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SCOTLAND**
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Environmental Impact Assessment Record of Determination

A75 Barlae Dual Eastbound

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Project Details

Description

The works are required to maintain the safety and integrity of the eastbound A75 carriageway at Barlae between Newton Stewart and Glenluce, within Dumfries and Galloway.

The proposed works involve resurfacing the full carriageway width over a 1.8km stretch. The approximate total works area for this scheme is 15,000m² (1.5ha). This will require an inlay treatment of varying depths from 30-200mm and the reinstatement of the lining and road studs for the full extent of the scheme including the associated disposal of planed material.

Materials:

- Bituminous surfacing materials (TS2010), EME2 binder/base;
- Thermoplastic road markings;
- Iron milled in road studs and shoes; and
- Thermoplastic reflective inserts.

Plant/Machinery/Vehicles:

- Road planer;
- 2CX excavator/pecker;
- Road paver;
- 20T tipper wagons;
- Extrusion liner; and
- Badger guillotine.

Traffic Management (TM) for the scheme will involve daytime convoy and overnight closures with diversion via the A747 south to Newton Stewart.

The works are programmed to commence 24th July 2023 for 10-12 days.

Location

The scheme is located on the eastbound A75 carriageway at Barlae between Newton Stewart and Glenluce, Dumfries and Galloway (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme start: NX 26090 59706
- Scheme end: NX 27731 60362

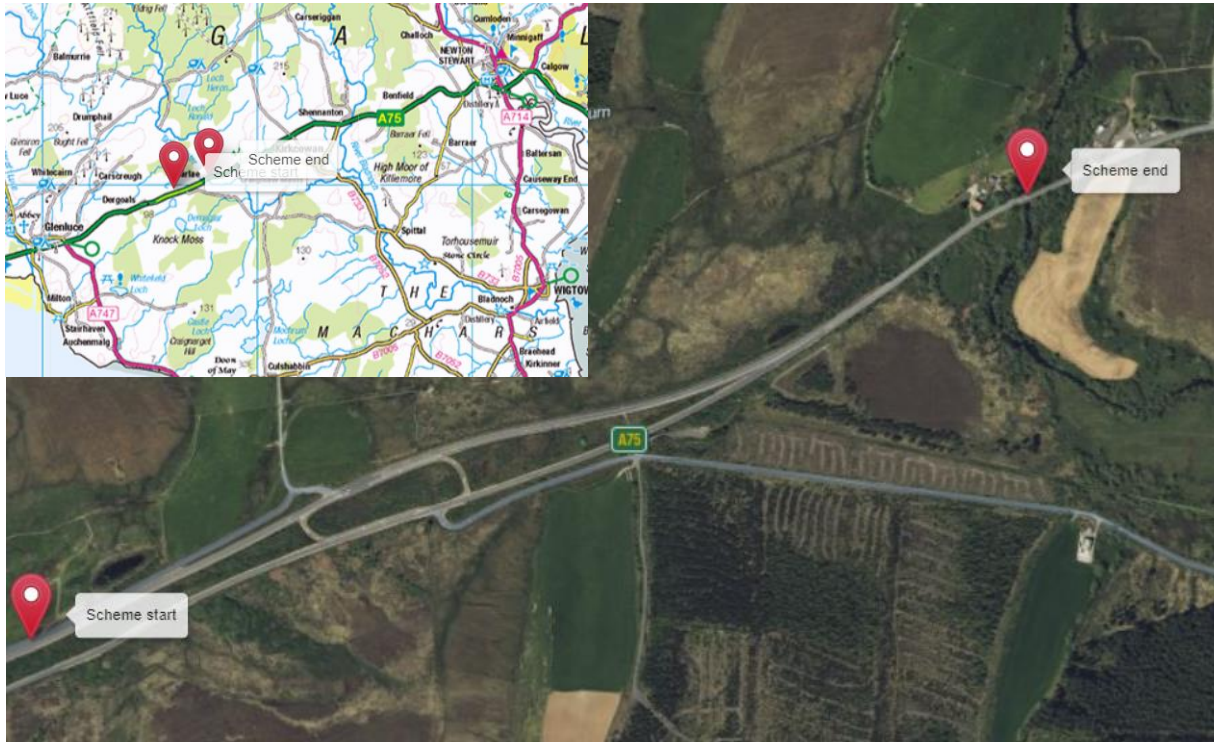


Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is located on the eastbound A75 carriageway at Barlae between Newton Stewart and Glenluce, within Dumfries and Galloway. In 2021, this section of carriageway was estimated to have an Annual Average Daily Flow (AADF) of 4,036 vehicles with 713 of these being Heavy Goods Vehicles (HGV) ([manual count point 20749](#)). The main source of air pollution in the area will likely be the vehicle emissions from the A75 carriageway and from nearby agricultural machinery.

There is one property within the scheme extents, Barlae farm which is located approximately 10m from the scheme. There is also one business, Food 2 Go, which is located 116m northeast of the end of the scheme.

The scheme does not fall within [Dumfries and Galloway council's Air Quality Management Areas](#) (AQMAs).

Cultural heritage

A desktop study using [PastMap](#) identified multiple Historic Environment Records (HERs) and two Canmore sites within 300m of the scheme extents. Noted below are all the identified sites:

Canmores

- [Bridge of Sark](#) – Portpatrick Military Road (ID: 142851) located 178m northwest of scheme start.
- [Glenlochar](#) – Gatehouse of Fleet – Loch Ryan – Roman Road (ID: 247022) located 239m northwest of scheme start.

Historic Environment Records

- [Dumfries to Portpatrick Railway](#)/'The Paddy Line' (ID: MDG12832) located within scheme extents.
- [Barlae Ditch](#) (ID: MDG25338) located within scheme extents.
- [Barlae/Old Toll House](#) (ID: MDG12747) located 190m northeast of the scheme.
- [Old Military Road](#)/General Wade's Road (ID: MDG12750) located 90m north of the scheme.
- [Blairderry Bridge](#) (ID: MDG25336) located within the scheme extents.
- [Derhagie Pen](#) (ID: MDG23036) located 25m north of the scheme.
- [Braid Hill](#) (ID: MDG2005) located 280m northwest of the scheme.

Landscape and visual effects

The surrounding landscape has been classified as Rectilinear Fields and Farms, Rough Grazing, and Plantation using the [HLA Map Resource](#).

A desktop study using NatureScot [Sitelink](#) online interactive map has not highlighted any areas designated for their landscape quality within 1km of the scheme extents.

The views of and from the road will be temporarily affected during construction due to the presence of works, TM and plant. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are predicted.

The works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Biodiversity

A desktop study using NatureScot [Site Link](#) interactive map has highlighted the following designated sites within 2km of the scheme extents:

- [River Bladnoch \(Special Area of Conservation \(SAC\) ID: UK0030249\)](#) which passes directly under the scheme end location (Tarf water).
- Flow of Dergoals (SAC ID: UK0019801) which is located 1.8km southwest of the scheme start point.

In addition, there is a Site of Special Scientific Interest (SSSI) designated [Derskelpin Moss located](#) 50m south of the scheme start location.

There are no Invasive Non-Native Species (INNS) within 500m of the scheme according to the [AMPS database](#). However, there were two records of Japanese knotweed (*Fallopia japonica*) highlighted on the [Amey's South West Environmental Data Site](#) within 500m of the scheme extents, located at 86m and 20m south of the scheme extents.

A field survey was deemed as not required for this scheme due to the nature of the works (resurfacing) and the limitation of the works to the existing carriageway. With best practice mitigation in place and considering both the construction activities and transient nature of the works, the disturbance caused is considered to be negligible.

Geology and soils

[Scotland's Soils Map](#) highlights where the works are due to be undertaken, the soils are primarily semi-confined peats.

The [British Geological Survey Geology Viewer](#) notes the geological features in the area are as follows:

Bedrock Geology

- Gala Unit 1 – Wacke
- Shinnel Formation - Wacke

Superficial Deposits

- Alluvium – Silt, sand and gravel
- Peat.

A desktop study using the [Amey's South West Environmental Data Site](#) has highlighted the presence of the Derskelpin Moss SSSI which is [located](#) 50m south of the scheme start location. This SSSI features; blanket bog, breeding bird assemblages, breeding dunlin (*Calidris aplina schinzi*), and pillwort (*Pilularia globulifera*).

Material assets and waste

The tables below (Table 1 and 2) illustrate the key materials required and the waste arising from the scheme. Onsite investigations have not identified any contaminated material from the works being undertaken.

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • Surface course (asphalt) • Road Paint • Binder/base 	<p>TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical 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.</p> <p>A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course.</p>

Table 1: Key Materials Required for Activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> Road planings 	<p>Waste will be separated out for recycling and treated by company approved waste contractor.</p> <p>Any uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. If any tar was identified at the scheme investigation stage then this should be regarded as special waste.</p> <p>All materials that are suitable should be reused throughout the network.</p>

Table 2: Key Waste Arising from Construction Activities

Noise and vibration

In 2021, this section of carriageway was estimated to have an AADF of 4,036 vehicles with 713 of these being HGVs ([manual count point 20749](#)).

There is one property within the scheme extents, Barlae farm which is located approximately 10m away from the scheme. There is also one business, Food 2 Go, located 116m northeast of the end of the scheme.

There are no natural or man-made screening present between these properties and the carriageway.

Baseline noise is likely to be influenced by vehicle traffic from the A75 carriageway and nearby agricultural activities. The works do not fall within a [Candidate Noise Management Areas](#) (CNMA) as defined by the Transportation Noise Action Plan Road Map. [Scotland's Noise Map](#) does not have any records of daytime or night noise levels for the scheme extents.

Population and human health

The scheme is located on the eastbound A75 carriageway at Barlae with the surrounding landscape classified as Rectilinear Fields and Farms, Rough Grazing, and Plantation using the [HLA Map Resource](#). This section of the A90 carriageway is not lit by street lighting.

There are two footway/cycle path crossing points within the scheme extents, and a section of footway/cycle path that runs parallel to the eastbound carriageway for 1km. There are no core paths, or national cycle paths.

There are two bus stops at the end of the scheme extents opposite Barlae Farm (ID: 34235237 and ID: 34235238), and there is also an access road to Barlae Farm within the scheme extents.

Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency ([SEPA Water Classification Map](#)) has identified that Tarf Water (part of the River Bladnoch SAC ID: 10514) travels underneath the carriageway at the end of the scheme extents and is classed as having 'moderate ecological condition'. [Barhapple loch](#) is also located 386m southwest of the scheme start location, and [Barlae burn](#) runs underneath the scheme extents where the carriageway splits.

The [SEPA's flood map](#) has indicated that Tarf Water has a high-risk of flooding (with high risk meaning that a flood event is likely to occur in the defined area on average once in every ten years). There is also an area of high-risk surface water flooding on the carriageway outside Barlae farm.

Drainage for this section of the A75 is provided via filter drains on each side of the carriageway.

Climate

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (GHG) by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the [Mission Zero for Transport](#). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

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

Amey are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

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.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a slight impact on local air quality levels.
- Dust produced from the works may cause a nuisance for nearby inhabitants.
- TM may result in a slight increase in associated vehicle emissions within the surrounding road networks and local areas.

The impacts identified will be a temporary for the duration of the works only and therefore no change is predicted on air quality.

Mitigation

The following best practice as outlined in the [Guidance on the assessment of dust from demolition and construction](#) (2014) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- Vehicle engines will be switched off when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.

- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

It has been determined that the proposed project will not have direct or indirect significant effects on local air quality; providing all works operate in accordance with current best practice, the residual effect on air quality is considered neutral.

Cultural Heritage

Impacts:

- The resurfacing will be in close proximity to the HER sites, however will not directly impact them as they are within a pre-existing carriageway structure.
- Works and associated TM may temporarily affect views of the HER sites for residents, tourists and those travelling through the location.

Mitigation

- If the scope of works or the location of the works change, the E&S Team will be notified to undertake another cultural heritage assessment to ensure works do not interact with the HER sites.
- Works, including the storage of materials, plant and machinery, will remain within the scheme extents at all times.
- Operatives will be informed of the designated cultural heritage sites within 300m of the scheme.

Due to the nature of the works and provided that mitigation measures and best practice are followed, temporary adverse effects are determined during construction, with residual effects determined to be neutral.

Biodiversity

Impacts

- There is potential for protected species to be active within the local surrounding area which may be disturbed by the works. Including breeding bird assemblages in Derskelpin Moss SSSI 50m south of the scheme.
- There is the potential for the invasive plant species Japanese knotweed to be present in the scheme area and without proper control the invasive plant could be spread by works.
- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species.

A Stage 1 Habitat Regulations Appraisal (HRA) was completed for the works due to their proximity to the River Bladnoch SAC (the Flow of Dergoals SAC was excluded from this HRA upon recommendation from a senior ecologist due to its distance from the works and no impacts anticipated). The HRA concluded that there would be no likely significant effects on the SAC due to the following:

- The works will be restricted to the existing carriageway boundary and there will be no requirement to work within the SAC.
- Predicted noise levels caused by the construction works are considered to be similar to those caused by existing traffic.
- Pollution prevention measures will be implemented as standard to protect the water course.

Mitigation

- All temporary lighting will be directional and pointed away from sensitive ecological receptors including the breeding bird assemblages in Derskelpin Moss SSSI.
- Plant/machinery will be fitted with silencers/mufflers. No plant, vehicles or machinery will be left idling when not in use so to not produce excess noise pollution that would disturb the breeding bird assemblages in Derskelpin Moss SSSI.
- Vehicles or machinery will not be parked or left to rest on any of the soft verges.
- In the event of observing a protected species on the live working site, all works will temporarily stop until the animal has moved on. The Amey control room will be contacted for environmental record. Any sightings will be reported to the E&S Team.
- Noise pollution prevention measures as outlined in the Population and Human Health and the Noise and Vibration section above will be adhered to during the works.
- Pollution prevention measures as outlined in the Road Drainage and the Water Environment section below will be adhered to during the works.
- Noise and vibration levels generated as a result of the scheme will be comparable to baseline levels and the works will be contained within the carriageway area.
- No works will occur within 7m of the invasive plant species Japanese knotweed.
- In the event of any INNS sightings this will be reported to on site management with no attempt to cut, treat or remove INNS species
- All areas of Japanese Knotweed will be cordoned off and briefed to the staff on site.
- The works adhere to the [consent requirements](#) for the Derskelpin Moss SSSI as they do not involve the construction of a new carriageway or destruction of a previous one.

It has been determined that the proposed project will not have direct or indirect significant effects on biodiversity; providing all works operate in accordance with current best practice, the residual effect on biodiversity is considered to be neutral.

Geology and soils

Impact

- Works may result in minor soil disturbance, due to the presence of plant and machinery around the carriageway, which can create adverse conditions, including erosion and polluted soils. However, no vegetation clearance is believed to be required.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape if not controlled, which may negatively affect the soil environment.
- Due to the like-for-like nature of the works, duration and location, impacts on geology and soils are unlikely to occur. However, the presence of Derskelpin Moss SSSI 50m south of the scheme extents does mean that additional mitigation measures will be required to prevent damage to the geology and soil environment.

Mitigation

- Vehicles and materials will not be stored or parked on grass verges. Where damage occurs, the reinstatement of the grass verge will be carried out. If any contaminated land is discovered, work will cease, and the environment team will be notified.
- 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.
- See additional pollution mitigation measures in the Road Drainage and Water Environment section below.
- Site operatives will be notified of the SSSI 50m south of the scheme.

Provided that mitigation measures and best practice are followed no significant effects are anticipated.

Material assets and waste

Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.

- The works will result in contribution to resource depletion through use of virgin materials.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Uncontaminated road planings arising from the works will be fully recycled in accordance with guidance on the [Production for Fully Recovered Asphalt Road Planings](#).

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.

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby residential properties will benefit from improved road surfacing as a result of the scheme.
- If noise heavy works are required during night-time hours, then this could cause disturbance for residential properties in close proximity, and for the nearby amenity users.

Mitigation

- Plant/machinery will be fitted with silencers/mufflers. No plant, vehicles or machinery will be left idling when not in use.
- Dumfries and Galloway Council have been notified in advance of the works, including proposed timings and duration of the night works.
- Properties as highlighted on the advisory Notification Map in the Initial Environmental Review Report, will be notified in advance of the works via letter drop. Pre-notification will include details of proposed timings and duration of the works.

It has been determined that the proposed project will not have direct or indirect significant effects on noise and vibration; provided that mitigation measures and best practice is followed, the residual effect on noise and vibration is deemed neutral.

Population and human health

Impacts

- TM is likely to cause disturbance to carriageway users with possible increases in travel time.
- Access points off the carriageway may be temporarily affected by the scheme.
- There is no impact predicted on NMU facilities.

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.
- Accesses will remain clear where reasonably practicable. Where any obstruction occurs, operatives will grant local access as required.
- The Amey control room will be available in the event of any complaints or issues occurring (24 hours, 7 days a week).

It has been determined that the proposed project will not have direct or indirect significant effects on population and human health provided that mitigation measures and best practice is followed, the residual effect on population and human health is deemed neutral.

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 water environment.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.

- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This will 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 (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 site operatives will be briefed on the [Guidance for Pollution Prevention \(GPP\)](#) documents (namely, GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22) prior to working on site. This guidance will be adhered to on site at all times.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs the residual significance of effect on the water environment is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

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

It has been determined that the proposed project will not have direct or indirect significant effects to climate.

Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the carriageway structure, 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 proposed project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment cumulative effects

The [Scottish Road Works Commissioner's Interactive Map](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

[Amey's current programme of works](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Dumfries and Galloway Council [Planning Portal](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Assessments of the environmental effects

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

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in May 2023.
- A Habitats Regulations Appraisal Stage 1 Screening Assessment was undertaken by the Environment and Sustainability Team at Amey in May 2023.

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 and spans the Natura 2000 site, River Bladnoch Special Area of Conservation (SAC).

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

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

Characteristics of the scheme:

- Construction activities are restricted to the approximate 15,000m² (1.5ha) area of existing carriageway.
- At end of life, components can be recycled, reducing waste to landfill.
- 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.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- 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

- As the scheme is located less than 2km from two designated European Sites (the River Bladnoch SAC and Flow of Dergoals SAC), a Stage 1 Habitat Regulations Appraisal (HRA) has been undertaken. This assessment was able to conclude that there would be no likely significant effects on the surrounding designated European Sites and their associated habitats/features.

Characteristics of potential impacts 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.
- 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.
- 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.

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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