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Environmental Impact Assessment Record of Determination

A76 Burnhead to Auldgirth

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Project Details

Description

Amey has been commissioned by Transport Scotland to carry out resurfacing works on the A76 carriageway next to Auldgirth, Dumfries and Galloway. The works will consist of carriageway inlays to address structural defects and prevent further deterioration of the carriageway.

Construction will involve the installation of asphalt inlays at depths ranging from 30mm to 355mm covering an area of approximately 12,597m². The surface will be milled to the specified depths and subsequently resurfaced using a paver to match the thickness of the removed material. A hot-applied bitumen sealant will be used to seal the joints between the new and existing surfaces at both ends of the scheme. In addition to the resurfacing works, verge works are required and include the replacement of damaged highway assets, safety barrier upgrades, and drainage maintenance, improving safety, compliance, and water flow.

Construction activities include:

- Implementation of Traffic Management (TM);
- Milling out of existing material by road planner;
- Loader used to collect and move excess material within work area;
- Waste material will be removed from site;
- New materials will be laid including: binder, bituminous asphalt and tack bond, and compressed using a road paver and compacted by a roller;
- Siding out the vegetation along the verge;
- Mechanical sweeper to collect loose material;
- Road markings and road studs will be applied where necessary; and
- TM removal.

Verge works include:

- Replacement of bollards - Removal and replacement of 10 no. bollards that are missing or damaged within the scheme extents.
- Replacement of 5 no. non-passively safe traffic signs with compliant units.
- Safety barrier improvements - Upgrade of 6 no. P1 terminals to P4 terminals to meet current standards.

- Grip maintenance - Clearance of 4 no. overgrown grips to restore surface water flow.
- Gully maintenance - Clearance of 2 no. blocked gullies, including removal of silt and debris.
- Catchpit clearance - Removal of vegetation and debris from 1 no. overgrown catchpit.
- Manhole clearance - Clearance of debris and weed growth from 3 no. manholes.

The plant and machinery required will include:

- Roller, wagon;
- Paver, planer; and
- 3CX or similar bucket excavator.

Works are programmed for financial year 2026/2027 and are likely to take place over a maximum of 14 nights. Traffic management will be required, primarily in the form of overnight road closures to minimise disruption. A weekend closure may also be considered to reduce the overall duration of the works.

Northbound traffic will be diverted from the A76 at Holywood onto the B729. The diversion will continue through Dunscore before turning right onto the A702 and proceeding through Penpont. Traffic will then rejoin the A76 via Gill Road and Drumlanrig Street.

Location

The scheme is located along the A76 in Auldgirth, Dumfries and Galloway. The scheme extents can be found at the following National Grid Reference Points:

Start: NX 92078 84623

End: NX 91328 85941

Please see Figure 1: Scheme Location Plan.

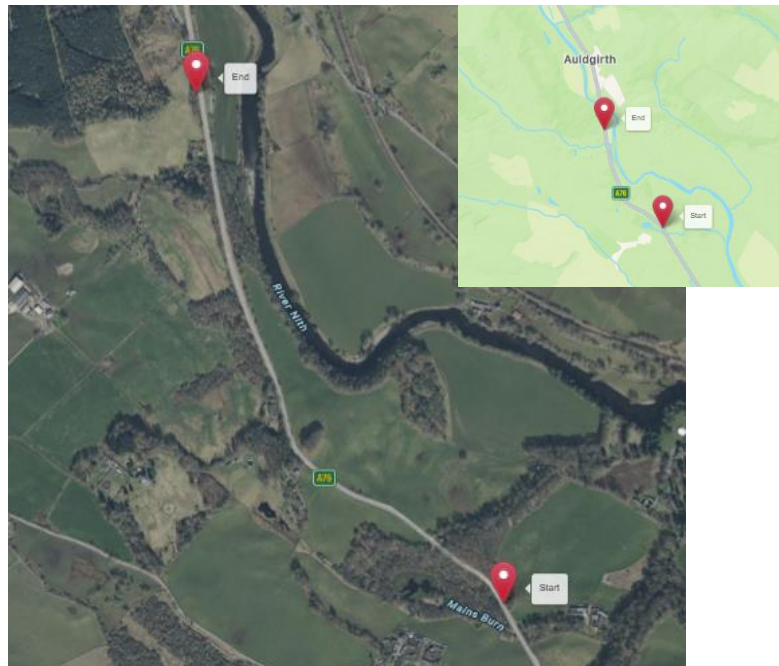


Figure 1: Scheme Location Map - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal Mail copyright and database right [2026]. Contains National Statistics data © Crown copyright and database right [2026].

Description of Local Environment

Air Quality

The scheme is located in a rural area surrounded by agricultural fields along the A76 carriageway in Auldgirth, Dumfries and Galloway. There are eight residential properties located within 200m of the works, the closest one being located approx. 30m west from the A76 carriageway. There are no further air quality receptors located within 200m of the works.

Dumfries and Galloway Council have not declared any [Air Quality Management Areas](#) (AQMA) within the scheme extents.

Baseline air quality is mainly influenced by vehicles travelling along the A76 carriageway. In 2024 the Average Annual Daily Flow (AADF) for all motor vehicles on the A76, approx. 2km north from the scheme extents (Manual Count point [80349](#)) was 5,610 with 578 of these being Heavy Good Vehicles (HGVs).

According to the [Scottish Pollutant Release Inventory](#) (SPRI) there are no registered sites for air pollutant releases located within 1km of the works. There are also no [air quality monitoring sites](#) located within 200m of the works.

Cultural Heritage

A desk-based assessment was undertaken using [PastMap](#). A study area of 300m was used for designated cultural heritage assets, however no assets were identified. An area of 200m was used for non-designated cultural heritage assets and the following have been identified:

- Rhoneston Bridge (Ref: 65807) & (MDG6265) National Record of Historical Environment (NRHE) and Historical Environment Record (HER), located Within the scheme extents
- Friars Carse (Ref: MDG12866) HER, located within the scheme extents
- Allanton, Dunscore Road, Gate Piers (Ref: 65802) & (MDG6260), located 6m west from the scheme extents.
- Carse Loch / Friar's Carse (Ref: MDG11899) HER located 40m west from the scheme extents.

Landscape and Visual Effects

The scheme is located along the A76 within an area predominantly characterised by agricultural land use with some residential properties situated adjacent to the carriageway. These residential properties will have a view of the works as vegetation is sparse along this stretch of the carriageway in these areas.

A desktop study using [Scotland's Environment Map](#) has highlighted that the scheme is not situated within a National Park (NP), National Scenic Area (NSA), Conservation Area, or Garden & Designed Landscapes. It has however highlighted that there are several unnamed ancient woodlands located within 500m of the scheme, the closest one is unnamed and located directly adjacent to the east of the scheme. No Tree Preservation Order (TPO) have been identified within 500m of the works.

[The Scottish Landscape Character Assessment map](#) has identified the land character type as the Middle Dale. The Landscape Character Type is found above the Lower Dale – Dumfries & Galloway landscapes, in the interior of the county. They are generally located between the Upland Fringe – Dumfries & Galloway character types in Dumfriesshire. The Middle Dales – Dumfries & Galloway occur in Mid Nithsdale, Mid Annandale and Mid Eskdale.

[The Historic Land Use Assessment \(HLA\) Map](#) highlights that the landscape surrounding the scheme consists of Rectilinear Fields and Farms.

Biodiversity

The following watercourses were found within or directly adjacent to the proposed works area:

- An unnamed drain is present directly adjacent to the proposed works area.
- Glenmidgie Burn runs directly beneath the proposed works area at NGR: NX 91360 85768.
- Carse Loch is present directly adjacent to the proposed works area.

These waterbodies are hydrologically connected to the River Nith.

A desktop study using NatureScot's [Sitelink](#) resource identified no European designated sites within 2 km of the scheme extents. However, the proposed works are hydrologically connected to the Upper Solway Flats and Marshes Ramsar site (Site Code: 8458), Solway Firth SAC (Site Code: 8377), and Solway Firth SPA (Site Code: 10487), located approximately 20 km south of the scheme via the River Nith catchment.

Given this hydrological connectivity, a Stage 1 Habitats Regulations Appraisal (HRA) was required prior to construction to assess the potential for Likely Significant Effects (LSE) on these designated sites. The assessment has concluded:

- The proposed works are unlikely to disturb the qualifying amphibian and bird species which are isolated to the Solway Firth. Some bird species may use the surrounding farmland for foraging. However, the farmland habitat covers an extensive area and provides many foraging opportunities elsewhere.
- Potential negative changes in noise and vibration levels, water quality or air quality would be temporary and alleviated by standard best practice as part of the works. With these measures in place, the likelihood of mobilised surface water pollution or air pollution impacting on the water quality of the surrounding watercourses are negligible.
- There is no requirement for land take within the European Sites as a result of the scheme, as all works will be confined to the existing carriageway boundary. No LSE identified.

The proposed works are temporary, localised in nature, and confined to the existing A76 carriageway boundary. As such, no direct impacts on the European designated sites or their qualifying features are anticipated.

No nationally designated sites, including Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves, were identified by Sitelink within 1km of the scheme extents.

The NBN Atlas desk study identified records of Invasive Non-Native Species (INNS) within 500m of the scheme extents along the A76 corridor. These include:

- Himalayan balsam (*Impatiens glandulifera*); and
- Rhododendron (*Rhododendron ponticum*).

In addition, a search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool identified the presence of target species along the A76 verge, including rosebay willowherb (*Chamaenerion angustifolium*), and common ragwort (*Jacobaea vulgaris*), occurring intermittently within the road boundary.

An ecological field survey was undertaken along the A76 on 1st April 2026.

Geology and Soils

[SiteLink](#) notes there are no Geological Conservation Review Sites (GCRS), or geological SSSIs or Local Geodiversity Sites (LGS) within 500m of scheme extents.

[The British Geology Viewer](#) notes the soil geology within the scheme extents consists of the following:

Superficial deposits

- Kilblane Sand and Gravel Formation-Sand, gravel and boulders. These sedimentary deposits are glacial 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.

Bedrock geology

- Gala Unit 7-Wacke. These sedimentary rocks are marine in origin. They are detrital and comprise coarse- to fine-grained slurries of debris from the continental shelf flowing into a deep-sea environment, forming distinctively graded beds.

[Scotland's Soil Map](#) has highlighted that the soil located within the scheme extents consists of Brown earths with mineral alluvial soils with peaty alluvial soils.

Material Assets and Waste

Warm-mix asphalt (WMA) will be used for the resurfacing works. Where practical, all materials will comply with Transport Scotland's amendment to the Specification for Highway Works, Clause 908TS Warm Mix Asphalt, which sets out performance requirements for WMA mixtures. WMA requires less heat, reducing energy use, making it more environmentally friendly in comparison to hot mix asphalt.

Other material required will consist of the following:

- Road surfacing (aggregate and binder);
- TS2010 surface course;
- AC20 bituminous binder;
- AC32 bituminous base;
- Bitumen;
- Road paint and studs;
- Lubricant;
- Vehicle fuel;
- Oil;
- Replacement bollards;

- Traffic signs; and,
- Concrete.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, the binder and base courses used for resurfacing will contain a percentage of recycled material.

Wastes

Wastes are anticipated to be carriageway planings which will primarily be recycled at a licenced facility, thereby reducing the amount sent to landfill and promoting circular economy practices. Coring investigations have concluded the presence of coal tar within the scheme extents. All special waste will be transport by suitable licenced contractor and will be accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.

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.

Furthermore, the recycling of Asphalt Waste Containing Coal Tar (AWCCT) will be undertaken in line with SEPA's position statement on AWCCT (document ref WAS-PS-06). This includes ex-situ recycling which will always be considered as an option, particularly when there is AWCCT present.

A Site Waste Management Plan (SWMP) will not be prepared prior to the works due to the scheme value being less than £350,000.

Further wastes produced will include:

- Vegetation from siding out;
- Road paint
- Old road studs
- Redundant bollards, signs, and barrier components

Noise and Vibration

The scheme is located in a rural area surrounded by agricultural fields along the A76 in Auldgirth, Dumfries and Galloway. There are approx. 20 residential properties located within 300m of the works, the closest one being located approx. 30m west from the A76 carriageway. There are no further non-residential noise sensitive receptors located within 300m of the works.

Baseline noise is mainly influenced by vehicles travelling along the A76 carriageway. In 2024 the AADF for all motor vehicles on the A76, approx. 2km north from the scheme extents (Manual Count point [80349](#)) was 5,610 with 578 of these being HGVs. The volume and composition of this traffic particularly the presence of HGVs are key contributors to baseline ambient noise levels within the scheme extents.

According to the [Transportation Noise Action Plan \(TNAP\) 2019-2023](#) and [2024-2028](#) the scheme extents are not located within a Candidate Noise Management Area (CNMA) suggesting that the area is not currently prioritised for strategic noise mitigation.

According to [Scotland Noise Map](#), existing noise levels within the scheme extents range from approximately 58dB to 71 dB (Lday) during daytime hours and from 51 dB to 62 dB (Lnight) at night. At the nearest identified receptor, baseline noise is recorded at around 57 dB during the day and 49 dB during the night, providing a representative indication of current acoustic conditions in the area.

Population and Human Health

A 300m study area was considered appropriate due to the transient, low-risk, like-for-like nature of the works. The scheme is located in a rural area surrounded by agricultural fields along the A76 in Auldgirth, Dumfries and Galloway. There are approx. 20 residential properties located within 300m of the works, the closest one being located approx. 30m west from the A76 carriageway. There are no further community facilities or business of note located within 300m of the works.

According to [Dumfries and Galloway core path plan](#), there are no core paths located within 300m of the scheme extents. There are no footpaths located along the scheme extents and no [National Cycle routes](#) or [bridleways](#) located within 300m of the scheme.

There are no bus stops located along this section of the A76. Due to the rural nature of the area, there is also no street lighting within the scheme extents, however there is one large layby located towards the start of the scheme extents. Adjacent to the

scheme, the closest land use is agricultural, with several field access points situated within the works area. In addition, access points to residential properties are located throughout the scheme extents.

Road Drainage and the Water Environment

According to [the Scottish Environment Protection Agency \(SEPA\)'s water classification Hub](#), the River Nith (Dumfries - Sanquhar) (ID: 10610) lies approximately 70 m east of the scheme extents at its closest point. This watercourse is currently classified as having moderate ecological potential.

Glenmidge Burn, a non-classified watercourse, crosses directly through the scheme extents at NGR NX 91363 85763.

[SEPA's Flood Maps](#) indicate that there is a 'Medium' likelihood of river flooding along the scheme extents, meaning the area has an estimated 0.5% annual probability of flooding each year. At Glenmidge Burn specifically, the flood risk is categorised as 'High', corresponding to an annual probability of flooding of 10%.

The [groundwater](#) within the scheme extents comprises of Lower Nithsdale Sand and Gravel groundwater (ID: 150810). This has a 'Good' overall ecological status. This is not listed as drinking water protected area. The scheme is located within the Lower Nithsdale [Nitrate Vulnerable Zone](#) as defined by the Scottish Government.

The drainage along the A76 within the scheme extents comprise of filter stone.

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.

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

- On-site construction activities, including surface preparation works and the operation of mobile plant and machinery, have the potential to generate airborne particulate matter and emissions. During the construction phase, there may therefore be a temporary increase in dust and exhaust emissions, which could result in a minor, short-term deterioration in local air quality.
- The implementation of traffic management (TM) during the scheme may result in a temporary increase in vehicle emissions due to idling and congestion. There is also potential for traffic diversion to cause minor impacts elsewhere; however, these are expected to be negligible given that works will occur at night when traffic volumes are significantly reduced. No permanent changes to air quality are anticipated.
- No likely significant effects are anticipated due to the nature and scale of the works. All air quality effects will be temporary, limited to the construction phase and localised.

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:

- The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Materials with the potential to generate dust will be removed from site as soon as practicable unless being reused on site, with stockpiles covered or fenced as appropriate to prevent wind entrainment.
- Cutting, grinding and sawing activities will be undertaken using equipment fitted with suitable dust suppression measures, such as water sprays or local exhaust ventilation systems.
- Drop heights from conveyors and other loading or handling equipment will be minimised where practicable.

- Vehicles entering and leaving the work area will be covered to prevent the escape of materials during transport.
- Equipment suitable for cleaning dry spillages will be available on site, and any spillages would be cleaned up as soon as reasonably practicable using wet cleaning methods.
- 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.

The following additional mitigation measures will be implemented:

- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

No significant effects are anticipated upon completion of the works and no further assessment in accordance with DMRB Guidance document LA 105: Air Quality is required.

Cultural Heritage

Impacts

- The resurfacing works are like-for-like and construction of the A76 is likely to have removed any archaeological remains that may have been present within the trunk road boundary. Therefore, the presence of unknown archaeological remains in the study area has been assessed as low.
- The verge works will not impact any of the non-designated assets highlighted above.

Mitigation

If any archaeological finds, such as coins or pottery, are discovered during the works, they will not be removed from the site. Any such discoveries will be reported immediately to the appropriate authority.

In accordance with DMRB Guidance document LA 106: Cultural Heritage Assessment, no further assessment is required.

Landscape and Visual Effects

Impacts

- The works will result in temporary changes to the surrounding landscape, primarily due to the implementation of short-term traffic management measures and the presence of plant and machinery during construction.
- Due to night-time programming, construction site lighting during night-time hours could cause disturbance for residential properties in close proximity.
- Given the scheme's location within a landscape characterised by Rectilinear Fields and Farms, construction activities will be noticeable but not out of character, resulting in a temporary increase in visual disturbance.

Mitigation

- The works have been designed to minimise landscape and visual impacts by retaining the existing form, appearance, and materials of the A76 carriageway and its immediate surroundings where practicable.
- Temporary site lighting used throughout the scheme will be minimised and directional and pointed only at the area of works.
- All areas impacted by the works will be fully reinstated to their original condition, ensuring no long-term visual effects on the surrounding landscape.
- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.

In accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- During nighttime programming, misdirected site lighting from construction activities could cause disturbance to any commuting protected species.
- Site activities may temporarily impact local biodiversity due to increased vehicle presence, potential disturbance to protected species, and the risk of habitat pollution.
- The proposed works may have a negative impact on birds that are nesting if vegetation clearance or tree cutback is required during the nesting bird season (March to August inclusive). There is potential for nesting birds to be disturbed by an increase in noise pollution.

- Verge works have the potential to facilitate the spread of target species, such as rosebay willowherb (*Chamaenerion angustifolium*) and common ragwort (*Jacobaea vulgaris*) and INNS such as Cherry laurel (*Prunus laurocerasus*) and Himalayan balsam (*Impatiens glandulifera*) in the absence of mitigation.
- There is potential for pollution impacts on aquatic habitats and hydrologically connected designated sites, including the Upper Solway Flats and Marshes Ramsar Site, Solway Firth SAC and Solway Firth SPA, through existing hydrological pathways.
- Vegetation clearance may negatively impact reptile species and their habitats in the absence of mitigation.

Mitigation

- Due to nighttime programming, any artificial lighting required will be hooded and directed specifically at the work area to minimise light spill and disturbance to nocturnal species, including those near ecological receptors such as dense woodland. In the event that any protected species are encountered during the works, all activity will cease immediately to allow the species to pass by.
 - On site light sources will be kept to a minimum and only be used as required.
 - When not in use, light sources will be switched off to reduce impact on 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.
- In the unlikely event that a protected species is noticed on site, works will be temporarily suspended until the animal has moved on.
- 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.
- As part of the NMC, Amey, on behalf of transport Scotland, has been asked to keep a record of various target species. Works will not cause the spread of this species, if works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.
- If the works are within the main bird nesting season (March to August inclusive) then a suitably qualified/experienced ecologist will be required to carry out a bird nest check before works can proceed during bird nesting season. Bird nest checks will 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).

- Where equipment can be used with hoods, doors or sleeves to reduce noise levels, these will be used wherever possible.
- Open excavations will be fenced off and/or covered to avoid animals becoming trapped or injured. A mammal ladder (e.g. wooden plank) will be erected to allow any animals that may become trapped to escape. All excavations will be checked each morning to ensure no animals have become trapped overnight and an ecologist contacted for advice should any animals be encountered.
- Consideration will be given to where spoil is stored, mammal proof fencing will be considered if spoil is to be stored on site for long periods of time.
- No equipment will be stored within suitable habitat for protected species.
- Works within 5m of cherry laurel and 7m of Himalayan balsam will be avoided. Where works cannot avoid this, an INNS method statement will be required to ensure these species are not spread further within or outside of the proposed works area.
- As the works have hydrological connectivity to the designated sites, a Stage 1 Habitats Regulations Appraisal was required prior to construction activities to determine Likely Significant Effects (LSE). This concluded that no likely significant effects on the European Sites have been identified. The proposed works are confined to the existing carriageway, with negligible impacts on qualifying species, habitats and environmental quality overall.

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on Biodiversity is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Geology and Soils

Impacts

- Resurfacing works will be confined to the existing carriageway boundary and previously engineered layers. As such, it has been determined that these works pose no risk of direct or indirect impacts to underlying geology or soils.
- The verge works may result in minor soil disturbance, which can create adverse conditions, including erosion and polluted soils.
- The generation of concrete dust can raise the pH of soil resulting in erosion and soil infertility.

Mitigation

- 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.
- 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.
- Excavated soils if stored on site 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.
- If any unusual odours or soil colourations are identified during the works, the works will cease, and the environmental team will be notified.

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on geology and soils is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 109: Geology and Soils, no further assessment is required.

Material Assets and Waste

Impacts

- Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.
- 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, which will reduce the need for further materials and wastes.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay
- The works will result in contribution to resource depletion through use of virgin materials

- Non-recycled construction waste often ends up in landfills. Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.
- Coal tar was found within coring investigations which will be treated as special waste.

Mitigation

- In accordance with the Environmental Authorisations (Scotland) Regulations (EASR), uncontaminated asphalt road planings arising from the works are classified as a Low-Risk Waste Activity (LRWA) under '[LRWA 3 - Treating asphalt road planings in a milling machine](#)'. However, site investigations identified the presence of asphalt waste containing coal tar (AWCCT) within sections of the carriageway. Any uncontaminated asphalt planings generated during the works will be recycled in accordance with SEPA guidance and will not require environmental authorisation. Material identified as AWCCT will be segregated from uncontaminated arisings and managed in accordance with the relevant waste management and duty of care requirements. The final management route for the AWCCT will be determined by its classification and acceptance criteria at an appropriately licensed treatment, recovery or disposal facility.
- Warm-mix asphalt (WMA) will be used for the resurfacing works. Where practical, all materials will comply with Transport Scotland's amendment to the Specification for Highway Works, Clause 908TS Warm Mix Asphalt, which sets out performance requirements for WMA mixtures. WMA requires less heat, reducing energy use, making it more environmentally friendly in comparison to hot mix asphalt.
- All special waste 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 with general waste and other recyclables.
- The management route for AWCCT will be determined by the Contractor in accordance with SEPA requirements, taking account of the waste classification, suitability for treatment and recycling, and any notification or approval requirements associated with its proposed reuse or disposal.
- All waste leaving the site will be removed from site by a licenced waste carrier. All waste documentation will be provided when requested.
- 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.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.

- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.

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 activities associated with the proposed works have the potential to cause noise and vibration impacts to nearby noise sensitive receptors, through the use of paver planers and roller wagons during nighttime hours.
- TS2010 incorporates noise-reducing properties, which help to minimise traffic-related noise pollution, improving environmental conditions for nearby communities. Its advanced composition also provides better resistance to deformation and weathering, ensuring consistent performance under varying traffic loads and climatic conditions.
- There may be a temporary increase in road traffic due to the TM in place. This could occur due to altered traffic flow, which may cause congestion and delays. Additionally, some vehicles may divert to alternative routes, potentially increasing traffic volumes elsewhere. However, these impacts are expected to be minimal given that the works will take place during night-time periods when overall traffic levels are significantly lower.
- There are no anticipated impacts on noise and vibration following the completion of works.

Mitigation

- Dumfries and Galloway Council's Environmental Health Department has been notified of the works due to the nighttime programming.
- A letter drop to all noise sensitive receptors located next to the scheme extents will be undertaken before any nightwork works commence.
- The noisiest works (planing) will be completed before 23:00 where feasible.
- A soft start to the works will be implemented, whereby plant/machinery is turned on sequentially as opposed to simultaneously.
- Materials being dropped from height will be minimised.

- 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.
- No plant, vehicles or machinery will be left idling when not in use.
- Amey's environmental briefing on Noise and Vibration will be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted on Noise and Vibration as the works will be transient.

Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and Human Health

Impacts

- Traffic Management (TM) may result in temporary disruption to road users, local residents and bus services, particularly along diversion routes, through increased congestion and travel times. As TM will only be implemented during nighttime hours, these effects are expected to be minimal and short-term. Temporary noise and vibration impacts may also occur in the vicinity of the works.
- There will be no impact on land take from private land and/or community facilities as a result of the scheme.
- Construction site lighting during nighttime hours could cause disturbance to residential properties in close proximity, and for the nearby amenity users.
- Access to the local surrounding residential properties, and the farmers field may be impacted by TM.
- The resurfacing works may provide minor indirect health benefits, including improved road surface quality, reduced vehicle noise from smoother surfacing, and improved road safety, thereby reducing the likelihood of accidents.
- Verge works adjacent to the layby have the potential to temporarily affect layby users through the partial or full loss of access during construction activities.

Mitigation

- A letterbox drop will be undertaken for properties within close proximity of the scheme, detailing construction activities due to nighttime programming
- 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.

- Access to the layby will be maintained where practicable. Where temporary closure or restricted access is required, appropriate advance warning signage will be installed to inform road users of the works and any alternative stopping locations.
- Access to private property, including agricultural land, will be maintained throughout the duration of the works.
- Access to residential properties within the 300 m study area will be maintained at all times, with no direct severance or restriction anticipated.

With best practice mitigation measures in place, no significant effects associated with Population and Human Health are predicted.

Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required.

Road Drainage and the Water Environment

Impacts

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the distant water environment.
- If flooding occurs, this may delay the scheduled works.
- The works will have a long-term benefit to road users as other works such as gully maintenance and catchpit clearance are being undertaken to improve drainage.
- No impact on groundwater is anticipated, as the works involve a like-for-like road surface replacement. There is no source–pathway–receptor linkage that could result in groundwater contamination or alteration.
- Works within an NVZ may result in contamination of the road drainage network through the accidental release of sediments, fuels, oils and other pollutants, potentially affecting downstream water quality.

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.
- Concrete washout and washwater will be contained and disposed of appropriately, with no discharge permitted to road drainage systems, ditches or watercourses.
- 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 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 5, GPP 6, GPP 8, GPP 21 and GPP 22).

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual effect on the local water environment during construction is considered to be not significant.

In accordance with DMRB Guidance document LA 113: Road Drainage and the Water Environment, no further assessment is required.

Climate

Impacts

- GHG emissions will be generated through the use of machinery, vehicles, and materials (both recycled and virgin) required for the scheme, as well as through transportation to and from the site.
- Warm Mix Asphalt is produced and compacted at temperatures 20–40°C lower than Hot Mix Asphalt. This reduces fuel consumption during heating, leading to 15–30% lower energy use and associated CO₂ emissions.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Waste disposal will be directed to local licensed facilities.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material Assets and Waste section.

With best practice mitigation measures in place, 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 replacement of the carriageway structure and minor verge works, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

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

Assessment of Cumulative Effects

A review of the [Scottish Road Works Commissioner's Interactive Map](#) and [Amey's current programme of works](#) confirms that no other roadworks are scheduled to take place at the proposed location or during the planned timeframe for the construction activities.

[Dumfries and Galloway Council's planning portal](#) has not highlighted any further works located within proximity of the scheme extents that are going to affect further TM or have an impact on the wider community.

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

Following the assessment presented in this Record of Determination, and assuming the implementation of the proposed mitigation measures and adherence to best practice, residual effects are anticipated to be not significant, with no significant effects on the environment.

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

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in May 2026
- A Preliminary Ecological Walkover (PEW) and report undertaken by Amey's Ecology Team in April 2026.
- Due to nighttime programming, Dumfries and Galloway Council Consultation undertaken by Amey's Environmental Team in May 2026.
- Habitats Regulations Stage 1 Screening Appraisal (HRA) report undertaken by Amey's Ecology Team in May 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 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.

This scheme is not situated in a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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 and minor verge works, 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.
- 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.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No significant effects 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.
- The incorporation of warm mix asphalt techniques during construction provides environmental benefits including reduced energy consumption, lower greenhouse gas emissions, and decreased fumes during laying.
- 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 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 within a sensitive area.

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient, and localised and completed during night time hours with traffic management in place.

- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- The risk to major accidents or disasters is considered low.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- 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. Measures will be in place to ensure appropriate removal and disposal of waste.
- No in-combination effects have been identified.

References of supporting documentation

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in May 2026
- A Preliminary Ecological Walkover (PEW) undertaken by Amey's Ecology Team in April 2026.
- Habitats Regulations Stage 1 Screening Appraisal (HRA) report undertaken by Amey's Ecology Team in May 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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