safety and integrity of a section of the A75/A76 at Glasgow Road Roundabout for an area measuring 2ha. The works are required to improve road safety and reduce the number and severity of collisions at this location.

Works will involve signalisation of the roundabout, including reducing the speed limit from 60mph to 30mph on the approach carriageways, resurfacing and widening of the carriageway with a maximum distance of 1m at the northwest area and the installation of a new footway and pedestrian crossing. Additionally, drainage within the area will be upgraded in the form of a new soakaway.

Vegetation cutback, including the removal of six trees, and grass verge excavations are required in order to accommodate the carriageway widening.

Signalisation of the roundabout will introduce more vehicle control, manage delay and reduce driver frustration, decrease the level of conflicts, reduce vehicle speeds and consequently reduce decision making errors at this location. Additionally, this will allow pedestrian facilities at this location to be provided, reducing the risks at the A76 Glasgow Road Roundabout for non-motorised users.

Plant and machinery used will likely include the following (but not limited to):

- Excavators;
- Breakers;
- Concreting plant;
- Dumpers;
- Rollers;
- Planers;
- Pavers, and;
- Tippers.

The proposed construction is programmed to be completed within the 2026-2027 financial year, commencing in November 2026 for approximately four months during night-time hours.

Traffic Management (TM) will consist of temporary traffic signals, lane closures and full closures. A diversion route will be required for any full closures; however, this is still to be determined.

# Location

The scheme is located along the A75 and A76 at Glasgow Road roundabout, Dumfries, in Dumfries and Galloway covering a total area of 2ha. The scheme extents can be found at the following National Grid References (NGRs) (Figure 1):

- Scheme Start - NX 96143 77119
- Scheme End - NX 96453 77264




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Figure 1: Scheme Location Map

# Description of Local Environment

## Air Quality

The scheme is located in an urban area along the A75 and A76 at Glasgow Road roundabout, Dumfries, in Dumfries and Galloway (See *Figure 1: Scheme Location Map*). Local air quality is likely to be predominantly influenced by vehicular traffic along the A76 and A75 with additional contributions from community and residential activities. Manual count point 80290, located approximately 150m east along the A75 at NX 96604 77319, shows that in 2025, the Annual Average Daily Flow (AADF) for all motor vehicles was 24,757 with 1,936 (8%) of these being Heavy Goods Vehicles (HGVs).

There are over 100 residential properties located within 200m of the scheme extents, the closest one being located approximately 32m north along Lincluden Road. Other sensitive air quality receptors include the following:

- Voyage Care located approximately 196m northeast of the works area;
- Scottish Ambulance Service Dumfries Ambulance Station located 200m southwest;
- St Teresea's Primary School 63m west, and;
- The Bridge Dumfries Education Centre located 120m southeast of the works.

Each Local Authority in the UK is responsible for reviewing and assessing air quality in their respective areas to ensure that the National air quality objectives are met. Where areas are failing to meet the National objectives, Local Authorities are required to declare an Air Quality Management Area (AQMA) and put in place an Air Quality Management Plan in order to ensure that the National objectives are met. Dumfries and Galloway Council have not declared any Air Quality Management Areas (AQMAs).

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

The Department for Environment, Food and Rural Affairs (DEFRA) UK Ambient Air Quality Map presents predicted background air pollutant concentrations across the UK. According to the 2024 dataset, background annual mean Nitrogen Dioxide ($NO_2$) concentrations within the proposed works area are below 4.1 µg/m³. This value is within National air quality pollution limits (40 µg/m³).

# Cultural Heritage

A desk-based assessment has been undertaken using Pastmap online mapping tool. The study area covered a 300m radius for designated cultural heritage assets and a 200m radius for non-designated cultural heritage assets. Where an asset has been listed more than once, its highest statutory designation has been recorded.

No statutory cultural heritage features are located within 300m of the scheme extents.

Historic Environment Records (HERs) and National Record of the Historic Environment (NRHE) provide local and national level information on Scotland's historic environment. Only one non-designated feature is located within 200m, this being Dumfries, Margaret Walk, Lincluden Parish Church National Record of Historic Environment (NRHE) (ID: 352631) which is a 21st Century Church located 100m northeast of the works.

# Landscape and Visual Effects

## Landscape

The scheme is located within an urban area within Dumfries in Dumfries and Galloway. Vegetation and shrubbery line the immediate scheme extents with a pocket of mixed woodland located adjacent to the works area. Where woodlands are absent, residential properties are located with a grass verge lining the carriageway. The scheme extents run under Cuckoo Footpath Bridge at NGR NX 96345 77191 and NX 96328 77250. The wider area is surrounded by residential properties, buildings and recreational open spaces. There are no historical or cultural landscape features within the scheme extents.

According to Scotland's Environment Web, there are no Gardens and Designed Landscapes, Ancient Woodlands, National Scenic Areas or any Tree Preservation Orders (TPOs) located within 500m of the scheme extents or within sight of the proposed works.

A search on Scotland's Landscape Character Type (LCT) Map has recorded that the LCT within the scheme extents can be classed as '162 - Lower Dale - Dumfries & Galloway' characterised by the following features for example:

- Wide, flat or gently undulating section of the major valleys.
- Improved pastures and arable fields of medium to large size.

- Hedgerow field boundaries (beech and hawthorn) with occasional walls.
- Broadleaf shelterbelts.
- Open character, medium to long views determined by tree lines and shelterbelts.
- Wide meandering river channels.
- Network of communication lines: minor and major roads and railway lines.
- Many settlements including main towns at river bridging points, isolated developments and suburban expansion.

Scotland's Historic Land Use Assessment (HLA) Map, notes that the land surrounding all site locations has previously been used as 'Urban Areas'. Villages, towns and cities cover extensive areas of Scotland, and include housing, schools, shops, hotels and churches, as well as prisons, hospitals, universities and various other municipal buildings.

The area to the south has also been categorised as 'Industrial or Commercial Area'. Districts with sprawling buildings, storage areas, extensive carparks, yards and access roads can be extensive.

## Visual

Due to the lack of vegetation and natural topographic screening in some areas within the scheme extents, multiple residential properties and receptors will experience views of the works, particularly those along Glasgow Road and Criffel Road.

Users of Cuckoo Footbridge which runs over the work area will have views of the construction activities. Users of the footways along the scheme extents will also have views of the works.

Transient visual receptors include road users (motorists, public transport users) travelling along the A75 and A76.

# Biodiversity

## Protected Areas

A desktop study using NatureScot's online research tool, Sitelink, has not identified any European designated sites that have connectivity or lie within 2km of the scheme extents. This resource has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs), Local Nature Reserves or National Nature Reserves) within 200m of the scheme extents.

## Watercourses

Please see road drainage and the water environment section for details.

## Field Survey

Due to the intrusive nature and as the construction activities involving verge works, including vegetation removal, extending beyond the carriageway boundary, a competent Amey ecologist determined that a pre-construction field survey was required. The survey was undertaken on 4th June 2026 and identified the following ecological constraints:

- The invasive non-native species (INNS) cotoneaster (*Cotoneaster sp.*), cherry laurel (*Prunus laurocerasus*), Japanese barberry (*Berberis thunbergii*), snowberry (*Symphoricarpos albus*) and Japanese rose (*Rosa rugosa*) were present at various locations within the proposed works area.
- The woodland and dense scrub recorded within and surrounding the proposed works area offers suitable foraging, commuting and nesting habitat for a variety of bird species. However, no active nests were identified at the time of the survey.

## Invasive Plants

A desktop study using the NBN Atlas has identified the following target species and Invasive Non-Native Species (NBN) within 500m of the proposed works:

- Rosebay willowherb (*Chamaenerion angustifolium*);
- Creeping thistle (*Cirsium arvense*);
- Common ragwort (*Jacobaea vulgaris*);
- Broad leaved dock (*Rumex obtusifolius*);
- Himalayan cotoneaster (*Cotoneaster simonsii*);

- Himalayan Balsam (*Impatiens glandulifera*);
- Japanese knotweed (*Fallopia japonica*), and;
- Japanese Rose (*Rosa rugosa*).

Transport Scotland's Asset Management Performance System (AMPS) has highlighted that common ragwort (*Jacobaea vulgaris*) can be found along the verge of the A75 within the scheme extents.

# Geology and Soils

## Geology

There are no Geological SSSIs or any Geological Conservation Review Sites within 200m of the scheme extents or any that have connectivity to the proposed works area as highlighted by NatureScot's Sitelink online research tool.

Bedrock geology underlying the proposed scheme extents consists of Doweel Breccia Formation-Conglomerate and [subequal/subordinate] sandstone, interbedded. These sedimentary rocks are fluvial, lacustrine and marine in origin. They are detrital, deposited in lagoons or shallow seas; where a hot, arid climate also leads to the precipitation of beds of evaporites.

Superficial deposits within the works area can be classified as Kilblane Sand and Gravel Formation-Sand, gravel and boulders. These sedimentary deposits are glacigenic in origin. They are detrital, created by the action of ice and meltwater, they can form a wide range of deposits and geomorphologies associated with glacial and inter-glacial periods during the Quaternary.

## Soils

There is no soil data available within the scheme extents according to Scotland's Soils Map, this is likely due to the scheme location's urbanised, built-up nature.

# Land Use and Contamination

The national land capability for agriculture within the scheme extents can be categorised a '888' urban.

There are no operational landfill sites located within 1km of the scheme extents.

# Material Assets and Waste

## Materials

Materials required for construction activities consists of the following:

- Concrete;
- Asphalt;
- Type 1 unbound subbase material;
- General / selected granular fill;
- Steel traffic signposts;
- Steel or aluminium traffic sign plates with plastic coating;
- Thermoplastic road marking material;
- TS2010 surface course;
- AC20 bituminous binder;
- AC32 bituminous base;
- Fuel;
- Ductile iron grates, covers and frames;
- Plastic pipes for drainage and ducting;
- Plastic gully pots and inspection chambers;
- Pedestrian guardrail;
- Traffic signal heads;
- Soakaway material, and;
- Steel lighting column.

Due to the nature of the works the origin is most likely virgin materials provided by manufacturer. However, metal components, such as sign materials, may have a percentage of recycled content. Recycled content is dependent on supplier and design.

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.

Concrete may be mixed on site. However, it is recommended that pre-mixed concrete is delivered to reduce the risk of pollution. A concrete mix using cement replacement products is proposed.

## Wastes

Waste material produced by construction activities will consist of the following:

- Concrete;
- PCC kerb units;
- Excavated acceptable material;
- Excavated hard material;
- Road planings, and;
- Vegetation/trees.

The Environmental Authorisations (Scotland) Regulations (EASR) 2018 classes waste asphalt (uncontaminated) as a Low-Risk Waste Activity (LRWA) under 'LRWA 3 - Treating asphalt road planings in a milling machine'. This means that uncontaminated road planings arising from the works do not require authorisation and will be fully recycled in accordance with SEPA's guidance on asphalt road planings.

Waste plant matter may be treated at the place where it is produced to make it easier to transport or to produce mulch for use at the place of production. Furthermore, during maintenance work brash may be cut, chipped or shredded and left on the ground at the place where it is produced. Treatment must occur at the place where the waste plant matter or brash was produced.

A Site Waste Management Plan (SWMP) will be prepared prior to the works which will detail how resource use and waste arising from the works will be managed throughout the scheme. This is required due to the scheme exceeding £350,000 in value and will help control and reduce the amount of waste produced, resulting in less landfilled waste.

# Noise and Vibration

There are over 100 residential properties located within 300m of the scheme extents, the closest one being located approximately 32m north along Lincluden Road. Other sensitive noise and vibration receptors include the following:

- Voyage Care located approximately 196m northeast of the works area;

- Scottish Ambulance Service Dumfries Ambulance Station located 200m southwest;
- St Teresea's Primary School located approximately 63m west.;
- Lincluden primary school approximately 300m north;
- Lincluden after school group approximately 300m northeast;
- The Bridge Dumfries Education Centre and associated playing fields is located 120m south of the scheme extents.

Local noise and vibration levels are likely to be predominantly influenced by vehicular traffic along the A75 and A76 with additional contributions from community and residential activities. Manual count point 80290, located approximately 150m east along the A75 at NX 96604 77319, shows that in 2025, the AADF for all motor vehicles was 24,757 with 1,936 (8%) of these being HGVs.

According to Scotland's Noise Map, modelled day-time noise levels ($L_{day}$) at the nearest receptors have been recorded to range between 63-66dB, whereas within the scheme extents, noise level ranges from 69-76dB. Noise levels during nighttime hours ($L_{ngt}$) within the surrounding area ranges from 55-60dB whereas within the scheme extents noise has been recorded to range between 67-70dB.

The works do not fall within any noise agglomerations (e.g. Glasgow, Falkirk, Aberdeen, Dundee and Edinburgh). An agglomeration refers to an urbanised area where the population more than 100,000 people and a population density equal to or greater than 500 people per $km^2$.

The scheme extents do not fall within a Candidate Noise Management Areas (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2024-2028).

# Population and Human Health

As works will be within a localised area, a reduced buffer of 300m has be applied when assessing Population and Human Health impacts and mitigation requirements.

## Community Land and Assets

The scheme is located within a rural section of the A75 and A76 carriageway at Glasgow Road Roundabout through Dumfries in Dumfries and Galloway. Glasgow Road Roundabout connects multiple communities within Dumfries such as Summerville, Lochside, Lincluden and Nithside. Dumfries is made up of residential properties and community assets such as educational facilities, places of worship

and recreational areas. Beyond Dumfries, the A75 and A76 carriageway connects smaller towns such as Lockerbie and Castle Douglas.

There are two bus stops partially located within the works area. The scheme extents are situated along several bus routes that provide connections to Dumfries town centre and surrounding smaller communities. The two bus stop laybys are located north of the scheme extents at NGRs NX 96173 77367 and NX 96164 77351.

Streetlights border both sides of the A75 and A76 carriageway.

## Agriculture, Private Property and Housing

There are over 100 residential properties located within 300m of the scheme extents, the closest one being located approximately 32m north along Lincluden Road. Whilst there are no direct access/egress points to residential properties located within the scheme extents, the Glasgow Road Roundabout does provide links to and from residential and community/recreational facilities.

The closest agricultural field is located approximately 340m southeast of the works.

## Development Land and Businesses

Key community assets include the following:

- Voyage Care located approximately 196m northeast of the works area;
- Scottish Ambulance Service Dumfries Ambulance Station located 200m southwest;
- St Teresea's Primary School located approximately 63m west;
- Lincluden primary school approximately 300m north;
- Lincluden after school group approximately 300m northeast;
- The Bridge Dumfries Education Centre and associated playing fields is located 120m south of the scheme extents.

## Walkers, Cyclists and Horse-Riders (WCH)

Core Path 118 is located approximately 100m south of the scheme extents. There are no Public Rights of Way (PRoW) located within the scheme extents. However, multiple footways are located adjacent to and within the scheme extents. The scheme extents run under Cuckoo Footpath Bridge at NGR NX 96345 77191 and NX 96328 77250.

National Cycle Network Route 7 is located approximately 101m south of the scheme extents. This route is in sections between Sunderland and Inverness, forming parts of the famous Sea to Sea (C2C) cycle route.

There are no bridleways located within 300m of the works area.

# Road Drainage and the Water Environment

## Surface Water

SEPA's Water Classification Hub has not highlighted any classified watercourses within 500m of the scheme extents or any unclassified watercourses. There are also no ponds located within 250m of the works area.

Drainage along the scheme extents consists of open-top gullies and filter stones.

Works are not located within a Scottish Drinking Water Protected Area (Surface).

## Flood Risk

SEPA's Flood Risk Map has highlighted that there are some areas within the scheme extents that are susceptible to a 'Medium' to 'High' (0.5%-10% probability per annum) likelihood of surface water flooding.

## Groundwater

Groundwater within the scheme extents consists of Lower Nithsdale Sand and Gravel groundwater, (ID: 150810), which has been recorded to have an overall 'Good' quality in 2024.

Works fall within the Lower Nithsdale Nitrate Vulnerable Zone (NVZ). NVZs area areas designated as being at risk from agricultural nitrate pollution. Areas such as the Lower Nithsdale NVZ either result or would likely result in a concentration equal or exceeding 50mg/l of nitrates in either surface or groundwater as a result of agriculture.

# Climate

## Carbon Coals

The Climate Change (Scotland) Act 2009 Scottish Carbon Budgets Amendment Regulations 2025 sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for greenhouse gases including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

- 2026 - 2030: Average emissions to be 50% lower than baseline.
- 2031 - 2035: Average emissions to be 60% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline.
- 2041 - 2045: Average emissions to be 94% lower than baseline.

These budgets are legally binding and will be supported by a new Climate Change Plan, which will outline the specific policies and actions required to meet the targets.

Transport Scotland remains committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland, representing for 37% nationwide, and Transport Scotland are committed to reducing their emissions by 50% by 2030. To support this, Transport Scotland's Fourth Carbon Management Plan is committed to reaching Net Zero emissions across corporate activities by 2027. This will contribute to achieving a legally binding target of net-zero by 2045.

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

Amey are working towards a contractual commitment to have carbon neutral depots on the 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.

## Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – South West.

# 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

#### Construction

- On site construction activities, such as the presence of plant, machinery and vehicles, carry a potential to generate emissions of $NO_2$ and Particulate Matter ($PM_{10}$) that may have a temporary impact on local air quality levels and act as a nuisance to sensitive receptors.
- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles. This may result in a temporary deterioration in local air quality.
- The release of dust and particulate matter from materials handling and onsite movements during construction has the potential to cause an increase in dust related nuisance, with associated risks of health impacts at nearby sensitive receptors.

#### Operation

- Post construction there will be no change to the traffic volume, speed or road alignment.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Signalisation at crossings may introduce effects on air quality due to the increased volume of traffic idling at these crossing locations.

### Mitigation

Best practice and 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:

- Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (where they will be covered or stockpiles fenced to prevent wind whipping);

  - Cutting, grinding or sawing equipment will be fitted with or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
  - Drop heights from conveyors and other loading or handling equipment will be minimised;
  - Vehicles entering and leaving the work area will be covered to prevent escape of materials during transport;
  - Equipment will be readily available on site to clean any dry spillages, and spillages will be cleaned up as soon as reasonably practicable after the event using wet cleaning methods; and
  - When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- The signalised crossings will not alter traffic flow and have been designed to reduce the amount of time vehicles spend idling at the roundabout.

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

# Cultural Heritage

## Impacts

### Construction

No impacts are predicted as the works are to be restricted to the existing boundary and immediate verges and the potential for the presence of unknown archaeological remains within scheme extents is unlikely as original construction of the carriageway would likely have removed any features of archaeological significance.

### Operation

No operational impacts with regard to cultural heritage have been identified as a result of the proposed scheme.

## Mitigation

- During construction, plant, vehicles, personnel, materials etc. will be contained to hard standing areas within the carriageway boundary at all times.
- Excavations will be kept to a minimum on site.
- If any unusual odours, soil colourations, ceramics or potentially significant artifacts are identified during the works, the works will cease as this may indicate the presence of archaeological features, and the environmental team will be notified.

No significant effects are anticipated to cultural heritage. Therefore, in line with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

# Landscape and Visual Effects

## Impacts

### Construction

- Temporary visual impacts will be experienced by nearby receptors (such as residential receptors) during construction due to plant, vehicle, machinery and operatives present throughout the proposed works.
- Construction activities will introduce a temporary change to the local landscape from the presence of construction plant, materials and traffic management. All landscape effects will be temporary and reversible.
- Works within, and the storage of plant and vehicles on soft verges may result in damage to the landscape.
- Users of the A76 and A75 carriageway will be temporarily visually impacted for the duration of the works due to construction activities.

### Operation

- Removal of vegetation, which includes trees, to improve visibility will alter the views of the surrounding landscape.
- Construction activities including traffic signal assets, widening the carriageway and construction of new footways will cause permanent landscape changes. The finalised works will be in keeping with the existing trunk road environment and will not result in the introduction of drastic new visual features.
- Installation of new streetlighting will enhance visibility along the path during operation, improving safety for walkers and cyclists. However, increase in

streetlighting may disturb visual receptors during nighttime hours due to increased light in the area.

- Although the upgraded signs do not present notable operational implications, they will modify the carriageway's overall layout and look of the area.

## Mitigation

- Plant, vehicles, and materials will be contained to hardstanding areas within the existing carriageway boundary (as far as reasonably practicable).
- No unnecessary storage of materials or parking of vehicles will be permitted on soft ground or grassy areas, as this may destroy the soil structure and damage grass. Hardstanding will be provided. If damage occurs proper re-instalment will be carried out as specified.
- 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.
- Vegetation cutback (where required) will be minimal and only where necessary. Where practicable, and not in conflict with the primary purpose of the scheme: to improve visibility and safety for road users; replanting may be undertaken to facilitate screening of nearby receptors.

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

### Construction

- As part of the Network Management Contract (NMC), Amey, on behalf of transport Scotland, has been tasked with recording various target species, including common ragwort. Works carried out in the carriageway verge, have potential to result in the spread of this species through disturbance.
- An increase in noise levels from construction activities and misdirected site lighting has the potential to disturb any protected species within the scheme surroundings.
- Works in the verge may cause the spread of any INNS or target species that may present along the verge such as cotoneaster, cherry laurel, Japanese barberry, snowberry and Japanese rose.

- Vegetation clearance could negatively impact nesting birds through vibrational, auditory and physical disturbance.

## Operational

Vegetation clearance will reduce potential habitats for biodiversity within the surrounding area.

# Mitigation

- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- Works within 1m of any stand of INNS will be avoided. Where works within 1m cannot be avoided, an Invasive Species Method Statement will be produced prior to works commencing by Amey's Ecology Team.
- 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.
- '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.
- 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.
- Vegetation removal will be minimised wherever reasonably practicable in order to reduce any habitat loss. Ecological connectivity will be maintained with the surrounding area where vegetation cutback is required.
- Verge works will be undertaken; however, they will be limited in extent as far as reasonably practicable to prevent the spread of INNS and target species and limit disturbance to protected species that may be present along the carriageway.
- Works within the breeding bird season (March to August inclusive) will require a qualified/experienced ecologist to carry out a nesting bird check before works can proceed.
    - Nesting bird checks must be undertaken within 48 hours prior to any vegetation clearance works taking place. If works are delayed such that more than 48 hours has passed since the nesting bird check took place, then an update nesting bird check will be required.
    - If any active nests are identified, then a 5m buffer (or as defined by the site ecologist, depending on the species present and site conditions) will be set around the nest and vegetation clearance works stopped within this buffer until an ecologist has determined that the nest has become inactive (which may take up to six weeks depending on the bird species present).

With the above mitigation measures and best practice being adhered to, no significant effects on biodiversity are anticipated. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

# Geology and Soils

## Impacts

### Construction

- The works may result in minor soil disturbance, which can create adverse conditions, including erosion and polluted soils.
- There is potential for spills, leaks or seepage of fuels and oils associated with machinery to escape if not controlled which may negatively affect the soil environment.
- Removing vegetation and topsoil can reduce organic matter in the area.
- Plant, vehicles, and machinery on the soft-verge have the potential to impact soils.
- The generation of concrete dust from excavation can raise the pH of soil resulting in erosion and soil infertility.
- Full stump removal may lead to minor soil instability.

### Operation

No operational impacts on geology and soils are anticipated as the scheme will not have any ongoing effects or disturbance to geology or soils.

## Mitigation

- No unnecessary storage of materials or parking of vehicles on soft ground or grassy areas will be permitted, as this may destroy the soil structure and damage grass. Hardstanding will be provided. If damage occurs proper re-instalment will be carried out as specified.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable (e.g., to backfill removed trial holes etc.).
- Excavated soils will not be stored on site, and will be appropriately contained/covered, and protected from the elements.
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.

- Weather reports will be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.
- Dust suppression systems, such as dampening down or use of collection vacuums, will be used when breaking or cutting concrete.
- Tree stump removal will be undertaken in collaboration with Amey's Landscaping team, and in accordance with the recommendations of BS 3998:2010. This approach will help minimise soil disturbance and reduce the potential for ground destabilisation.
- See additional pollution mitigation measures in the *Road Drainage and Water Environment* section below.

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

# Material Assets and Waste

## Impacts

### Construction

- There will be an increase in waste to landfill sites if waste materials are not recycled or reused therefore by reusing any excavated material the volume of waste sent to landfill will be reduced.
- The use of virgin aggregates within the scheme will contribute to the depletion of natural and finite geological resources.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

### Operation

High-performance thermoplastic markings will provide improved longevity of these markings. These road studs are widely used and are standard within construction. Biogenic markers will not be used as this is a high stress site where durable marking is required to ensure the visibility of markings endures.

## 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. Once works are complete, all materials will be reused throughout the network, if not possible they will be recycled locally.

- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable.
- Vegetation will be stacked and/or chipped and re-distributed on site where possible however, it has been noted that silt and vegetation waste will be disposed of off-site.
- Some waste activities do not require authorisation, however, the Contractor will comply with all 'Duty of Care' requirements and waste regulations, 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.
- Environmental Authorisations (Scotland) Regulations (EASR) classes waste asphalt (uncontaminated) as a Low-Risk Waste Activity (LRWA) under 'LRWA 3 - Treating asphalt road planings in a milling machine'. This means that uncontaminated road planings arising from the works do not require authorisation and will be fully recycled in accordance with SEPA's guidance on asphalt road planings.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- All special waste (such as paint from old road markings) will be transported by a suitable licenced contractor and will be accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste source, hazardous properties and disposal/treatment facility. The SWCN will be retained for three years with the Site Responsible Manager is responsible for ensuring these are retained on site. Special waste will be segregated from general waste and other recyclables.

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

### Construction

- There will be an increase in noise levels during construction from activities, such as concrete, verge, and footway excavation for the signposts and new footway, due to the use of heavy plant and machinery and an increase in HGVs.
- Increased vibration levels are not predicted to be significant and therefore significant impact is not predicted.

## Operation

- Vibration levels may be reduced as a result in slower traffic along the A76 and A75 carriageway as road-tyre impact is minimised.
- A minor operational change of noise and vibration may occur surrounding the scheme. The magnitude of change is expected to be minimal, and no significant operational effects are anticipated.

## Mitigation

- The contractor will comply with BS 5228-1:2009+A1:2014 regarding noise and vibration mitigation measures. If the Contractor considers alternative authoritative guidance and procedures are more suitable, they will submit proposals to the Project Manager for approval before deviating from BS5228; and ensure that all vehicles, equipment and noise control measures are in good and efficient working order and operated in accordance with the Manufacturer's instructions to minimise noise emissions.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency. The noisiest works will be undertaken before 23:00 where possible.
- Operations will be sequenced to minimise simultaneous use of high-noise equipment, and a 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- Plant and machinery will be regularly maintained to prevent excessive noise from worn parts or inefficient operation.
- 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 scheme manager will ensure the design of the signalised crossings will not alter traffic flow and will be designed in such a way to reduce the amount of time vehicles spend idling at the roundabout.

The following further mitigation measures related to noise and vibration will be in place:

- Amey's Environmental Team has notified Dumfries and Galloway 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.
- A media press release will be undertaken to inform residents of the proposed works. Traffic management restrictions/arrangements will also be publicised within the local and wider area.

- The delivery of Amey's Noise and Vibration environmental briefing to all site operatives prior to the works.

With best practice mitigation measures in place, no significant effects on noise and vibration are predicted. Therefore, in line with DMRB Guidance document LA 111: Noise and vibration no further assessment is required.

# Population and Human Health

## Impacts

### Construction

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Land take is not required for this scheme as works will be contained within Scottish Government (SG) land, 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.
- Footways may be closed during construction activities.
- Bus stops located north of the works may be impacted by construction in the form of temporary bus stop closures and delayed bus journeys.

### Operation

- The upgrading of signage will enhance intervisibility and reduce the potential for driver misjudgement while maintaining compliance with current standards. This will in turn enhance health and safety at this roundabout.
- The refreshed markings will reinforce give-way priorities, strengthen the clarity of the right-turn facility and improve road safety by ensuring consistent visibility in both daytime and low-light conditions.
- By reducing the speed limit, the street environment becomes more inviting and perceived as safer for active travellers, encouraging healthier lifestyles as fast-moving vehicles in residential areas often discourage people from walking and cycling. The construction of the new footway and signalised crossings will also encourage active travellers and reduce community severance.
- Reducing the speed limit may lead to a decrease in road traffic collisions as drivers have more time to react to hazards.
- The proposed carriageway widening will result in residential properties being positioned slightly closer to the road boundary. However, as the widening is

limited to a maximum of 1 metre, the impact is expected to be minimal, with no discernible change to the overall character or setting of the properties.

## Mitigation

- See additional *Landscape and Visual Effects* mitigation measures, *Noise and Vibration* mitigation measures and *Air Quality mitigation* measures in the appropriate sections above.
- 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.
- Bus companies will be informed of the works to allow for increased journey times.
- Should footways be closed, a pedestrian diversion will be installed which will re-route pedestrians onto the opposite footway for the length of the works site. Any temporary set-up will be accessible by persons of all abilities.

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

### Construction

- 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.

### Operation

Upgrading of existing drainage systems will decrease the probability of flooding within the area.

## Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
    - The Amey control room will be contacted if any pollution incidences occur to ensure appropriate action and reporting is undertaken
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior to and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and 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 6, GPP 8, GPP 21 and GPP 22).
- If the mixing of concrete on site is required, site operatives will apply suitable controls to prevent the mixture escaping to the surrounding environment:
    - All mixing will take place a minimum of 10m away from watercourses and drains where possible.
    - All drains within proximity to any mixing will be securely covered or sealed off.
    - No washout from concrete mixing will be allowed to enter the water environment and taken off site for appropriate treatment.

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

# Climate

## Impacts

- Construction activities may result in GHG emissions from vehicles, machinery, material use and production, and transportation.

## Mitigation

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.
- Waste disposal will be directed to local licensed facilities.
- Plant, machinery and vehicles will not be left idling when not in use.
- 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 not considered to be significant. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

# Vulnerability of the project to risks

Construction activities are confined to the carriageway boundary and immediate verges and are required to improve safety in the area. This will reduce the risk of major accidents or environmental disasters that could negatively impact the surrounding environment.

Upgrading road signs, construction of signalised crossing, and vegetation removal for road clarity will decrease the likelihood of serious accidents.

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

# Assessment of Cumulative Effects

Amey's Southwest Current Works Schedule has highlighted that there are no other works scheduled along the A75 or A76 in proximity to the scheme extents within the proposed timescales.

Dumfries and Galloway Council's Planning Portal has not identified any extant planning applications surrounding the scheme extents that would result in any in-combination effects.

The Scottish Road Works Commissioner also does not identify any scheduled works that are set to take place within the scheme extents, within the same timescale, of the proposed works.

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 cumulative or in combination effects are anticipated.

# 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 works.

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

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Environment Team at Amey in July 2026.
- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey on 4 June 2026.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is 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 not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- 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 undertaking the works, road collisions and overall road safety at this location on the A75/A76 trunk road will be improved. No impacts on the environment are expected during the operational phase as a result of works, with positive impacts on road users during the operational phase.
- No in combination effects have been identified.

Location of the scheme:

- Works are not located within an area designated for its specific landscape character or quality.
- Works are not located in an area with hydrologic connectivity or within 2km of European designated sites.
- The scheme is not situated in whole or in part in a sensitive area.
- The scheme will be contained to the existing carriageway boundary and verge areas of Scottish Ministers' land, (managed by Transport Scotland). As such, no land take will be required, and there will be no change to existing land use.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Measures to prevent the spread of invasive plants will be implemented.
- Measures to minimise the potential disturbance to protected species 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

The following environmental surveys/reviews have been undertaken:

- An ESA of the scheme, undertaken by the Environment Team at Amey in July 2026.
- A PEW undertaken by the Ecology Team at Amey on 4 June 2026.

# Annex A

"sensitive area" means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.

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