



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A75 Bridge of Dee

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Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A75 carriageway where surface defects (fretting/chip loss) and structural defects (rutting/longitudinal/transverse/cracking) have been identified in the Bridge of Dee.

The works are required to repair defects to improve the quality and safety to the carriageway for road users.

Construction will involve installing concrete inlays along the A75 in Bridge of Dee, Dumfries and Galloway. The scheme covers an area of approximately 1.12ha.

Construction activities will consist of the following:

- Implementation of Traffic Management (TM);
- Milling out the existing material to the proposed treatment depth of 40mm, 90mm and 165mm along with a 320mm partial reconstruction inlay;
- Inlays using TS2010 surface course 10mm aggregate and AC binder and base if required;
- Install road markings and studs; and
- Removal of TM.

This will involve the following plant/machinery:

- Roller wagon; and,
- Paver planer.

The works are currently programmed to be completed within the 2024/2025 financial year (August 2024). The works are expected to be completed over 8-10 nights. TM will likely include overnight closures.

Location

The scheme is located along the A75 in Bridge of Dee, Dumfries and Galloway and can be found at the following National Grid References (NGRs) (Figure 1):

- Start: NX 74139 60497
- End: NX 73181 60077

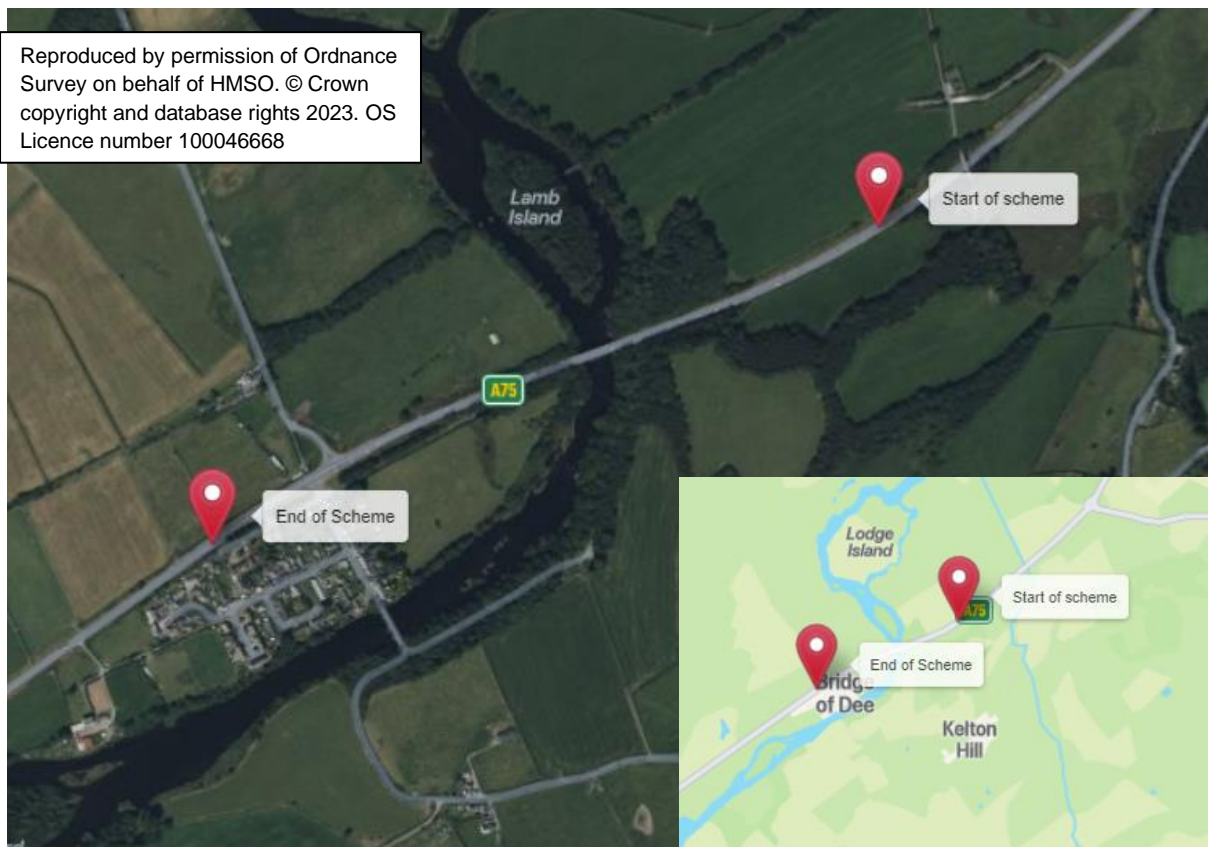


Figure 1: Location and Scheme Extents.

Description of Local Environment

Air Quality

The scheme is located in a rural area surrounded by shrubs and agricultural fields along the A75 in Bridge of Dee, Dumfries, and Galloway. There are approximately 100 residential properties located within 200m of the scheme the closest one being approximately 20m south of the works towards the end of the scheme.

Baseline air quality is mainly influenced by vehicles travelling along the A75 trunk road.

In 2019 the Average Annual Daily Flow (AADF) for all motor vehicles on the A75 where works are to be undertaken (Manual Count point [80294](#)) was 9192 with 1008 of those being Heavy Good Vehicles (HGVs).

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

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

Cultural Heritage

According to [PastMap](#), there are several designated cultural heritage assets located within 300m of the works, these include:

- Threave Bridge Listed Building (Ref: LB9828) (Category B) located along the A75 within the scheme extents.
- Old Bridge of Dee Listed Building (Ref: LB9838) (Category A) located approximately 210m south from the scheme.

Approximately 50 non-designated cultural heritage assets are located within 200m of the scheme extents. The assets located within the scheme extents include:

- Threave Bridge Canmore (Ref: 176537) and Historic Environmental Record (Ref: MDG20823)
- Threave Bridge/River Dee Historic Environmental Record (Ref: MDG15097).

Landscape and Visual Effects

The views from the road are primarily agricultural fields, dense trees and shrubs which act as screening for the residential properties located within the Bridge of Dee village.

A desktop study using [Scotland's Environment Map](#) has highlighted that the scheme is not situated with a National Park (NP), National Scenic Area (NSA) or Garden & Designed Landscape. It has however highlighted that there are several unnamed ancient woodlands located within 500m of the scheme, the closest one being located within the scheme extents at NX 73776 60355.

[The Scottish Landscape Character Assessment map](#) has identified the land character type as Drumlin Pastures. The Drumlin Pastures Landscape Character Type is in low lying areas of the Machars, and Castle Douglas areas of Dumfries and Galloway. Drumlin pastures are particularly distinctive landforms created by glacial deposition.

[The Historic Land Use Assessment \(HLA\) Map](#) highlights that the landscape surrounding the scheme consists of Rectilinear Fields and Farms, urban area, Agricultural Planned Village, Freshwater Area and Managed Woodland.

Biodiversity

[SiteLink](#) notes the following two European designated sites located within 2km of the scheme extents:

- Loch Ken and River Dee Marshes RAMSAR ([8435](#)) located flowing underneath the scheme extents.
- Loch Ken and River Dee Marshes Special Protection Area (SPA) ([8528](#)) located under the scheme extents.

[SiteLink](#) also notes that The Threave and Carlingwark Loch Site of Special Scientific Interest (SSSI) ([1535](#)) is also under the scheme extents.

A search of the Transport Scotland Asset Management Performance System (AMPS) notes Rosebay willowherb (*Chamaenerion angustifolium*), Common ragwort (*Jacobaea vulgaris*), Broad leaved dock (*Rumex obtusifolius*) and Japanese knotweed (*Fallopia japonica*) are located along the A75 within the scheme extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource. As a result, the need for a field survey was scoped out

due to the nature of the works and that all works will be restricted to the existing carriageway boundary.

Geology and Soils

[SiteLink](#) notes there are no Geological Conservation Review Sites (GCRS) within 2km of the scheme extent. The Threave and Carlingwark Loch SSSI ([1535](#)) is under the scheme extents. This site is designated for Fen meadow which is a type of peatland.

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

A desktop study using the [British Geological Survey Map](#) was used to identify local geology type within the scheme extents.

Superficial deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 118 thousand years ago during the Quaternary period.
- Alluvium - Silt, sand and gravel. Sedimentary superficial deposit formed between 118 thousand years ago and the present during the Quaternary period.

Bedrock geology

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

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material Assets and Waste

Table 1: Key Materials Required for Activities.

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • Road surfacing (aggregate and binder); • TS2010 surface course; • AC20 bituminous binder; • AC32 bituminous base; • Bitumen; • Road paint and studs; 	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

Activity	Material Required	Origin/ Content
	<ul style="list-style-type: none"> • Lubricant; • Vehicle fuel; • Oil; • Road studs; and, • Road thermoplastic paint. 	<p>usage of imported aggregates and increase the use of a wider range of sustainable aggregate source.</p> <p>A proportion of 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 2: Key Waste Arising from Activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Asphalt plannings (after coring no tar was present within the road cores) 	<p>Uncontaminated road plannings 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 Plannings'.</p> <p>No coal tar is expected to be found due to previous investigation works and the age and make-up of the current scheme site.</p>

This scheme is in excess of £350k, therefore a Site Waste Management Plan (SWMP) is required.

Noise and Vibration

The scheme is located in a rural area surrounded by shrubs and agricultural fields along the A75 in Bridge of Dee, Dumfries, and Galloway. There are approximately 100 residential properties located within 300m of the scheme the closest one being approximately 20m south of the works towards the end of the scheme. Other sensitive receptors include the following:

- David Wilson Estate located approximately 100m southwest.
- The Old Station House located approximately 165m north.
- The Haven B&B located approximately 170m south.

This scheme is not located within a Candidate Noise Management Area ([CNMA](#)), as defined by the Transportation Noise Action Plan.

Baseline noise levels are influenced by vehicles travelling along the A75 into Bridge of Dee, Castle Douglas and other towns throughout Dumfries and Galloway. The road surface is in poor condition which has potential to elevate the ambient noise levels.

No noise modelled data is available for the scheme extents ([Scotland's Noise Map](#)).

In 2019 the AADF for all motor vehicles on the A75 where works are to be undertaken (Manual Count point [80294](#)) was 9192 with 1008 of those being HGVs.

Population and Human Health

A study area of 300m has been used for this assessment as it is unlikely there will not be any significant impacts on receptors beyond 300m.

The scheme is located in a rural area surrounded by shrubs and agricultural fields along the A75 in Bridge of Dee, Dumfries, and Galloway. There are approximately 100 residential properties located within 200m of the scheme the closest one being approximately 30m south of the works. Other sensitive receptors include:

- David Wilson Estate located approximately 100m southwest.
- The Old Station House located approximately 165m north.
- The Haven B&B located approximately 170m south.

According to [Dumfries and Galloway core path plan](#), there is one core path located within 300m of the scheme extents. Core path Threave Estate (KELT/155/14) is located 300m to the north of the scheme managed by the National Trust of Scotland.

There are no [National Cycle routes](#) or [Horse-riding routes](#) located within 300m of the scheme.

There are no bus stops located along the A75 however there are bus stops located within 300m of the scheme that run services to Kirkcudbright and Stranraer. Due to its rural location, there are no streetlights located along the scheme extents.

Road Drainage and the Water Environment

According to [Scottish Environment Protection Agency \(SEPA\)'s water classification Hub](#), the River Dee (Loch Ken Outlet to Tongland) (ID: 10545) flows under the scheme extents at NX 73730 60334. This has an overall moderate ecological status.

[SEPA's Flood Maps](#) highlights a high likelihood of surface water flooding located at this area, suggesting that each year this area has a 10% chance of flooding.

The Castle Douglas groundwater (ID: 150672) has a good overall ecological status. This is not listed as drinking water protected area. The scheme is not located within a [Nitrate Vulnerable Zone](#) as defined by the Scottish Government.

Drainage along the A75 within the scheme extents includes filter stones located at either 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 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.

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 carry a potential to produce airborne particulate matter and generate emissions that may have a temporary impact on local air quality levels.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality during operation.

Mitigation

The following best practice as outlined in the Guidance on the [assessment of dust from demolition and construction](#) (2024) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.
- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.

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

Cultural Heritage

Impacts

- Despite records of designated and non-designated cultural heritage features within 300m of scheme extents, there is no earthworks or land acquisition associated with the scheme, with original construction of the A75 carriageway likely to have removed any archaeological remains that may have been present.
- Works are unlikely to physically alter the designated and non-designated cultural heritage assets listed within the scheme extents.
- There will be a temporary obstruction to the view of and from the Threave Bridge due to TM.
- Dumfries and Galloway Archaeology Department have been notified due to the works being undertaken on the Threave Bridge and confirmed that no listed building consent is required.

Mitigation

- All site staff will be made aware of the Threave Bridge designation.
- The design and look of the structure will remain the same as much as possible.
- Plant and machinery will be stored within the carriageway boundary as far as reasonably practicable. Where areas out with the carriageway are to be accessed, it will be reduced as far as possible, and ideally limited to access on foot.
- If a change to the construction programme onsite is required that involves changes to scheme extents Amey's Environmental Team will be notified.

Given the nature of the works, works area, and distance from identified cultural heritage features, no significant effects are predicted on cultural heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Landscape and Visual Effects

Impacts

- Views of and from the road will be temporarily affected during construction due to the presence of works, traffic management and plant. No impacts are anticipated upon the landscape character.
- There will be no impact on the Ancient Woodland located within the scheme extents.

Mitigation

- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the resurfacing and drainage works are unlikely to be significant.

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

Biodiversity

Impacts

- A Habitats Regulations Appraisal (HRA) has been undertaken due to the proximity to the identified European Sites. The appraisal concluded that there will be no Likely Significant Effects (LSE) on the Loch Ken and River Dee SPA and Ramsar due to:
 - The habitat area of the designated site will not be reduced as a result of the works.
 - There will be no change in the level of disturbance to key species as a result of the works.
 - No habitat fragmentation will occur as a result of the works.
 - There will be no reduction in species density as a result of the works.
 - There will be no change in the key indicators of conservation value.
 - The works will not reduce the ability of the designated site to cope with climate change.
- There will be no impacts on The Threave and Carlingwark Loch Site of Special Scientific Interest (SSSI) as the works are restricted to the carriageway boundary and are like-for-like in nature.
- Activities undertaken onsite could potentially have a temporary adverse impact on biodiversity in the area as a result of construction vehicles and plant onsite which may cause disturbance to protected species and pollution of habitats.
- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species.

Mitigation

- Site operatives will receive Water Pollution Prevention and a Protected Species toolbox talk before works commence.

- All European designated sites details will be briefed to site operatives prior to works commencing detailing the designated species.
- Where lighting is required, hoods will be used and lights directed at works and away from ecological receptors, to minimise disturbance to nocturnal species.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and plant consecutively to ensure there is a gradual increase in noise levels.
- In the event that protected species is noticed on site, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the Environment 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.
- In the event that an INNS is identified on site, all works will temporarily stop, and the environment team contacted.
- As part of the Network Management Contract (NMC) Amey, on behalf of Transport Scotland, keep records of various target species, including Rosebay willowherb, Common ragwort and Broad leaved dock.

With the above mitigation measures and best practice being adhered to, the residual effect on local biodiversity is considered not significant.

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

Material Assets and Waste

Impacts

- The project 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.
- Tar bound materials were not identified during the investigation coring.
- 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.

Mitigation

- Materials will be sourced from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.

- Materials will be delivered on site as and when required to ensure the correct quantities to prevent the disposal of unused materials.
- 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 (if required) will also be completed and retained.
- 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.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally at a suitably licenced waste management facility.

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 sensitive receptors, through the use of planer, paver, roller wagon and small excavator during night-time hours.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- Construction effects on noise and vibration will be localised, and the works are temporary and like-for like in nature. There will be temporary adverse construction impacts due to noise/disruption, however, the scheme will improve safety and quality for road users and pedestrians which will benefit road users in the long-term. There are not anticipated to be any permanent impacts on noise and vibration following the completion of works.

Mitigation

- Due to night-time programming, Dumfries and Galloway Council will be notified in advance of the works.
- The noisiest works (planing) will be completed before 23:00 where feasible.

- 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.
- The noise and vibration briefing will be delivered to all site operatives before works start.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

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

Population and Human Health

Impacts

- During construction vehicle users may experience delays due to the presence of TM both daytime and night-time, which may lead to driver frustration.
- Core Path Threave Estate (KELT/155/14) will not be impacted during the works and full access will be available.
- There will likely be impacts such as delays to the bus services that run through the scheme extents.
- There is no requirement for temporary or permanent land take as the site works take place all within the carriageway boundary.
- Access to the local residential properties is unlikely to be impacted by TM.
- Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.

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.
- Local bus services will be notified of the works.
- Any change of schedule will be communicated to local residents throughout the work programme.

With best practice mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant.

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

Road Drainage and the Water Environment

Impacts

- There is potential for temporary impacts on the water environment if the area of works is not adequately controlled. Debris and run off from the works could be mobilised into drainage systems and surrounding watercourses.
- In the event of a flooding incident, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may adversely impact the water environment.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- No discharges into any watercourses or drainage systems will be permitted.
- 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.
- 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.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended).
- Site operatives will be given the Water Pollution Prevention toolbox talk prior to works.

Providing all works operate in accordance with current best practice, 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 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.

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 risks, or in severity of major accidents/disasters that would impact on the environment.

The Traffic Management Plan ensures that there is no severance of community assets, access routes or residential developments.

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

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.

[Ameys Currently Programme of works](#) has not highlighted any ongoing works during the proposed timescale at the location of the proposed works and surrounding area.

[Dumfries and Galloway Councils 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 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. The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Sustainability Solutions Team at Amey in June 2024.
- A Habitats Regulations Appraisal - Loch Ken and River Dee Marshes SPA & RAMSAR undertaken by the Ecology Team at Amey in June 2024.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area and is situated within 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, 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 in the area.
- No 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 approximate 1.12ha of existing carriageway.
- No disturbance is anticipated to protected species within 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 1.12ha.) and as a result will not require any land take and will not alter any local land uses.
- A HRA was undertaken which has concluded, due to the majority of the works being a sufficient distance from the Ramsar and SPA there will be low risk of Likely Significant Effects on the designated features

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 during the daytime.
- 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.
- No in-combination effects have been identified.

References of Supporting Documentation

- An Environmental Scoping Assessment of the scheme, undertaken by the Sustainability Solutions Team at Amey in June 2024.

- A Habitats Regulations Assessment Report - Loch Ken and River Dee Marshes SPA and RAMSAR undertaken by the Ecology Team at Amey in June 2024.

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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