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Environmental Impact Assessment Record of Determination

A75 Allanton Roundabout to A713 Junction

GENERAL

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Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the A75, from the Allanton Roundabout to the A713 junction, outside of Castle Douglas, Dumfries and Galloway. The works are required as the carriageway is currently displaying various structural defects including fretting/potholes, and longitudinal, transverse, and alligator cracking.

The scheme is approximately 1.5km in length, with an area of approximately 1.9 hectares.

The construction activities will involve the installation of structural inlays with depths ranging from approximately 30mm-300mm, using TS2010 surface course material.

Key construction activities and essential plant and machinery required for the resurfacing process will include the following:

- Installation of Traffic Management (TM);
- Removal of the existing road surface to the required depths by planer;
- Compaction and flattening of the material by roller wagon;
- Laying of the new road surface by paver for structural inlays, with depths ranging between 30mm to 300mm;
- Sealing of road joints to prevent water ingress;
- Transporting of the removed road material by disposal trucks;
- Installation of new road markings and new road studs; and
- Removal of TM upon scheme completion.

The proposed construction is programmed to be undertaken and completed within 2025-2026 financial year for approximately six nightshifts.

TM will consist of six overnight closures with traffic to be diverted through Castle Douglas at Allanton Roundabout, rejoining the A75 at Hightae Roundabout.

Location

The scheme is located along the A75, north of Castle Douglas in Dumfries and Galloway. The scheme extents (Figure. 1) can be found at the following National Grid References (NGRs):

- Start - NX 77194 64214
- End - NX 76058 63277

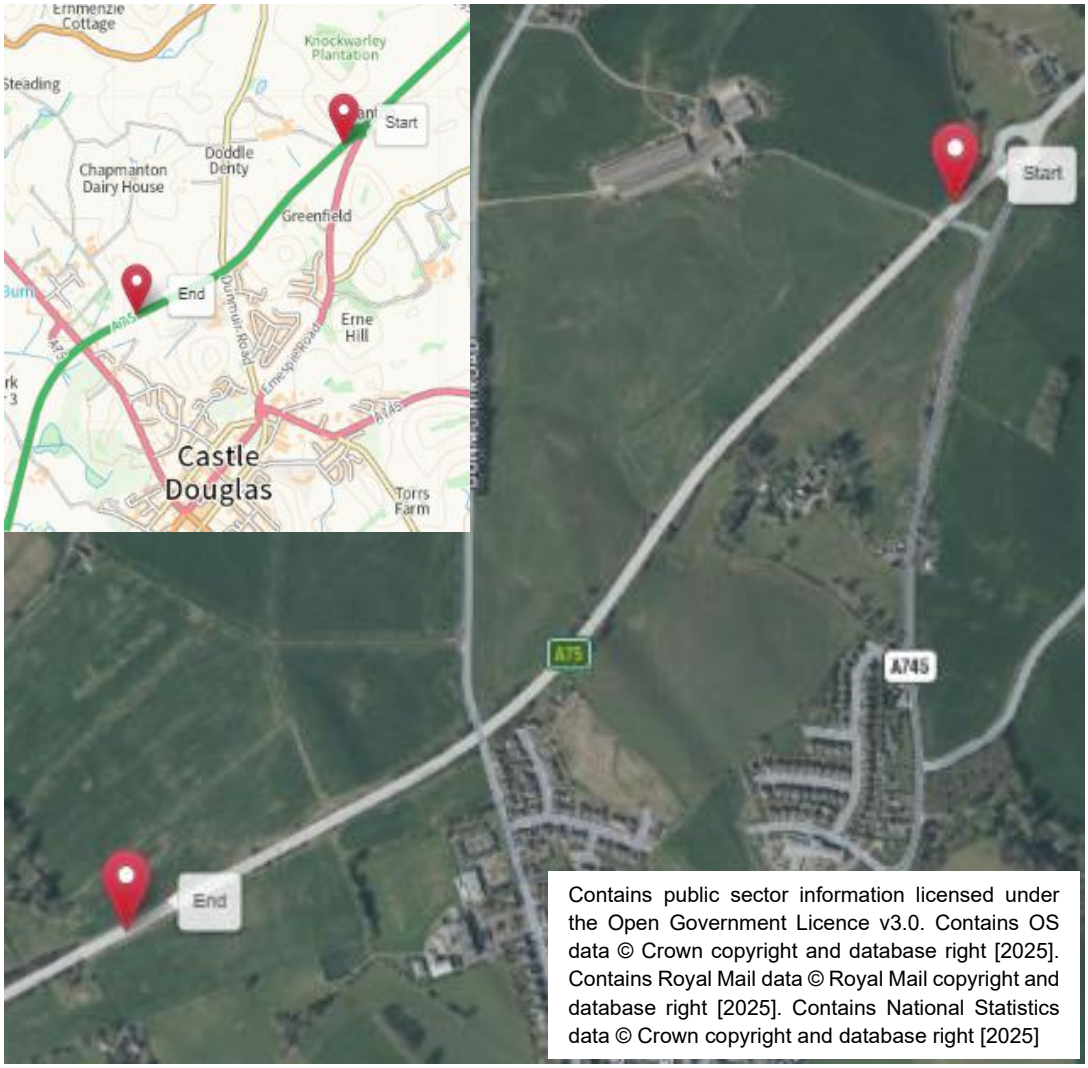

Figure 1. Scheme Location Map

Description of local environment

Air quality

The scheme is located along the A75, north of Castle Douglas in Dumfries and Galloway. The immediate scheme extents are bordered by deciduous trees and shrubs. Notably, some areas of the scheme have a lack of vegetation and are bordered by grass. The wider surroundings consist of agricultural fields to the north, east, and west, and the town of Castle Douglas to the south.

There are approximately 40 residential properties located within 200m of the scheme extents with the nearest located 20m to the south on Garden Hill Avenue. Castle Douglas High School is located approximately 180m south of the scheme.

Baseline air quality is primarily influenced by traffic along the A75 with secondary sources from agricultural activities. Manual count point 92153, located within the scheme extents, shows that in 2024, the Annual Average Daily Flow (AADF) for all motor vehicles was 6205 with 860 of these being Heavy Goods Vehicles (HGVs).

Dumfries and Galloway Council have not declared any Air Quality Management Areas (AQMAs).

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

Cultural heritage

A desk-based assessment 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 (Table.1).

There are no designated cultural heritage assets, World Heritage Sites, or Inventory Battlefields located within 300m of the scheme extents.

Table 1. Non-Designated Cultural Heritage Assets

Name	Reference Number	Description	Distance from Scheme
Castle Douglas, High School	MDG27224	Historic Environment Record (HER) – School, War memorial	Approximately 195m south of the scheme extents.
Hillowton	MDG8940	HER – Country house	Approximately 115m southeast of the scheme extents.
Hillowton, Stables	MDG8941	HER - Stable	Approximately 100m southeast of the scheme extents.

Landscape and visual effects

Landscape

The immediate scheme extents are bordered by deciduous trees and shrubs. Notably, some areas of the scheme have a lack of vegetation and are bordered by grass. The wider surroundings consist of agricultural fields to the north, east, and west, and the town of Castle Douglas to the south.

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

- Knockwarely plantation (ID: 38235) located 405m north.
- Knockwarely plantation (ID: 38236) located 395m north.
- ID: 38240 located 490m southeast of the scheme.

Scotland's Historic Land Use Assessment Map has highlighted that the land use within the scheme has historically been used as 'Rectilinear Fields and Farms', 'Urban Area', and 'Designed Landscape'.

The Landscape Character Type (LCT) within the scheme can be classed as '169 – Drumlin Pastures', characterised by the following:

- Distinctive elongated mounds with smoothly convex outlines, creating an undulating landform.
- Smooth convex slopes of improved pasture, grazed by sheep and cattle.

- Localised rugged knolls with gorse.
- Medium scale fields with prominent wall and hedgerow patterns accentuating topography.
- Small settlements and scattered farmsteads served by extensive network of minor roads.

Visual

Due to the dense vegetation, most residents will not have a view of the works. However, residents along Garden Hill Avenue, directly adjacent to the scheme, may have a view. Additionally, the works are set to take place in winter where trees may not have their leaves, potentially increasing visibility. Castle Douglas High School located approximately 180m south of the scheme, Chapmanton Farm located 420m northeast of the scheme, and Hillowton Farm located 275m northwest may also have a view of the works. There are no other visual receptors within 500m of the scheme extents.

Biodiversity

Protected areas

A desktop study using NatureScot's Sitelink online research tool has identified the following European designations located 1.07km east of the scheme extents:

- Loch Ken and River Dee Marshes Special Protection Area (SPA), (ID: 8528).
- Loch Ken and River Dee Marshes Ramsar, (ID: 8435).

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

Field survey

An ecological field survey has been scoped out after a desktop review by a qualified ecologist due to the nature of the works, and their containment within the carriageway boundary.

Invasive plants

The NBN Atlas shows that there are no Invasive Non-Native Species (INNS) or target species within 500m of the scheme extents.

Transport Scotland's Asset Management Performance System (AMPS) has not identified any target species or INNS along the A75, within the scheme extents.

Geology and soils

Geology

NatureScot's Sitelink has not highlighted any Geological Conservation Review Sites (GCRS), Local Geodiversity Sites or any Geological SSSIs that have connectivity, or lie within, 200m of the scheme extents.

A search on Britain's Geology Map has identified that the geology within the scheme extents along the A75 carriageway consists of the following:

Bedrock Geology

- Carghidown Formation - Wacke. Sedimentary bedrock formed between 443.8 and 433.4 million years ago during the Silurian period.

Superficial Deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

Soils

According to Scotland's Soil Map, the soil within the scheme consists of 'Brown earths with noncalcareous gleys' and 'Noncalcareous gleys'. The national scale land capability for agriculture can be classed at '3.2', capable of average production though high yields of barley, oats and grass can be obtained.

There are no landfill sites within 200m of the scheme extents according to the Scottish Environment Protection Agency's (SEPAs) Landfill sites and Capability Map.

The proposed construction activities will be confined to existing layers of the A75 and as result, are not anticipated to cause any change to, or have a negative impact on geology and soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

The proposed scheme does not require a Site Waste Management Plan (SWMP) as the total value is under £350,000.

Tables 2 and 3 below outline the materials required for the scheme, and waste expected to be produced during the works. During investigation stages, no coal tar was identified.

Table 2. Key Materials Required for Construction

Activity	Materials Required	Sources
Site Construction	• TS2010 surface course • AC20 bituminous binder • Stress Absorbing Membrane Interlayer (SAMI) bituminous base • Tack/bond • Road paint • Road studs	• 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. • Materials will be obtained from secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. • Materials will be mostly comprised of virgin aggregate.

Table 3. Key Waste Produced by Activities

Activity	Materials Required	Sources
Construction	• Asphalt Planings	• Uncontaminated road planings resulting from the required works will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings • Coal tar was not found during investigation stages

Noise and vibration

There are approximately 70 residential properties located within 300m of the scheme extents, with the nearest located 20m to the south on Garden Hill Avenue. The only other sensitive receptors are Castle Douglas High School located approximately 180m south of the scheme and Hillowton Dairy Farm located 275m northwest of the scheme.

Baseline noise and vibration is primarily influenced by traffic along the A75 with secondary sources from agricultural activities. Manual count point 92153, located within the scheme extents, shows that in 2024, the AADF for all motor vehicles was 6205 with 860 of these being HGVs.

Scotland's Noise Map has recorded that the noise level (Lday) during daytime hours, within the scheme extents, ranges from approximately 65dB to 71dB. During nighttime hours, the noise level (Lngt) within the scheme extents ranges from approximately 59dB to 68dB.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2019-2023).

Population and human health

Due to the like-for-like resurfacing of the works, a study area of 300m was used to determine baseline.

There are approximately 70 residential properties located within 300m of the scheme extents, with the nearest located 20m to the south on Garden Hill Avenue. The only other sensitive receptors are Castle Douglas High School located approximately 180m south of the scheme and Hillowton Dairy Farm located 275m northwest of the scheme.

One access road to Hillowton Dairy farm from the A75 will be blocked overnight for the duration of the works. However, there are two other entrances to the farm from the local road C12s which will not be blocked at any point.

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

Due to the rural location, there are also no footways, bus stops, or streetlights within the scheme extents.

There are two laybys within the scheme extents located at the following NGRs:

- NX 76333 63423
- NX 76142 63315

Road drainage and the water environment

Surface water

There are no watercourses, ponds, reservoirs, or burns within 500m of the scheme extents. According to SEPA's Water Classification Hub the closest watercourse is Gelston Burn/Carlingwark Lane, a river located 1.49km southeast of the scheme extents with poor ecological health.

Groundwater

Groundwater within the scheme consists of Castle Douglas groundwater (ID: 150672) which has an overall good quality. The works do not fall within a Nitrate Vulnerable Zone (NVZ). Drainage within the scheme extents consists of both gullies and filter stones.

Flood risk

SEPA's Flood Risk Map shows that Gelston Burn/Carlingwark Lane has an overall high (10%) likelihood of flooding; however, this does not extend within the scheme extents. There are no areas within the works location that is susceptible to surface water flooding.

Climate

Carbon Goals

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

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

- 2026 - 2030: Average emissions to be 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% lower than baseline.

- 2036 - 2040: Average emissions to be 80% lower than baseline.
- 2041 - 2045: Average emissions to be 94% lower than baseline.

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

- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion along the diversion route. This may result in a temporary deterioration in local air quality.
- During construction activities, such as removal of old road surface, 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.
- Residents along the diversion route may experience a deterioration in air quality due to the increased volume of traffic.
- The impacts identified will be temporary for the duration of the works only and therefore no permanent change is predicted on air quality.

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:
  - Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
  - Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
  - Minimise drop heights from conveyors and other loading or handling equipment;
  - Ensure vehicles entering and leaving the work area are covered to prevent escape of materials during transport;
  - Ensure equipment is 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, vehicles, and Non-Road Mobile Machinery (NRMM) will be switched off and there will be no idling vehicles.

The following additional mitigation measures will be implemented:

- 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.

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

Cultural heritage

Impacts

- There are no designated cultural features within the scheme extents, and no land acquisition is required. All works are confined to the existing carriageway surface, and no significant vibration effects are anticipated to non-designated sites such as Castle Douglas High School or Hillowton Country House and Stables.
- The potential for the presence of unknown archaeological remains within scheme extents is considered low as original construction of the A75 would likely have removed any features of archaeological significance, and works are to be restricted to the existing carriageway boundary.

Mitigation

- During construction, plant, vehicles, personnel, materials etc. will be contained to hardstanding areas within the carriageway boundary.
- If any archaeological finds are discovered, they will not be removed, and the Energy Transition & Sustainability team will be contacted for further advice.

Providing all works operate in accordance with current best practice, no significant effects are predicted on cultural heritage and therefore in accordance with DMRB Guidance document LA 116: Cultural Heritage, no further assessment is required.

Landscape and visual effects

Impacts

- There will be a short-term impact on the landscape character and visual amenity of the site due to the presence of construction plant, vehicles, and TM.
- During nighttime programming, misdirected site lighting may cause disturbance to surrounding residential properties, particularly those along Garden Hill Avenue.

- Upon completion of the works, no residual landscape or visual impacts are anticipated. The visual appearance of the site will remain largely unchanged, with the improved road surface being the only discernible difference.

Mitigation

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Plant, vehicles, and materials will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable). If damage to the landscape occurs, reinstatement will be carried out.
- Temporary site lighting will be directional and pointed at the works area only.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works are unlikely to be significant. Consequently, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- Construction activities have the potential to cause a temporary adverse impact on biodiversity due to vehicle presence, noise and artificial site lighting during nighttime works. These may disturb protected species within the surrounding area.
- Works will be confined to the carriageway boundary, involving like-for-like carriageway resurfacing with no earthworks. As such, INNS or target species will not be introduced to the scheme.
- There will be no impact on Loch Ken and River Dee Marshes SPA and Ramsar.

Mitigation

- Any artificial lighting will be pointed directly at the works to minimise impact on nocturnal species.
- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.

- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- As part of the 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 these species, if a possibility arises wherein works are likely to result in the spread of these species through disturbance, the appropriate Amey landscaping team will be consulted.

A Habitats Regulations Appraisal has been undertaken and has concluded that there will be no Likely Significant Effects (LSE) on Loch Ken and River Dee Marshes Special Protection Area and Ramsar.

- The construction works will result in a minor risk of indirect noise, vibration, water and air pollution, but these risks are appropriately mitigated by standard best practice pollution and noise controls. There will be no direct impact on the European Sites or their qualifying features.

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

Material assets and waste

Impacts

- There is potential for resource depletion through the use and transportation of primary materials such aggregates. However, the use of recycled content in the binder and base courses, and the application of TS2010 surfacing which offers enhanced durability and reduced maintenance requirements (compared with other stone mastic asphalt (SMA) products) helps mitigate long-term resource use.
- There will be an increase in waste to landfill sites if waste materials are not recycled or reused.
- 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.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

Mitigation

- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.
- Good materials management methods (e.g., 'just-in-time' delivery) will be used to minimise and prevent the disposal of unused materials.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
    - From November 1st 2025 these exemptions will be phased out in favour of Environmental Authorisations (Scotland) Regulations (EASR). However, where planings meet SEPA's criteria, they will be fully recycled.
- All special waste, such as tar (if found during the works) 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 onsite.
- All waste leaving the site will be removed from site by a licenced waste carrier. All waste documentation will be provided when requested.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- There will be an increase in noise and vibration levels, for properties within 300m, during works due to the use of plant and machinery and an increase in HGVs. However, as the works are of short duration, the impact on residents will be minimal.
    - Additionally, Castle Douglas High School will primarily be used during daytime hours, thus the impact will likely be minimal.
    - However, cattle at Hillowton Dairy Farm may be disturbed.

- There will be an increase in noise and vibration for properties along the diversion route, particularly Ernespie Road, King Street, and Abercromby Road due to an increase in vehicles.
- TS2010 road surfacing has 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.

Mitigation

- Mitigation measures follow Best Practicable Means as outlined in British Standard (BS) 5228:2009+A1:2014. The standard provides specific detail on suitable measures for noise control in respect to construction operations; for example:
  - Quiet working methods will be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations.
  - On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors such as Hillowton Dairy Farm. 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 site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements.
  - A ‘soft start’ to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.

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

- A letter drop will be delivered to residents and sensitive receptors within 300m to notify them of upcoming works, timings and duration.
- Consultation with Dumfries and Galloway Council regarding nighttime working.
- Amey’s Noise and vibration environmental briefing will be delivered to all site operatives before works start.

With best practice mitigation measures in place, and due to the works being of a minor, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration, no further assessment is required.

Population and human health

Impacts

- Construction activities may cause temporary disruption to road users due to TM, noise and delays. There will be an increased journey length of 3 minutes due to the diversion route through Castle Douglas. However, impacts are expected to be minor, as works are scheduled overnight and outside peak traffic hours.
- TM will not impact access to any residential properties but will redirect users of Hillowton Dairy Farm to use a different entrance.
- Land take is not required for this scheme 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.
- The laybys will be closed during construction, however there are no tourist sites or public buildings near the scheme, so the impact to road users will be minimal.

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.
- Hillowton Dairy Farm, will be notified of the works well in advance of the start of construction.

With best practice mitigation measures in place, no significant effects associated with Population and 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 activities may pose a risk of indirect pollution to the water environment from spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled.
- The resurfacing works will not increase flood risk as they are limited to the existing impermeable carriageway surface, with no alteration to drainage

infrastructure or surface water runoff. No other post construction impacts are anticipated.

Mitigation

- All operatives will be aware of SEPA's Guidance for Pollution Prevention (GPP) documents.
- 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.
- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
  - Away (>10m) from surface water drainage systems; and
  - 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 at least 110% of the maximum volume of a single container.

Providing all works operate in accordance with current best practice, as detailed within SEPA's GPPs, the effects on Road Drainage and the Water Environment are considered not significant. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- Construction activities may result in GHG emissions from the use of machinery, vehicles and materials use and production, and transportation. However, given the nature of the scheme, the volume of materials required to be imported on site is low, reducing the overall impact.

Mitigation

- 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 where possible.
- 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, no significant effects are anticipated on Climate. Therefore, in line with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

As the works will be limited to the like-for-like resurfacing of the carriageway, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

All mitigation measures will be adhered to onsite which considers the vulnerability of the project to be low.

Improvement of the road surface following carriageway resurfacing works will enhance skid resistance, and thus overall road safety on completion of the scheme.

Assessment cumulative effects

Amey's Southwest Current Works Schedule, and the Scottish Road Works Commissioner, indicate that there are no other works to be carried out within the proposed works time and location.

Dumfries and Galloway Council's Planning Portal also does not indicate any scheduled works that will be carried out in the proposed works location and time.

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, the proposed works are unlikely to have any significant cumulative effects with other planned activities in the area. Given the nature and scale of the maintenance works, no in combination effects are anticipated.

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment and sensitive receptors.

Additionally, the HRA has concluded, due to the majority of the works being a sufficient distance from the SAC, there will be no LSE on the qualifying features.

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:

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment. No impacts on the environment are expected during the operational phase as a result of works.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- No negative impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries (total area 1.9 ha.) and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part in a sensitive area, however has potential connectivity to Loch Ken and River Dee Marshes SPA and Ramsar.
- A HRA was undertaken which has concluded, due to the majority of the works being a sufficient distance from the SAC, there will be no LSE on the qualifying features.

Characteristics of potential impacts of the scheme:

- The works will be temporary, localised, and completed during nighttime hours with traffic management in place.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment and drainage.

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

Annex A

"sensitive area" means any of the following:

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

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Published by Transport Scotland, November 2025

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