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# Environmental Impact Assessment Record of Determination

## A701 North of St Ann's

GENERAL

**Contents**

**Project Details ..... 5**
Description ..... 5
Location ..... 6
**Description of Local Environment ..... 7**
Air Quality ..... 7
Cultural Heritage ..... 8
Landscape and Visual Effects ..... 9
Landscape ..... 9
Visual ..... 10
Biodiversity ..... 10
Protected Areas ..... 10
Invasive Plants ..... 10
Field Survey ..... 11
Geology and Soils ..... 11
Geology ..... 11
Soils ..... 12
Land Use and Contamination ..... 12
Material Assets and Waste ..... 12
Materials ..... 12
Wastes ..... 13
Noise and Vibration ..... 13
Population and Human Health ..... 14
Community Land and Assets ..... 14
Agriculture, Private Property and Housing ..... 15
Development Land and Businesses ..... 15
Walkers, Cyclists and Horse-Riders (WCH) ..... 15
Road Drainage and the Water Environment ..... 15
Surface Water ..... 15
Flood Risk ..... 16
Groundwater ..... 16
Climate ..... 16
Monitoring, Management and Opportunities ..... 17
**Policies and plans ..... 17**

**Description of Main Environmental Impacts and Proposed Mitigation ..... 19**
Air Quality ..... 19
Impacts ..... 19
Mitigation ..... 19
Cultural Heritage ..... 20
Impacts ..... 20
Mitigation ..... 20
Landscape and Visual Effects ..... 22
Impacts ..... 22
Mitigation ..... 22
Biodiversity ..... 23
Impacts ..... 23
Mitigation ..... 23
Geology and Soils ..... 24
Impacts ..... 24
Mitigation ..... 25
Material Assets and Waste ..... 25
Impacts ..... 25
Mitigation ..... 26
Noise and Vibration ..... 27
Impacts ..... 27
Mitigation ..... 27
Population and Human Health ..... 28
Impacts ..... 28
Mitigation ..... 29
Road Drainage and the Water Environment ..... 30
Impacts ..... 30
Mitigation ..... 30
Climate ..... 31
Impacts ..... 31
Mitigation ..... 31
**Vulnerability of the project to risks ..... 32**
**Assessment of Cumulative Effects ..... 32**
**Assessments of the Environmental Effects ..... 33**



GENERAL

**Statement of case in support of a Determination that a statutory EIA is not required** ..... **33**

**References of supporting documentation** ..... **35**

**Annex A** ..... **36**

# Project Details

## Description

This resurfacing scheme is being undertaken along the A701 carriageway, north of St Ann's in Dumfries and Galloway covering an area of 1.6ha. The pre-construction investigation has highlighted that various extents of fretting are present along the carriageway. Resurfacing is required in order to rectify these defects. Inlay depths will vary due to the high number of structural defects found throughout the site, with a mixture of surface course and binder inlays with deeper inlays where investigation dictates. Construction activities and the associated plant and machinery required are as follows:

- Implementation of Traffic Management (TM) and marking out site (TM plant);
- Removal of existing surfacing and milling to agreed depths (planer, wagon, lorries);
- Resurfacing to the existing road levels using TS2010 aggregate, AC binder, AC base (paver, roller);
- Reinstatement of road markings, linings, and studs (lorries/wagons and plant); and,
- Removal of TM.

In addition to surfacing, verge works including replacement of bollards and filter stones will be required.

The proposed construction is programmed to be undertaken and completed within the 2026-2027 financial year during nighttime hours. The duration of works is still to be determined.

Traffic management required for construction activities will consist of lane closures utilising a diversion route. The diversion route will utilise the A75, A709 through Torthorwald and Lochmaben where traffic will rejoin the A701 after joining the B7076.

# Location

This resurfacing scheme is being undertaken along the A701 carriageway, north of St Ann's in Dumfries and Galloway covering an area of 1.6ha. The scheme extents can be found at the following National Grid References (NGRs) (Figure 1):

- Scheme Start - NY 06873 93337
- Scheme End - NY 07208 95513

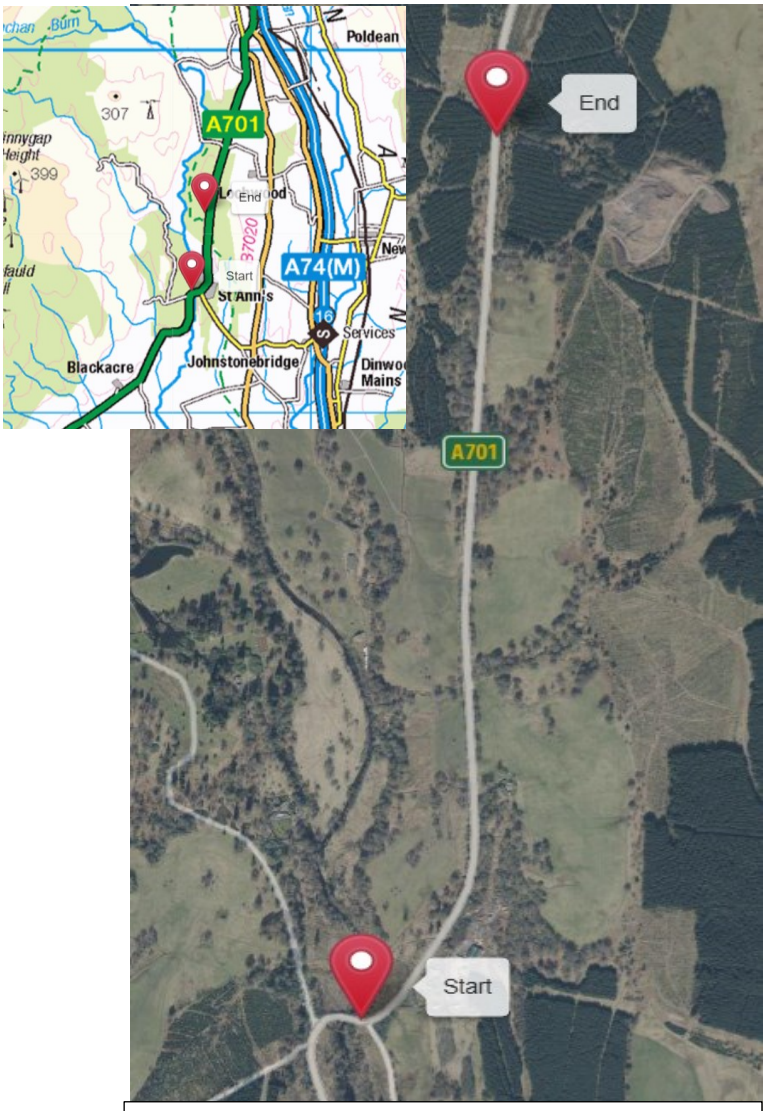



*Figure 1: Scheme Location Map - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal Mail copyright and database right [2026]. Contains National Statistics data © Crown copyright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

Figure 1: Scheme Location Map

# Description of Local Environment

## Air Quality

This resurfacing scheme is being undertaken along the A701 carriageway, north of St Ann's in Dumfries and Galloway (See *Figure 1 – Scheme Location Map*). Local air quality is predominantly influenced by vehicular travel along the A701; however, secondary sources may include activities from surrounding agricultural fields. Manual count point 788, located along the A701 at NY 07400 96500, estimates that the Annual Average Daily Flow (AADF) for all motor vehicles in 2025 was 4,718 with 601 (13%) of these being Heavy Goods Vehicles (HGVs).

There are approximately 10 residential properties located within 200m of the scheme extents. The closest (The Dale and Ross Cottage) being 16m east of the works area. There are no other non-residential air quality receptors located within 200m of the works area.

The Department for Environment, Food and Rural Affairs (DEFRA) UK Ambient Air Quality Map indicates that background nitrogen dioxide ($NO_2$) annual mean concentrations are less than 10µg/m³ within the scheme extents sitting at 1.79µg/m³. Particulate Matter of a Diameter less than 10 microns ($PM_{10}$) background annual mean concentrations are 6.18µg/m³ in the works area whilst Particulate Matter of a diameter less than 2.5 microns ($PM_{2.5}$) background annual mean concentrations are 4.14µg/m³. The levels present are all well below the national air quality objectives of 40 µg/m$^3$ for $NO_2$, 40 µg/m$^3$ for $PM_{10}$ and 20 µg/m$^3$ for $PM_{2.5}$.

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

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

# Cultural Heritage

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

No statutory cultural heritage features are located within the scheme footprint; however, the following can be found within the study area:

- St Ann's Bridge (A701 Over Kinnel Water) Category B Listed Building (ID: LB9885) which is a single wide segmental arch over Kinnel Water located 10m west at NY 06850 93345.
- Raehills, Gatepiers And Screen Walls Category B Listed Building (ID: LB9901) which is a pair cylindrical castellated red ashlar gatepiers with crenelated screen walls which is located adjacent to the carriageway at NY 06889 93333.
- St Ann's Village, Cottage Category B Listed Building (ID: LB9886) which is a late 18th century, single storey piend-roofed cottage located 30m east at NY 07019 93417.

Historic Environment Records (HERs) and National Record of the Historic Environment (NRHE) provide local and national level information on Scotland's historic environment. There are approximately 25 non-designated sites within 200m, those located adjacent to the carriageway consists of the following:

- Raehills, Gatepiers And Screen Walls NRHE (ID: 232273) which recorded a Gate Pier (Period Unassigned).
- St Ann's, General NRHE (ID: 215785) which has records of a village (Period Unassigned).
- A Milestone is located adjacent to NGR NY 07153 94790.

# Landscape and Visual Effects

## Landscape

The scheme is located within a predominantly rural setting along the A701 between St Ann's and Beattock in Dumfries and Galloway. The carriageway is bordered by intermittently distributed mixed woodland and gently undulating terrain. Woodland cover becomes more extensive towards the scheme end point. In areas where woodland is absent, agricultural land lies adjacent to the carriageway. The surrounding landscape is characterised by similar rural land uses. The scheme runs through St Ann's which comprises primarily of farmland and residential properties.

Raehills Garden and Designed Landscape (ID: GDL00322) is located within the scheme extents. Raehills lies to the east of the Forest of Ae at St Ann's originally laid out in the 18th century.

There are approximately 20 Ancient Woodlands location within 500m of the scheme extents, those adjacent to the works consist of the following:

- Hazelbank Plantation Ancient Long-Established (of plantation origin) Woodland (Wood ID: 40276);
- Unnamed Ancient Long-Established (of plantation origin) Woodland (Wood ID: 40278);
- Unnamed Ancient (of semi-natural origin) Woodlan (Wood ID: 40268);
- Floshlands Wood Ancient Long-Established (of plantation origin) Woodland (Wood ID: 40266), and;
- Unnamed Ancient (of semi-natural origin) Woodland (Wood ID: 40256).

There are no other landscape designations, including National Scenic Areas (NSAs) or Tree Preservation Orders (TPOs) located within 500m of within sight of the works.

Scotland's Historic Land Use Assessment (HLA) Map contains no recorded data on past land use within the scheme extents, however, modern land use within the works area has been classed as 'Designed Landscapes' and 'Rectilinear Fields and Farms'.

## Visual

Due to sparsity in vegetation cover, multiple residential properties are expected to have views of the works. Those predicted to be impacted the greatest include Smithy House, The Dale and Ross Cottage.

There are no footways located along the scheme extents. The Annandale Way Core Path (ID: 439) crosses over the scheme extents at NY 07193 95235. Users of this path may have sight of the works.

Transient visual receptors include road users (motorists, public transport users) travelling along the A701.

# Biodiversity

## Protected Areas

There are no European designated sites located within 2km of the scheme extents according to NatureScot's online research tool Sitelink. The works do have hydrological connectivity through Kinnel Burn to the Solway Firth Special Protection Area (SPA) (ID: 10487), Upper Solway Flats and Marshes Ramsar (ID: 8458) and the Solway Firth Special Area of Conservation (SAC) (ID: 8377). Due to the significant distance these sites are to the works, approximately 30km, likely significant effects are not predicted and formal assessment is not required.

A desktop study using NatureScot's online research tool, Sitelink, has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs), Local Nature Reserves or National Nature Reserves) within 200m of the scheme extents.

## Invasive Plants

The NBN Atlas has identified the following Invasive Non-Native Species (INNS) and Transport Scotland's target species within 500m of the works area:

- Rosebay willowherb (*Chamaenerion angustifolium*);
- Creeping thistle (*Cirsium arvense*);
- Broad-leaved dock (*Rumex obtusifolius*);
- Rhododendron (*Rhododendron ponticum*), and;
- Common ragwort (*Jacobaea vulgaris*).

Transport Scotland's Asset Management Performance System (AMPS) has recorded historically that the following Invasive Non-Native Species (INNS) and target species can be found along the verge:

- Rosebay willowherb;
- Broad-leaved dock, and;
- Rhododendron.

## Field Survey

As works will be undertaken within the carriageway verges, Amey ecologists have deemed a site visit necessary. This survey identified the following constraints:

- The woodland and dense scrub recorded within and surrounding the proposed works area offers suitable foraging, commuting and nesting habitat for a variety of bird species.
- The following Invasive Non Native Species were recorded along the verges of the scheme extents:
  - Rhododendron;
  - Cotoneaster (*Cotoneaster sp.*), and;
  - Pampas grass (*Cortaderia selloana*).

# Geology and Soils

## Geology

Bedrock geology underlying the scheme extents consists of Carghidown Formation-Metasandstone and metamudstone. These rocks were sedimentary in origin, possibly graded sediments or turbiditic flows in a deep-marine environment but have subsequently undergone metamorphism.

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

## Soils

Scotland's Soil Map was not active at the time of writing, however, as verge works will not be undertaken to significant depths, any impact of soils is predicted to be minor.

## Land Use and Contamination

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

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

# Material Assets and Waste

## Materials

Resurfacing will use Transport Scotland's TS2010 hot-mix asphalt (HMA) specification with AC binder and base layers. Warm-mix asphalt (WMA) is not proposed due to limitations within the local supply chain and limited access to the specialist plant required for its production and installation.

While WMA provides energy and emissions benefits, HMA provides long-term durability, extending the design life of the carriageway and reducing the frequency of future resurfacing interventions.

Other material required will consist of the following:

- Road studs;
- Verge materials including filter stones and bollards;
- Vehicle fuel and oil, and;
- Road marking material.

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.

Some material such as the road paint, may be derived from primary resources,.

# 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 identified the presence of coal tar which is classified as special waste. All special waste will be transport by suitable licenced contractor and be accompanied by a correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.

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

# Noise and Vibration

There are approximately 10 residential properties located within 300m of the scheme extents. The closest (The Dale and Ross Cottage) being 16m east of the works area. Minimal screening is present between the carriageway and the cottage with a single tree and some small shrubs being present on the verge. There are no other non-residential noise and vibration receptors located within 300m of the works area.

Local noise and vibration levels are predominantly influenced by vehicular travel along the A701; however, secondary sources may include activities from surrounding agricultural fields. Manual count point 788, located along the A701 at NY 07400 96500, estimates that the AADF for all motor vehicles in 2025 was 4,718 with 601 (13%) of these being HGVs.

According to Scotland's Noise Map, modelled day-time noise levels ($L_{day}$) at the nearest receptors (The Dale and Ross Cottage) have been recorded to range between 61-66dB, whereas within the scheme extents, noise level ranges from 65-68dB. Noise levels during nighttime hours ($L_{ngt}$) within the surrounding area ranges from 54-56dB whereas within the scheme extents noise has been recorded to range between 60-63dB.

The works do not fall within any noise agglomerations (e.g. Glasgow, Falkirk, Aberdeen, Dundee and Edinburgh). An agglomeration refers to an urbanised area where the population more than 100,000 people and a population density equal to or greater than 500 people per $km^2$. These areas are shown on a map or plan prepared and published by the Scottish Ministers displaying noise management areas and quiet areas.

The Dumfries and Galloway Council area hosts no declared Candidate Noise Management Areas (CNMAs) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2024-2028).

# Population and Human Health

Due to the short-term, transient nature of the scheme, a reduced buffer of 300m has be applied when assessing Population and Human Health baseline, impacts and mitigation requirements.

## Community Land and Assets

The scheme is situated within a rural setting between St Ann's and Beattock in Dumfries and Galloway. The A701 functions as a key transport route within the area, providing connectivity between local settlements, including Moffat and Abington, and larger urban centres such as Dumfries. Land use within St Ann's and Beattock is primarily residential and agricultural in nature. A variety of community facilities, including schools, places of worship, and recreational amenities, are located within Dumfries.

There are two bus stops located within the scheme extents - Stop ID: 34232323 located along the northbound (NB) side and Stop ID: 34238532 located along the southbound (SB) side. These buses serve routes to and from Dumfries from Glasgow and Edinburgh.

Five laybys are located along both the northbound and southbound side of the carriageway.

Due to the rural location, there are no streetlights located along the carriageway.

# Agriculture, Private Property and Housing

There are approximately 10 residential properties located within 300m of the scheme extents. The closest (The Dale and Ross Cottage) being 16m east of the works area. Multiple access/egress points are located within the scheme extents, some of which are the only point of access to properties.

Agricultural fields are surround the scheme extents with the closest farm being The Bothy located approximately 900m south-east of the works.

# Development Land and Businesses

There are two businesses located within 300m, these being Annandale Estates Estate Agents and Annandale Timber Products both of which are located adjacent to the A701 carriageway. The primary access/points are also located along the carriageway within the works area.

# Walkers, Cyclists and Horse-Riders (WCH)

The Annandale Way Core Path (ID: 439) crosses over the scheme extents at NY 07193 95235. There are no other core paths or footways located within proximity to the works area.

There are no National Cycle Network Routes or any bridleways within 300m of the scheme extents.

# Road Drainage and the Water Environment

## Surface Water

The Scottish Environment Protection Agency (SEPA) has identified that Kinnel Water u/s of Water of Ae (ID: 10653) is located 20m west of the works. This watercourse has been recorded to have an overall 'Good' quality in 2024 according to the Water Framework Directive (WFD).

There are multiple unclassified watercourses located within 500m, those named include:

- Floshlands Burn located approximately 165m west of the works, and;
- Kinnelhall Burn which flows through the scheme extents at NY 07120 94188.

There are multiple other unnamed tributaries within 500m.

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

Drainage along the A701 carriageway within the scheme extents consists of gullies, filter drains and catchpits.

## Flood Risk

According to the Scottish Environment Protection Area (SEPA)'s Flood Risk Map, there are localised areas within the scheme extents that are predicted to experience a 'Low' to 'High' (0.1%-10% probability per annum) likelihood of surface water flooding.

## Groundwater

Groundwater within the scheme extents consists of East Dumfriesshire groundwater (ID: 150690) which has been recorded to have an overall 'Good' quality in 2024.

Works do not fall within a Nitrate Vulnerable Zone (NVZ).

# Climate

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

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

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

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

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

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

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

## Monitoring, Management and Opportunities

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

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

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

# Policies and plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance (Guidance – Environmental Impact Assessments for road projects (transport.gov.scot)). Relevant guidance, policies and plans accompanied with the

Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) LA 101 and LA 104 were used to form this assessment.

# Description of Main Environmental Impacts and Proposed Mitigation

## Air Quality

### Impacts

#### Construction

- During the construction phase, activities undertaken on site could potentially have some minor localised and short-term air quality impacts in proximity to the works:
- Construction activities, including excavation, carry a potential to produce airborne particulate matter, dust and generate emissions;
- Various plant, vehicles, and Non-Road Mobile Machinery (NRMM) will contribute to local dust, particulate matter and exhaust emissions.
- TM measures will likely cause congestion and elevated traffic related emissions during the works.
- Residents located along any diversion routes, may experience a temporary reduction in local air quality due to the increased volume of traffic.

#### Operation

- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

### Mitigation

Mitigation measures will follow best practice from the Institute of Air Quality Management (IAQM), from the '[Guidance on the assessment of dust from demolition and construction](#) (2024)', including:

- Site layout will be planned (including plant and vehicles) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Materials that have a potential to produce dust, such as excavated material, will be removed from site as soon as possible, unless being re-used on site;

- Drop heights from conveyors and other loading or handling equipment will be minimised;
- Vehicles entering and leaving the work area will be covered/sheeted to prevent escape of materials during transport;
- Equipment will be readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

The following additional mitigation measures will be implemented:

- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.
- Plant, vehicles and Non-Road Mobile Machinery (NRMM) will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

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

# Cultural Heritage

## Impacts

### Construction

- Original construction of the A701 and associated infrastructure likely removed any archaeological remains. As such, the potential for unknown archaeology is considered low.
- In the absence of mitigation measures, there may be a minor impact to the milestone adjacent to the carriageway as it is relatively hidden within grasses.
- Due to the close proximity of the Listed Buildings, impacts from increased vibration may occur.

### Operation

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

## Mitigation

The following mitigation measures will be in place throughout the period of works:

- All plant and machinery will be stored within the carriageway boundary where practicable.
- Site operatives will take photographs before and after of listed buildings to evidence no damage.
- All storage of plant, vehicles and machinery will be at least 50m from designated assets.
- If any archaeological finds are discovered, the works will be suspended, and the relevant stakeholders will be contacted.
- Site staff will be made aware of the milestone located adjacent to the carriageway. Plant and machinery will not be stored within close proximity to the milestone and fencing will be installed around the feature.
- Should any discoloured soils be present within the verges, Amey's Environment Team will be contacted.

Consultation with the Milestone Society will be undertaken should the milestone be altered or removed in any way. If possible, the milestone will be retained and protected in situ.

Where protection in situ is not feasible:

- The milestone will be recorded prior to removal (photographic record, dimensions, condition).
- Removal will be undertaken by competent personnel to avoid damage.
- The milestone will be securely stored for the duration of the works.
- Following completion of works, the milestone will be reinstated to its original location and orientation, or to an agreed alternative location, and checked for damage.
- Any damage or risk to the milestone will be reported immediately to the Site Manager and Environmental Advisor, and works in the affected area halted if necessary.

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

# Landscape and Visual Effects

## Impacts

### Construction

- Temporary visual impacts will be experienced by nearby receptors (such as residential receptors) during construction due to plant, vehicle, machinery and operatives present throughout the works.
- Construction activities will introduce a temporary change to the local landscape from the presence of construction plant, materials and traffic management. All landscape effects will be temporary and reversible.
- The landscape may be damaged should plant and vehicles be stored on soft verge.
- Users of the A701 carriageway will be temporarily visually impacted for the duration of the works due to construction activities.
- As works will be contained within the carriageway boundary and immediate verges, no impact to the Ancient Woodlands are predicted.
- As works will be like-for-like in nature and contained within the carriageway boundary and immediate verges, no impact is predicted on Raehills Garden and Designed Landscape, however, consultation with Dumfries and Galloway Council has been undertaken as best practice.
- Misdirected site lighting may disturb receptors within visual proximity.

### Operation

Once complete, the works will be in-keeping with existing road infrastructure and will not introduce significant new visual elements, the only visual change will be an improved road surface, with no significant visual effects anticipated.

## Mitigation

The following mitigation measures will be in place:

- The site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.
- Works will avoid encroaching on land and areas where work is not required or not permitted, including for storage and parking.
- Plant, vehicles, and materials will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable). Should damage to the landscape occur, reinstatement will be carried out.

- Directional site lighting will be used to minimise visual impacts to the identified visual receptors.

As works fall within the Raehills Garden and Designed Landscape, consultation with Dumfries and Galloway Council has been undertaken. Dumfries and Galloway Council have no comments in regard to works within the Garden and Designed Landscape.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works will not be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

# Biodiversity

## Impacts

### Construction

- Works carried out in the carriageway verge, have potential to result in the spread of INNS or target species, such as cotoneaster, rosebay willowherb, pampas grass, broad-leaved dock and rhododendron, through disturbance.
- An increase in noise levels from construction activities and misdirected site lighting has the potential to disturb any protected species within the scheme surroundings.
- The watercourses nearby pose a potential pathway to pollute aquatic habitats, particularly during milling operations and periods of heavy rainfall (see Road Drainage and the Water Environment section for further details).

### Operational

No operation impacts on biodiversity are anticipated as the scheme will not have any ongoing effects or disturbance to the surrounding habitats.

## Mitigation

The following mitigation measures will be in place:

- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any woodland areas and watercourses, to minimise disturbance to nocturnal species.

- ‘Soft start’ techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- Verge works will be undertaken; however, they will be limited in extent as far as reasonably practicable to prevent the spread of INNS and target species and limit disturbance to protected species that may be present along the carriageway.
- Open excavations will be fenced off and/or covered to avoid animals becoming trapped or injured. Where covering any excavations overnight is not practical, the edges of the excavation will be graded, or a mammal ladder (e.g. wooden plank) will be erected.
- If the works are delayed to the breeding bird season (March to August inclusive) then a suitably qualified/experienced ecologist will be required to carry out a nesting bird check before works can proceed during the breeding bird season. Nesting bird checks must be undertaken within 48 hours prior to any vegetation clearance works taking place. If works are delayed such that more than 48 hours has passed since the nesting bird check took place, then an update nesting bird check will be required.
- Amey’s Environmental Briefing on protected species will be given to site operatives prior to each shift.

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

# Geology and Soils

## Impacts

### Construction

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

## Operation

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

# Mitigation

- No unnecessary storage of materials or parking of vehicles on soft ground or grassy areas will take place, as this may destroy the soil structure and damage grass. Hardstanding will be provided. If damage occurs proper re-instalment will be carried out as specified.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable (e.g., to backfill removed trial holes etc.).
- Excavated soils will not be stored on site, and must 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 dip trays used appropriately and stored under any chemical or fuel containers.
- Any fuel, oil and other chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- Weather reports will be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.
- Dust suppression systems, such as dampening down or use of collection vacuums, will be used when breaking or cutting concrete.

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

# Material Assets and Waste

## Impacts

### Construction

- The use of virgin aggregates within the scheme will contribute to the depletion of natural and finite geological resources.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

- Use of TS2010 will reduce the usage of imported aggregates as it will prolong the period before future resurfacing is required and increase the use of a wider range of sustainable aggregate sources thus reducing greenhouse gas (GHG) emissions.
- HMA provides long-term durability, extending the design life of the carriageway and reducing the frequency of future resurfacing interventions.

## Operation

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. Furthermore, as the surrounding infrastructure (bollards and filter stones) will be repaired or replaced, this will reduce the need for maintenance in the immediate future.

# Mitigation

The following mitigation measures will be in place:

- A Site Waste Management Plan (SWMP) will be prepared prior to the works which will detail how resource use and waste arising from the works will be managed throughout the scheme. This is required due to the scheme exceeding £350,000 in value and will help control and reduce the amount of waste produced, resulting in less landfilled waste.
- 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 all materials will be reused throughout the network, if not possible they will be recycled locally at a suitably licenced waste management facility.
- 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.
- Materials will be delivered on site when required.
- The Contractor is responsible for the management and disposal of road planings arising from the works. All waste will be managed in accordance with the Environmental Authorisations (Scotland) Regulations 2018, under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy.
- Waste will be transferred to SEPA-authorised facilities by carriers with valid waste carrier registration. A waste transfer note (WTN) will be completed for removal of waste from site and retained for two years, in line with statutory Duty of Care requirements.

- All special waste, such as Asphalt Waste Containing Coal Tar (AWCCT) will be disposed of at a licenced facility. Consequently, AWCCT will be transport by a suitably licenced contractor and accompanied by a correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.

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

- Noise and vibration levels are expected to increase during nighttime construction hours for properties within 300m of the scheme, particularly those directly adjacent to the carriageway such as The Dale and Ross Cottage. This is due to the use of heavy plant and machinery, such as rollers, and increased HGV movements.
- During the works, increased traffic associated with the diversion route is expected to result in elevated noise and vibration levels.

### Operation

- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors. 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.
- As there are no changes to traffic volumes, speed, or any changes to road infrastructure it is anticipated that no permanent impacts on noise and vibration are anticipated upon completion of works.

## Mitigation

Mitigation measures follow Best Practicable Means as outlined in British Standard (BS) 5228:2009+A1:2014. The standard provides specific detail on suitable measures for noise control in respect to construction operations, for example:

- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.
- 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.
- A 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- The site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements.

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

- Amey's Environmental Team has notified Dumfries and Galloway Council in advance of the works.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.
- A media press release will be undertaken to inform residents of the proposed works. Traffic management restrictions/arrangements will also be publicised within the local and wider area.
- The delivery of Amey's Noise and Vibration environmental briefing to all site operatives prior to the works.

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

# Population and Human Health

## Impacts

### Construction

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Land take is not required for this scheme therefore there will be no impact as a result of permanent or temporary land acquisition from private land, businesses, agriculture, Walkers, Cyclists or Horse riders (WCH) and/or community facilities as a result of the scheme.
- Access to residential properties, businesses and farms will likely be impacted by the works.

- Human health determinants such as noise, and air quality will likely experience temporary increases, however, due to the nature and scale of the works no discernible health impact is expected.
- Access to the Annandale Way Core Path may be temporarily restricted at the point of carriageway cross over due to the construction activities on that area.
- Bus stops and laybys may be temporarily closed during construction therefore causing disturbance to users and travellers.

## Operational

As works will be of a like-for-like nature, no operational impacts are anticipated.

# Mitigation

- Local residents and road users will be informed of traffic management 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.
- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Access to residential properties, business and farms will be maintained as far as reasonably practicable. Where this is not possible, local access will be granted.
- Should the Annandale Way Core Path be closed during the works; a pedestrian diversion will be installed which will re-route pedestrians onto the opposite footway for the length of the works site. Any temporary set-up will be accessible by persons of all abilities.
- Bus companies will be informed of the works to allow for increased journey times.

With best practice mitigation measures in place, no significant effects associated with Population and Human Health are predicted. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health, no further assessment is required.

# Road Drainage and the Water Environment

## Impacts

### Construction

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident or heavy rainfall, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment such as Kinnelhall Burn.
- 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.
- Works will involve the use of concrete. On-site mixing (if required) has potential to contaminate nearby watercourses through wash-off if not effectively managed. Concrete wash out is highly alkaline and contains chromium which can cause water pollution.

### Operational

As works will be of a like-for-like nature, no operational impacts are anticipated.

## Mitigation

The following best practice and pollution prevention measures will be in place:

- All operatives will follow of SEPA's Guidance for Pollution Prevention (GPP) documents.
- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur on (available 24 hours, 7 days a week).

- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- If the mixing of concrete on site is required, site operatives will apply suitable controls to prevent the mixture escaping to the surrounding environment:
    - All mixing will take place a minimum of 10m away from watercourses and drains where possible.
    - All drains within proximity to any mixing will be securely covered or sealed off.
    - No washout from concrete mixing will be allowed to enter the water environment and will be taken off site for appropriate treatment.
- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
    - Away (>10m) from surface water drainage systems; and
    - Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather.
    - Fuels stored within a drip tray, bund or other form of secondary containment with at least 110% of the maximum volume of a single container
- Amey's Water Pollution Prevention environmental briefing will be delivered to all site operatives before works start.

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

# Climate

## Impacts

- Construction activities may result in Green House Gas (GHG) emissions being from vehicles, machinery, material use and production, and transportation.
- HMA production relies on burning fossil fuels such as natural gas and fuel oil to heat aggregates and bitumen. Extracting and using these fuels further increases lifecycle greenhouse gas emissions and dependence on non-renewable resources.

## Mitigation

The following mitigation measures will be in place:

- Where possible, materials and suppliers will be sourced locally to reduce GHG emissions associated with travel distance.
- Waste disposal will be directed to local licensed facilities.
- Plant, machinery and vehicles will not be left idling when not in use.
- Further actions and considerations for this scheme are detailed in the above Material Assets and Waste section.

With best practice mitigation measures in place, the residual significance of effect on climate is not considered to be significant. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

# Vulnerability of the project to risks

Construction activities are confined to the carriageway boundary and immediate verges, and maintenance is carried out on a like for like, basis. This will reduce the risk of major accidents or environmental disasters that could negatively impact the surrounding environment.

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

The new bollards and filter stones will decrease the likelihood of serious accidents by increasing visibility of the carriageway verge and decreasing flooding.

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

# Assessment of Cumulative Effects

Amey's Southwest Current Works Schedule has highlighted that there are no works scheduled along the A701 in proximity to the scheme extents within the proposed timescales.

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

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

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

Overall, it is unlikely the works will have a significant cumulative effect with any other works in the local area. Considering the nature and scale of the maintenance works being undertaken, no cumulative or in combination effects are anticipated.

# Assessments of the Environmental Effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the works.

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

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Environment Team at Amey in September 2026.
- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in September 2026.
- Consultation with Dumfries and Galloway Council undertaken by the Environment Team at Amey in September 2026.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed one hectare in area.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference

to consultations undertaken and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- As the works will be limited to the like-for-like replacement of the structural components with 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. No impacts on the environment are expected during the operational phase as a result of works.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- No negative impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- At end of life, components will 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 verges (total area 1.6ha.) and as a result will not require any land take and will not alter any local land uses.
- Works are located within Raehills Garden and Designed Landscape. Dumfries and Galloway Council have no comments in regard to works within the Garden and Designed Landscape.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment and drainage.
- Measures will be in place to ensure appropriate removal and disposal of waste and any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in-combination effects have been identified.

# References of supporting documentation

The following environmental surveys/reviews have been undertaken:

- An ESA of the scheme, undertaken by the Environment Team at Amey in September 2026.
- A PEW undertaken by the Ecology Team at Amey in September 2026.
- Consultation with Dumfries and Galloway Council undertaken by the Environment Team at Amey in September 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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Published by Transport Scotland, October 2026

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