



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **ST A77 Stranraer Sea Wall Emergency Repair**

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## Project Details

### Description

An inspection has identified that the existing sea wall adjacent to the A77 at Stranraer is exhibiting significant signs of deterioration. Observed defects include failed mortar joints, loose or missing stonework, displaced or missing coping stones, scour-related undercutting, and localised areas where the wall is leaning.

The recommended scope of works comprises the following key activities:

- Undertake localised structural concrete repairs.
- Carefully dismantle and rebuild defective sections of the wall.
- Remove existing or damaged concrete coping units where necessary.
- Install new precast coping units designed to match the existing profile.
- Reset existing coping stones that are loose but remain in a serviceable condition.
- Power-wash the full wall face to remove loose material and deteriorated pointing.
- Replace any coping stones that are damaged, missing, or have become dislodged.
- Re-point the masonry wall following cleaning to restore missing or weakened mortar.

The works encompass an area of approximately 10,000 m<sup>2</sup> in total, extending along a continuous 1km section of the sea wall structure.

The plant and machinery required include:

- Power washing equipment
- Vibratory hand tools
- Concrete mixer

The works are programmed to commence on the 16<sup>th</sup> of March 2026 during daytime hours lasting approximately 2 weeks.

The Traffic Management (TM) will comprise of a single lane closure and the installation of temporary Traffic lights (TTL)s. The site compound will be located roadside.

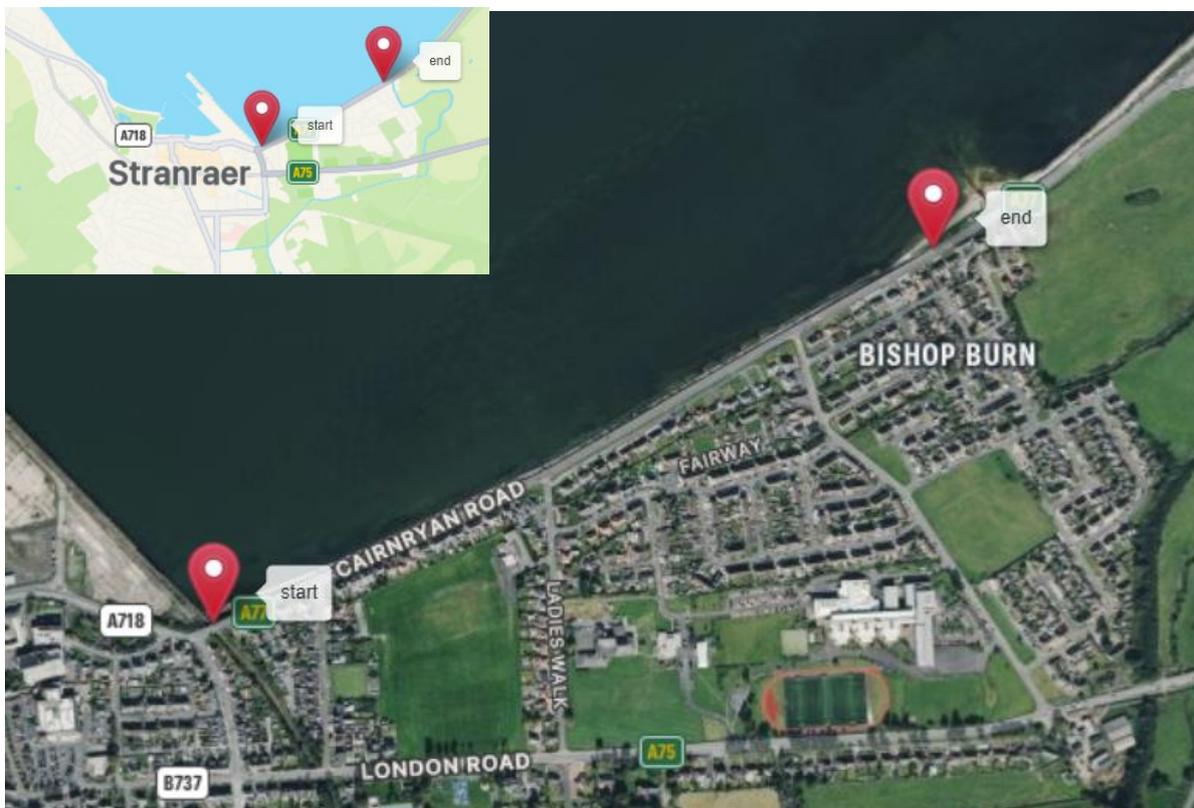
## Location

The scheme is located along the A77, Cairnryan Road, in Stranraer in Dumfries and Galloway. The sea wall scheme extents can be found between the following National Grid Reference Points:

**Start:** NX 06617 60902

**End:** NX 07580 61355

Please see Figure 1: Scheme Location plan in Appendix A.



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

## Description of Local Environment

### Air Quality

The scheme is located along the A77 in Stranraer in Dumfries and Galloway. The works are bordered by residential properties to the east, south and west and Loch Ryan is situated immediately to the north of the scheme extents. There are over 100 residential properties that lie within 200m of the works, with the closest located on the A77 (Cairnryan Road), approximately 30m south of the sea wall. Additional air quality receptors located within 200m of the works include:

- Wigtownshire Rugby Football Club located approx. 50m south from the sea wall.
- Craignelder Hotel located approx. 50m west from the start of the sea wall
- Gardens Of Friendship (public park) located approx. 80m west from the sea wall.

Dumfries and Galloway Council have not declared any [Air Quality Management Areas](#) (AQMA) within the scheme extents and there are no [air quality monitoring stations](#) located within 200m of the works.

Baseline air quality is mainly influenced by vehicles travelling along the A77 carriageway. In 2024 the Average Annual Daily Flow (AADF) for all motor vehicles on the A77 where works are to be undertaken (Manual Count point [78639](#)) was 2,690 with 633 of these being Heavy Good Vehicles (HGVs).

According to the [Scottish Pollutant Release Inventory](#) (SPRI) there is one registered site located within 1km of the sea wall works:

The Creamery (Galloway cheese factory) falls within the Animal and Vegetable products from the Food and Beverage Sector. Pollutants typically associated with the sector include carbon dioxide (CO<sub>2</sub>), hydrochlorofluorocarbons (HCFCs), and particulate matter (PM<sub>10</sub>). The facility is located approx. 830m south of the proposed works.

### Cultural Heritage

A desk-based assessment was undertaken using [Pastmap](#). A study area of 300m was used for designated cultural heritage assets and an area of 200m was used for non-designated cultural heritage assets. See Table 1 and Table 2 below for full details.

Table 1: Designated Cultural Heritage Assets within 300m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
37 London Road, Helenslea Including Boundary Walls, Gatepiers, Gate Railings and Outhouse to Rear	LB41763	Category B – Listed building	260m south from the works
25 London Road Including Boundary Walls, Gatepiers, Gate and Railings	LB45237	Category B – Listed building	240m south from the works

Table 2: Non-Designated Cultural Heritage Assets within 200m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Stranraer, Cairnryan Road	371376	Canmore	Located adjacent to the sea wall (south)
Stranraer, Loch Ryan	60810 MDG969	Canmore and Historic Environmental record (HER)	Located adjacent to the sea wall (north)

There are no World Heritage Sites, Scheduled Monuments or Battlefields within 300m of the scheme extents.

Given the distance from any designated or non-designated assets, and the like-for-like nature of the proposed works, no impacts are anticipated on any assets listed in Tables 1 and 2. As such, Cultural Heritage has been scoped out of further assessment. In line with DMRB LA 116: Cultural Heritage, no additional assessment is required.

## Landscape and Visual Effects

The scheme is located along the A77 within an urban area predominantly characterised by residential properties. In the absence of vegetation screening along this section of the A77, residential properties on Cairnryan Road will have a direct view of the proposed works.

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), Conservation Area, or Garden & Designed Landscapes. No Ancient woodlands or Tree Preservation Orders (TPO)'s have been identified within 500m of the works.

The [Scottish Landscape Character Assessment map](#) identifies the landscape character type of the area as *Coastal Flats - Dumfries & Galloway*. This Landscape Character Type typically occurs adjacent to river mouths and coastal inlets, extending from Luce Bay and Loch Ryan in the west to Gretna in the east.

The [Historic Land Use Assessment \(HLA\) Map](#) highlights that the landscape surrounding the scheme comprises *Urban Areas and Rectilinear Fields and Farms*, reflecting the mixed built-up and agricultural land use pattern characteristic of this section of the A77.

## Biodiversity

[Sitelink](#) does not identify any European designated nature conservation sites such as Special Protection Areas (SPAs), Special Areas of Conservation (SACs), or Ramsar Sites located within 2km of the scheme ecological connectivity with the scheme extents. Sitelink also confirms that's no national designations including Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves (LNRs), are present within 1km of the scheme extents.

The NBN Atlas records several Invasive Non-Native Species (INNS) within 500m of the works area. However, none of these species have been observed within the scheme extents. Species recorded in the wider area include:

- Japanese Rose (*Rosa rugosa*)
- Himalayan Balsam (*Impatiens glandulifera*)
- Japanese Knotweed (*Reynoutria japonica*)
- Himalayan Cotoneaster (*Cotoneaster simonsii*)

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool identifies the presence of the target species Broad Leafed Dock (*Rumex obtusifolius*) and Common Ragwort (*Jacobaea vulgaris*) along the verge of the A77 carriageway.

Amey's Principal Ecologist has advised that a Preliminary Ecological Walkover (PEW) is not required for this scheme. This judgement is based on the site's location and characteristics, which indicate a low likelihood of supporting suitable habitat for protected species. A review of available aerial imagery also suggests that the sea wall is unlikely to provide suitable features. Although no ecological surveys have been carried out, there is no current evidence to indicate a significant risk of ecological impact.

## Geology and Soils

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

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

### Superficial deposits

- Raised marine beach deposits of Holocene age-Gravel, sand and silt. These sedimentary deposits are shallow marine in origin. They are detrital, generally coarse-grained forming beaches and bars in a coastal setting.

### Bedrock geology

- Loch Ryan Formation-Sandstone. These sedimentary rocks are fluvial in origin. They are detrital, ranging from coarse- to fine-grained and form beds and lenses of deposits reflecting the channels, floodplains and levees of a river or estuary (if in a coastal setting).

[Scotland's Soil Map](#) has not highlighted any soil data within the scheme extents due to the urban nature of the scheme extents.

## Material Assets and Waste

Please see below Table 3 for material required and Table 4 for the assumed wastes.

Table 3: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> <li>• Poured concrete</li> <li>• Timber formwork</li> <li>• Stone masonry</li> <li>• Pointing mortar</li> <li>• Precast coping</li> <li>• Mesh reinforcement</li> <li>• Dowel bars</li> </ul>	All of the materials listed will contain a % of recycled material. The rest will come from primary sources.

Table 4: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> <li>• Stonework</li> <li>• Concrete</li> </ul>	It is Amey policy to reuse or recycle as much waste material as possible.

Activity	Waste Arising	Disposal/ Regulation
	<ul style="list-style-type: none"> <li>Historic iron fencing within the wall.</li> <li>Wastewater generated during power-washing</li> </ul>	Due to the works being over 350k a Site Waste Management Plan (SWMP) is required.

## Noise and Vibration

The scheme is located along the A77 in Stranraer in Dumfries and Galloway. The works are bordered by residential properties to the east, south and west with Loch Ryan situated to the north of the scheme extents. There are over 100 residential properties located within 300m of the works, the closest located along the A77 (Cairnryan Road) located approx. 30m south from the sea wall. Additional noise sensitive receptors located within 300m of the works include:

- Wigtownshire Rugby Football Club located approx. 50m south from the sea wall.
- Craignelder Hotel located approx. 50m west from the start of the sea wall
- Gardens Of Friendship (public park) located approx. 80m west from the sea wall.
- Rephad Primary School located approx. 234m south from the sea wall.
- Stranraer Academy located approx. 300m south from the sea wall.

Baseline noise levels are primarily influenced by traffic travelling along the A77 carriageway. In 2024, the AADF for all motor vehicles on the A77 at the works location (Manual Count point [78639](#)) was 2,690, including 633 HGVs. The overall traffic volume and composition of this traffic particularly the presence of HGVs are key contributors to baseline ambient noise levels within the scheme extents.

According to the [Transportation Noise Action Plan \(TNAP\) 2019](#), the scheme extents are not located within a Candidate Noise Management Area (CNMA) .

[Scotland Noise Map](#) data shows that modelled noise levels within the scheme extents range from approx. 51dB and 65dB Lday during daytime hours and from 46dB to 55dB Lnight during night-time hours. At the closest residential receptor, daytime noise levels are approx. 53dB Lday with nighttime noise levels around 46dB.

## Population and Human Health

Due to the minor and temporary nature of the proposed scheme, a reduced study area of 300m has been applied for assessing Population and Human Health impacts and associated mitigations.

More than 100 residential properties are located within this 300m buffer, with the closest situated on the A77 (Cairnryan Road), approx. 30m south of the sea wall.

Further community facilities located within 300m of the works include:

- Wigtownshire Rugby Football Club located approx. 50m south from the sea wall.
- Craignelder Hotel located approx. 50m west from the start of the sea wall
- Gardens Of Friendship (public park) located approx. 80m west from the sea wall.
- Rephad Primary School located approx. 234m south from the sea wall.
- Stranraer Academy located approx. 300m south from the sea wall.

According to [Dumfries and Galloway Core Path Plan](#), core path STRA/429/2, also known as Lochryan Coastal Path runs parallel to the A77 adjacent to the scheme extents. According to the [National Cycle route map](#), National Cycle Path 83 is located approx. 300m south from the works. No [bridleways](#) are located within 300m of the works.

The A77 at this location has an urban character and is street-lit, providing adequate visibility and supporting safe pedestrian and vehicular movement during evening hours. There are no designated lay-bys along this section of road. Several bus stops are present within the scheme extents along the A77, offering services to and from Stranraer town centre, Girvan, Newton Stewart, Portpatrick, and Ballantrae.

## Road Drainage and the Water Environment

According to [Scottish Environment Protection Agency \(SEPA\)'s Water Classification Hub](#) there are several classified watercourses located within 500m of the works. These include:

- Loch Ryan (ID: 200011) located directly adjacent to the north of the sea wall. This watercourse has a 'good' overall ecological potential.
- Black Stank (ID: 10483) which flows directly into the Loch Ryan is located 100m east from the end of the scheme. This watercourse flows beneath the A77 carriageway at NGR: NX 07662 61398 and has a 'poor' ecological potential.

According to [SEPA's Flood Maps](#), there is high likelihood of coastal flooding located within the scheme extents. This suggests that each year this area has a 10% chance of flooding.

[The groundwater](#) located within the scheme extents is highlighted as Stranraer groundwater (ID: 150577) which has an overall 'poor' ecological status.

Surface water runoff along the A77 carriageway is managed via catchpits. Additionally, the scheme area is not located within a designated [Nitrate Vulnerable Zone](#), indicating a lower risk of nitrate-related water pollution.

The works are located adjacent to Mean High Water Springs (MHWS); however, all activities will be carried out solely on the existing sea wall structure and primarily confined to the footpath side. As no works will extend below MHWS, a marine licence is not required.

## Climate

### Carbon Goals

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

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

- 2026 - 2030: Average emissions to be 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline
- 2041 - 2045: Average emissions to be 94% lower than baseline

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

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

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

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

### Monitoring, Management and Opportunities

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

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

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

## **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

- During construction there is the potential for an increase in dust and emissions from plant and machinery. This is likely to cause a slight deterioration in air quality within the local area which may impact the residential properties in close proximity to the sea wall. These impacts will last for the duration of the works only.
- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- The works will not further impact the SPRI located within 1km of the works.

### Mitigation

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

- The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Minimise drop heights from conveyors and other loading or handling equipment;
- Ensure vehicles entering and leaving the work area are covered to prevent escape of materials during transport; and
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

The following additional mitigation measures will be implemented:

- When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.

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

## Landscape and Visual Effects

### Impacts

- Due to the lack of screening, short-term impacts on landscape character and visual amenity for nearby visual receptors may occur during construction due to the presence of TM, plant, vehicles and artificial lighting.
- All areas affected by the works will be reinstated to their original condition, and the repair of the sea wall is expected to provide a minor positive enhancement to the local landscape due to improved structural appearance and condition.
- As the works are minor, require no vegetation clearance, are of short duration, and will be carried out on a like-for-like basis, no permanent changes to landscape features or views are anticipated.

### Mitigation

- The design and look of the current landscape will remain the same as much as possible to retain the current landscape.
- Plant/machinery/materials will be stored in unobtrusive areas when not in use.
- During construction the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will be confined to necessary areas and will avoid encroaching on land and areas where work is not required including for general operations, equipment/containers storage and parking.

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

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

## Biodiversity

### Impacts

- Site activities have the potential to cause temporary, localised impacts on biodiversity, including disturbance to protected species, as well as a risk of minor pollution to nearby marine habitats.
- The works will not have an impact on the target species identified along the A77 carriageway.

### Mitigation

- Works, plant, and equipment will be kept well above the MHWS level at all times, ensuring a protective buffer that minimises any risk of impacts to the intertidal or marine environment.
- 'Soft start' techniques will be implemented daily with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- A toolbox talk will be delivered to all site operatives prior to the start of works.
- As part of the NMC contract, Amey, on behalf of Transport Scotland, has been asked to keep a record of various target species, including species such as Broad-Leafed Dock (*Rumex obtusifolius*) and Common Ragwort (*Jacobaea vulgaris*). Works will not cause the spread of these species, if works are likely to result in the spread of these species through disturbance, the landscaping team will be consulted.
- Additional pollution prevention measures are detailed in the Road Drainage and the Water Environment section.

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.

## Geology and Soils

### Impacts

- Construction works, including the sea wall repair, will be contained entirely within the carriageway boundary and the sea platform. In the absence of any excavation requirements, the works are assessed to pose no potential for direct or indirect effects on the underlying geological strata or soils.

### Mitigation

- No specific mitigation measures are required. However, good practice will be applied during the works such as:
  - 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.
  - If any unusual odours or soil colourations are identified during the works, the works must cease, and the environmental team will be notified.
  - Pollution prevention measures outlined in the *Road Drainage and the Water Environment* section will be followed during construction.

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

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

## Material Assets and Waste

### Impacts

- Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.
- The works will result in contribution to resource depletion through use of virgin materials such as the timber, stone and concrete.

## Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- Wastewater generated during power-washing will comply with [SEPA General Binding Rule \(GBR\) direct discharge of pollutants into groundwater from construction or maintenance works](#). In Scotland this GBR authorises the discharge into a surface water drainage system. It is a mandatory rule under the Environmental Authorisation (Scotland) Regulations 2018 (EASR) which provides the regulatory framework for water discharges and other activities affecting the water environment.
- The Contractor is responsible for the management and disposal of any construction waste arising from the works. All waste will be managed in accordance with the [Environmental Authorisations \(Scotland\) Regulations 2025](#), under the relevant SEPA waste authorisation for recovery, reuse or disposal.
- All waste will be disposed of at SEPA-licenced facilities by carriers with valid waste licences. A waste transfer note (WTN) will be completed every time waste is removed from the site and retained for two years.
- A Site Waste Management Plan (SWMP) will be required due to the scheme value exceeding £350,000. This will detail how resource use and waste arising from the works will be managed throughout the scheme. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.

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

- Drilling and cutting activities associated with the wall repairs may result in short-term noise and vibration; however, levels are not expected to exceed ambient conditions nor cause disturbance to nearby NSRs, given the elevated baseline noise and daytime working.

- The presence of TM will temporarily impact traffic speed and flows however, the scheme is of a minor, temporary nature thus this impact will be minimal.
- Post-construction, no adverse noise or vibration impacts are anticipated
- Due to the nature of the works, noise and vibration levels throughout the duration of the scheme will be temporary and localised therefore, reducing impacts on local receptors.

## Mitigation

- Mitigation measures follow Best Practicable Means as outlined in British Standard (BS) 5228:2009+A1:2014. The standard provides specific detail on suitable measures for noise control in respect to construction operations; for example:
  - Quiet working methods will be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations.
  - 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.
  - Operations will be sequenced to minimise simultaneous use of high-noise equipment, and a 'soft start' to works will be in place, whereby plant, machinery and vehicles are started sequentially as opposed to simultaneously.
  - Plant and machinery will be regularly maintained to prevent excessive noise from worn parts or inefficient operation.
- Engagement and pre-notification of the works through social media will be undertaken prior to commencement of the works, to make road users and local residents aware of the upcoming works.

No significant effects on noise and vibration are predicted. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

## Population and Human Health

### Impacts

- The presence of TM will temporarily impact traffic speed. However, the scheme is of a minor, temporary nature thus this impact will be minimal. No changes to traffic speed or flows will occur post construction.
- No temporary or permanent land take is required, as all works will occur within the carriageway boundary.

- Local residents may experience travel disruption due to presence of TM, which may lead to temporarily increased journey times.
- The Lochryan Coastal Path located next to the sea wall will be temporarily closed during construction.

## 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.
- Alternative pedestrian access will be implemented to allow pedestrian access at all times.
- Please see the *Landscape and Visual Effects* section above for an assessment of the visual impacts to visual receptors.
- Further population and human health mitigations can be found within the *Noise and Vibration, Air Quality* section.

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

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

## Road Drainage and the Water Environment

### Impacts

- If not adequately controlled, debris and run off from the works could be suspended in drainage systems. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may adversely impact the water environment.

### Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.

- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- 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, but not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain overs/shielding boards.
- The Amey control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- Weather reports and high tides will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution
- All operatives will be aware of [SEPA's Guidance for Pollution Prevention](#) (GPP) documents.
- In the event of a pollution incident, SEPA will be notified without delay.
- Where refuelling on site is required, there will be designated refuelling areas, located more than 10m from surface water drainage systems, and within hard standing and bunds to prevent leaks or spills escaping.
- Concrete curing and mortar will be protected/covered from precipitation to prevent runoff contamination.
- Mixing of concrete and mortar on site will be undertaken >10m from watercourses and surface water drainage systems.
- No washout from concrete mixing will enter the water environment and will be taken off site for appropriate treatment.
- Amey's Water Pollution Prevention environmental briefing will be delivered to all site operatives before works start.

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

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

## Climate

### Impacts

- Construction activities may result in GHG emissions from vehicles, machinery, material use and production, and transportation. However, given the nature of the

scheme, the volume of materials required to be imported on site is low, reducing the overall impact.

## Mitigation

- 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.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

## Vulnerability of the Project to Risks

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

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

## Assessment Cumulative Effects

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

A search on [Dumfries and Galloway planning portal](#) does not identify any works that will conflict with the proposed works.

## Assessments of the Environmental Effects

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

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

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in February 2026.
- Consultation was undertaken with the Marine directorate in February 2026 regarding the proximity of the works to MHWS. Their advice confirmed that,

provided all activities remain above the MHWS level, a marine licence is not required.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

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

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

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

### Characteristics of the scheme:

- At end of life, components will be recycled where possible, reducing waste to landfill.
- The successful completion of the scheme will provide several benefits, including prolonging the lifespan of the sea wall, enhancing safety and repairing scour.
- Construction activities are restricted to the sea wall boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No disturbance is anticipated to protected species within the wider area.
- As the works will be limited to the like-for-like repair 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.

### Location of the scheme:

- The scheme will be confined within the existing sea wall boundaries and as a result will not require any land take and will not alter any local land uses.

- Although the works are located adjacent to Mean High Water Springs (MHWS), all activities will be carried out solely on the existing sea wall structure and confined mainly to the footpath side, ensuring no works extend below MHWS.
- The scheme is not situated in whole or in part within a sensitive area.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- The risk to major accidents or disasters is considered low.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications. Measures will be in place to ensure appropriate removal and disposal of waste.
- The works will be temporary, localised and completed during daytime hours with traffic management in place.

## **References of Supporting Documentation**

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in February 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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