TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

transport.gov.scot

Environmental Impact Assessment Record of Determination

A75 Dunragit Access Bridge to Drumflower Bridge (Simplified)

GENERAL

Contents

Project Details **4**
Description 4
Location 5
Description of local environment **7**
Air quality 7
Cultural heritage 8
Landscape and visual effects 9
Biodiversity 10
Geology and soils 12
Material assets and waste 13
Noise and vibration 14
Population and human health 15
Road drainage and the water environment 15
Climate 17
Policies and plans **18**
Description of main environmental impacts and proposed mitigation **19**
Air quality 19
Impacts 19
Mitigation 19
Cultural heritage 20
Impacts 20
Mitigation 21
Landscape and visual effects 21
Impacts 21
Mitigation 22
Biodiversity 22
Impacts 22
Mitigation 23
Material assets and waste 24
Impacts 24
Mitigation 25

Noise and vibration 26
Impacts 26
Mitigation 26
Population and human health 27
Impacts 27
Mitigation 28
Road drainage and the water environment 28
Impacts 28
Mitigation 29
Climate 30
Impacts 30
Mitigation 30
Vulnerability of the project to risks 31
Assessment of cumulative effects 31
Assessments of the environmental effects 31
Statement of case in support of a Determination that a statutory EIA is not required 32
References of supporting documentation 34
Annex A 35

GENERAL

Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the A75 to the south of Dunragit, Dumfries and Galloway. A visual condition survey identified lengths of wheel-track fretting on both sides of the carriageway. Within the scheme extents, there are also several isolated transverse cracks, full-width machine patches, small longitudinal machine patches, and areas of potholing.

Construction will involve the installation of inlays at varying depths ranging between 30mm – 300mm, covering an area of approximately 15,000m^2. The required depths will be determined by the identified defects, with at minimum a 35mm surface course of treatment using binders, and deeper remedial treatments applied where core samples indicate the need. The existing surface will be planed to the required depths and then resurfaced using a paver to restore the material to its original thickness. A hot-applied bitumen sealant will be applied to the joints between the new and existing surfaces at both ends of the scheme.

In addition, minor verge works are included within this scheme to address assets that have been identified as being in poor or very poor condition. The assets include three traffic signs, two bollards, one kerb, and a longitudinal road marking.

The defects regarding traffic signs include faces which will be replaced and the bollards have missing or damaged reflector strips which will be replaced. No full sign or bollard replacement will be undertaken. The kerbs are subject to a build-up of silt and grass which will be resolved by siding out. Outwith siding out, vegetation clearance will not be undertaken. Excavation will also not be undertaken.

Construction activities include:

- Implementation of Traffic Management (TM);
- Milling out of existing material by road planer;
- Loader used to collect and move excess material within work area;
- Waste material will be removed from site;
- New materials will be laid including: binder, bituminous asphalt and tack bond, and compressed using a road paver and compacted by a roller;
- Road joints will be sealed to prevent water ingress using a bitumen sealant;
- Mechanical sweeper to collect loose material;

- Road markings and road studs will be applied where necessary likely using thermoplastic;
- Replacement of sign faces;
- Replacement of reflector strips;
- Siding out; and
- TM removal.

The plant and machinery required will include:

- Hand tools;
- Roller wagon;
- Paver planer; and
- Mechanical sweeper.

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, proposed for November 2026. The works are expected to take approximately one-week to complete during nighttime hours.

The A75 is expected to remain open during the works. However, it will be subject to a two-way convoy system. Junctions that lead onto the A75 within the scheme extents shall be closed during the works, with vehicles intending to join the A75 being directed to do so at the next available junction.

Location

The works are located on a 1.25km stretch of the A75 carriageway to the south of Dunragit, Dumfries and Galloway. The scheme can be found at the following National Grid Reference (NGRs) Points:

Start: NX 15013 57096

End: NX 13994 57781

Please also refer to Figure 1: Scheme Location Plan below, which illustrates the scheme extents.

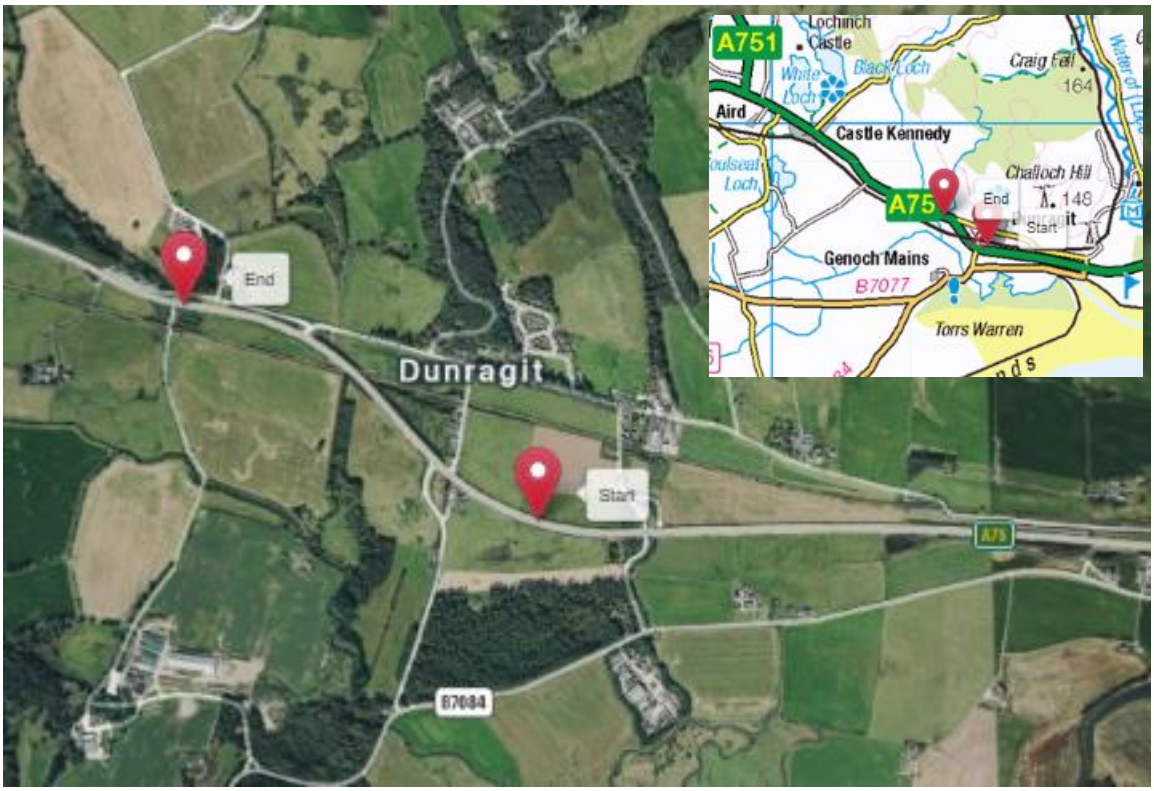


Figure 1. Scheme Location Plan - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal Mail copyright and database right [2026]. Contains National Statistics data © Crown copyright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

Description of local environment

Air quality

The scheme is located along the A75 carriageway directly south of Dunragit, Dumfries and Galloway. The carriageway is immediately bordered by grasses, shrubs, hedgerows, and trees. A vehicle restraint system (VRS) is also located on the verge of the carriageway at various points along the scheme. The carriageway also traverses a trainline at NX 14498 57549.

The scheme is situated in a rural area with agricultural fields and pockets of woodland surrounding the carriageway in all directions. However, the small village of Dunragit is located to the north of the scheme (approximately 375m). The scheme is also relatively close to the sea, with the Luce Bay located approximately 2.5km to the south.

There are approximately 13 residential properties within 200m of the scheme extents, the closest being located 40m north on Station Cottages (NX 14763 57311). There are no non-residential sensitive air quality receptors within 200m of the scheme.

Baseline air quality in the area is primarily influenced by traffic using the A75, with additional contributions from agricultural activities. The nearest manual count point (10745), located along the A75 2.7km southwest, recorded an Annual Average Daily Flow (AADF) of 7,099 in 2025, with 814 of these being Heavy Goods Vehicles (HGVs).

Dumfries and Galloway Council have not designated any Air Quality Management Areas (AQMAs). This indicates that local pollutant levels such as Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10}, $PM_{2.5}$) are currently within the acceptable limits. This is supported by the Department for Environment, Food and Rural Affairs (DEFRA) UK Ambient Air Quality Map which presents predicted background air pollutant concentrations across the UK. According to the 2024 dataset, background annual mean NO_2, PM_{10} and $PM_{2.5}$ concentrations within the works area are 1.72 µg/m³, 7.53 µg/m³, and 4.01 µg/m³ respectively. These values are well within national AQMA qualifying thresholds of NO_2 and PM (40 µg/m³ each), indicating that pollutant levels within and immediately surrounding the scheme are currently within acceptable limits.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) and no air quality monitoring stations are located within 1km of the scheme.

Cultural heritage

A desk-based assessment was undertaken using PastMap. A study area of 300m was used for designated cultural heritage assets of which there are five:

- 'Ritual And Funerary Complex, 230m Se of Station House, Dunragit' is a Scheduled Monument (ID: SM5852) located 15m north of the carriageway at its closest point.
    - This site comprises of a multi-period ritual and funerary complex visible as cropmarks on oblique aerial photographs and evidenced through excavation. The complex includes an early Neolithic cursus monument and pit alignment, a late Neolithic timber enclosure, a bronze age henge, two pit circles, and a number of round barrow.
    - Importantly however, no above ground structure is present and the field where the scheduled monument is located is used for arable farming. The site is also separated from the carriageway by a thick hedgerow.

- 'Palisaded Settlements, Pit Defined Enclosure and Pit Defined Avenue, 250m S of Orchard' is a Scheduled Monument (ID: SM5790) located 25m north of the carriageway at its closest point.
    - This site comprises of two pit-defined features (an enclosure and an adjacent avenue), two palisaded settlements, a single roundhouse, and a scattering of Roman quarry pits, all visible as buried archaeological features seen in oblique aerial imagery. These features date to several archaeological periods including the late Neolithic (3000 – 2500 BC), Bronze Age (2500 – 800 BC) Iron Age (800 BC - AD 400) and Roman (AD 77 – 211) periods.
    - Similar to the asset above, no above ground structure is present, and the field where the scheduled monument is located is used for arable farming.

- 'Droughdool Mote, Ritual Mound' is a Scheduled Monument (ID: SM2016) located 290m south of the carriageway. This site is a large flat-topped oval mound almost 10m high. It largely dates to the Late Neolithic period (3000 BC – 2500 BC) when it had a ritual function but has evidence of later phases of use.
- 'Dunragit, Signal Box' is a Category B Listed Building (ID: LB16766) located 170m northeast of the carriageway.
- 'Dunragit, East Lodge' is a Category B Listed Building (ID: LB16765) located 220m northeast of the carriageway.

There are no World Heritage Sites, Battlefields, or Conservation Areas located within proximity to the scheme.

A study area of 200m was used for non-designated cultural heritage assets of which there are over 20. Please see below for those within or directly adjacent to the carriageway:

- 'Drumflower – Dunragit' is a Historic Environment Record (HER) (ID: MDG5061). It is located within the carriageway and marks an old quarry road. This road has become the A75 carriageway.
- 'Drumflower' is a National Record of the Historic Environment (NRHE) (ID: 78917) and a HER (ID: MDG1296) located directly adjacent to the carriageway. However, no physical structure is present.
- 'Cairnglen, Dunragit' is an NRHE (ID: 180931) and HER (ID: MDG13012) located directly adjacent to the carriageway.
- 'Dunragit' is a NRHE (ID: 373465) and HER (ID: MDG4996) that is present within the scheme extents for approximately 500m. However, no physical structure is present.
- 'Dunragit, Droughduil' NRHE (ID: 300128) and HER (ID: MDG22034) that is located adjacent to the carriageway. It marks a Neolithic stone axehead that was found in 2013.

All of the NRHE and HER located within or adjacent to the carriageway stem from an archaeological evaluation that was carried out between 2012 and 2014 in preparation for the construction of the A75 carriageway. Areas of archaeological significance were investigated further with excavations undertaken.

Landscape and visual effects

The scheme is located along the A75 carriageway directly south of Dunragit, Dumfries and Galloway. The carriageway is immediately bordered by grasses, shrubs, hedgerows, and trees. A vehicle restraint system (VRS) is also located on the verge of the carriageway at various points along the scheme. The carriageway also traverses a trainline at NX 14498 57549.

The scheme is situated in a rural area with agricultural fields and pockets of woodland surrounding the carriageway in all directions. However, the small village of Dunragit is located to the north of the scheme (approximately 375m). The scheme is also relatively close to the sea, with the Luce Bay located approximately 2.5km to the south.

Due to minimal vegetation screening along the verge, multiple properties will have a view of the works, particularly those along Station Cottages (closest 40m north). Properties located within Dunragit will also have a view of the works (closest 360m north).

There are two Core Paths within 300m of the scheme. Droughduil Wood (ID: OLDL/546/1) is an unpaved pathway located 330m south of the carriageway and Droughduil Primary School (ID: OLDL/570/2) is a paved pathway located 290m east. Users of these pathways will have a view of the scheme. There are no other pedestrian pathways that will have a view of the works.

National Cycle Network route 83 also runs parallel to the north of the scheme, located 25m from the carriageway at its closest point.

There are no Bridleways within 300m of the scheme location.

According to Scotland's Environment Web Map, there are no National Scenic Areas (NSAs) or Gardens and Designed Landscapes located within 500m of the scheme extents. Furthermore, there are no Tree Preservation Orders (TPOs) within this boundary.

However, there are two Ancient Woodlands within proximity to the works. Fox wood (ID: 37060) is located 190m northeast of the scheme and an unnamed woodland (ID: 37063) is located 225m north.

Scotland's Historic Land Use Assessment Map has highlighted that the land within the scheme has historically been used as 'Rectilinear Fields and Farms', 'Opencast Site', and 'Holdings'. The land surrounding the scheme location has historically been used as 'Plantation', 'Prehistoric and Undated Settlement and Agriculture – Cropmark', 'Roman Military Site - Cropmark', and 'Medieval/Post-medieval Ridge and Furrow - Cropmark'.

The Scottish Landscape Character Type (LCT) Assessment Map shows the landscape within the scheme extents is Coastal Flats – Dumfries and Galloway (LCT 158). This LCT extends from Luce Bay and Loch Ryan in the west to Gretna in the east. The LCT contains a variety of different character: coastal plain, estuarine flats, intimate coastal parkland, coastal moss, and merse. Although each of these nuances has a distinctive character, they share their lowland coastal location as a unifying influence overall. Much of the land is exposed, with long views across coastal flats as they merge into the tidal waters of the Solway.

Biodiversity

The Luce Bay and Sands Special Area of Conservation (SAC) (ID: 8641) is located 1.4km south of the scheme.

The Loch of Inch and Torrs Warren Special Protection Area (SPA) (ID: 8533) and Ramsar (ID: 8439) is also located 1.4km south of the scheme.

NatureScot's Sitelink resource does not highlight any other European designated Sites designated for nature conservation within 2km or sharing connectivity with the scheme extents. Sitelink has also not identified the presence of any Local Nature Reserves within 1km of the scheme extents.

However, the Torrs Warren – Luce Sands Site of Special Scientific Interest (SSSI) (ID: 1554) is located 750m south of the scheme.

As the scheme location falls within 2km of the Luce Bay and Sands SAC, and Loch of Inch and Torrs Warren SPA and Ramsar, a HRA Stage 1 was undertaken. The HRA concluded that the scheme does not carry the potential to cause Likely Significant Effects to the SAC, or the Torrs Warren – Luce Sands SSSI. This is due to the distance of the works from the designated sites and their relatively minor nature (like-for-like, no excavation, and contained to carriageway boundary with minimal verge works). Furthermore, the HRA states that any impacts on water, air, and noise will not occur as a result of standard control measures such as those found in the mitigation section.

Additionally, the scheme is located within the Galloway and Southern Ayrshire United Nations Educational, Scientific and Cultural Organization (UNESCO) Biosphere.

The NBN Atlas has records of multiple Invasive Non-Native Species (INNS) and target species within 500m of the scheme:

- Japanese knotweed *(Reynoutria japonica);* and
- Hollyberry cotoneaster (*Cotoneaster bullatus*).
- Broad-leaved dock *(Rumex obtusifolius)*; and
- Common knapweed *(Centaurea nigra)*.

Importantly, there are no records of the aforementioned INNS or target species directly bordering the carriageway on the NBN Atlas.

However, a review of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool has identified one instance of both rosebay willowherb *(Chamerion angustifolium)* and common ragwort *(Jacobaea vulgaris)* along the verges of the A75 within the scheme extents.

The scheme area and surrounding habitats were assessed by a senior ecologist using available desktop resources, and it was determined that an ecological walkover of the site would be required. This decision was based on the scheme being located within an area that has the potential to house protected species, and

as construction activities extend beyond the carriageway. The PEW also allowed surveyors to identify INNS and target species present within the scheme extents.

The survey was undertaken on the 28th of September 2026 and identified the following ecological constraints immediately bordering the carriageway:

- Mixed woodland (Scots pine *(Pinus sylvestris)*, silver birch *(Betula pendula)*, alder *(Alnus glutinosa)*, bramble *(Rubus fruticosus agg.)*, sycamore *(Acer pseudoplatanus)*, English oak *(Quercus robur)*, larch *(Larix spp.)*, and fern species *(Pteridophyta spp.)*).
- Mixed scrub (bramble *(Rubus fruticosus agg.)*, gorse *(Ulex europaeus)*, rosebay willowherb *(Chamaenerion angustifolium)* and fern species *(Pteridophyta spp)*).
- Modified grassland (ribwort plantain *(Plantago lanceolata)*, rosebay willowherb *(Chamaenerion angustifolium)*, cocksfoot *(Dactylis glomerata)*, common hogweed *(Heracleum sphondylium)*, dandelion *(Taraxacum spp.)*, white clover *(Trifolium repens)*, and creeping buttercup *(Ranunculus repens)*).
- INNS including:
  - Himalayan balsam *(Impatiens glandulifera)* scattered between NX 14569 57501 and NX 14530 57542;
  - Japanese knotweed *(Reynoutria japonica)* at NX 14551 57547;
  - rhododendron *(Rhododendron spp.)* at NX 14009 57818; and
  - cotoneaster *(Cotoneaster spp.)* at NX 14745 57224.

Geology and soils

NatureScot's SiteLink confirms that there are no geological SSSIs or Local Geodiversity Sites (LGS) within 500m of the scheme extents. However, the Luce Sands Geological Conservation Review Site (GCRS) is located 440m south of the scheme. This site is designated for Holocene emerged gravel ridges but is also part of the Luce Bay and Sands SAC (see Biodiversity).

There are no landfill sites within 200m of the scheme extents according to the Scottish Environment Protection Agency's (SEPAs) Landfill sites and Capability Map. Additionally, the works are not located within Coal Mining Reporting Area as defined by the Coal Authority and Mining Remediation Authority, indicating no history of mining activity in the wider area.

The British Geology Viewer notes the soil geology within the scheme extents consists of the following:

Superficial deposits:

- Glaciofluvial deposits-Gravel, sand and silt. These sedimentary deposits are glaciofluvial in origin and were formed during the Quaternary period.
- Alluvium-Silt, sand and gravel. These sedimentary deposits are fluvial in origin and were formed during the Quaternary period.

Bedrock geology:

- Loch Ryan Formation-Sandstone. These sedimentary rocks are fluvial in origin and were formed during the Permian period.

Scotland's Soil Map indicates that the soil within the scheme consists of 'Brown earths' and 'Alluvial Soils'. Furthermore, the national scale land capability for agriculture can be classed as '3.1' capable of producing consistently high yields of a narrow range of crops and / or moderate yields of a wider range. This indicates that the ground surrounding the scheme cannot be classed as prime agricultural land.

All works are contained to the engineered layers of the existing carriageway with no excavation being undertaken. Works, including plant and machinery, will also be contained to existing infrastructure (carriageway, bollards, sign faces) with minor siding out, in resulting in limited potential for disturbance to geology and soils. The likelihood of accidental leaks and spills will be relatively minimal given mitigation measures present under Road Drainage and the Water Environment will be adhered to. As such, Geology and Soils has been scoped out of requiring further assessment in line with DMRB Guidance document LA 109: Geology and Soils.

Material assets and waste

The following materials will be required for construction:

- TS2010 surface course;
- AC20 Bituminous binder;
- AC32 Bituminous base;
- Vehicle fuel;
- Road marking materials;
- Road studs;
- Sign faces;
- Reflector strips;
- Oil; and
- Lubricant.

Resurfacing will use Transport Scotland's TS2010 hot-mix asphalt (HMA) specification with AC binder and base layers. TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

All of the materials listed will contain a percentage of recycled material. For example, a proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. The rest of the materials will come from primary sources.

The waste produced by the scheme will consist of road planings (inert bituminous materials), Road Markings, Studs, Signs, Reflector Strips, and a small amount of siding out materials. Following on-site coring investigations and testing, coal-tar was not identified within the surfacing of the carriageway within the scheme extent.

This scheme is not in excess of £350K and therefore does not require a Site Waste Management Plant (SWMP).

Noise and vibration

For baseline data on the scheme's immediate surroundings and wider context, please refer to 'Air Quality'.

There are approximately 20 residential properties within 300m of the scheme extents, the closest being located 40m north on Station Cottages (NX 14763 57311). There are no non-residential noise and vibration sensitive receptors within 300m of the scheme.

Baseline noise and vibration is primarily influenced by traffic using the A75, with additional contributions from agricultural activities. The nearest manual count point (10745), located along the A75 2.7km southwest, recorded an AADF of 7,099 in 2025, with 814 of these being HGVs.

The Transportation Noise Action Plan (TNAP) 2019 - 2023, the TNAP 2024 - 2028, and the Agglomerations Noise Action Plan for Scotland confirms that the scheme does not lie within a Candidate Noise Management Area (CNMA) or one of Scotland's five agglomerations (Aberdeen, Dundee, Edinburgh, Falkirk, and Glasgow).

According to Scotland Noise Map, existing noise levels within the scheme extents range from approximately 68dB to 71dB (Lday) during daytime hours and from 64dB to 68dB (Lnight) at night. At the nearest identified receptor, a property located 40m

north on Station Cottages, baseline noise levels are recorded at approximately 58dB during the day and 54dB during the night. These values provide a representative indication of current acoustic environment in the area.

Population and human health

A study area of 300m was applied, reflecting the like-for-like, transient and low risk nature of the works and their containment to the A75 carriageway boundary.

For baseline data on the scheme's immediate surroundings and wider context, please refer to 'Air Quality'.

There are approximately 20 residential properties within 300m of the scheme extents, the closest being located 40m north on Station Cottages (NX 14763 57311). There are no non-residential sensitive receptors including, community assets, facilities, and businesses of note within 300m of the scheme.

There are two Core Paths within 300m of the scheme. Droughduil Wood (ID: OLDL/546/1) is an unpaved pathway located 330m south of the carriageway and Droughduil Primary School (ID: OLDL/570/2) is a paved pathway located 290m east. There are no other pedestrian pathways that will have a view of the works.

National Cycle Network route 83 also runs parallel to the north of the scheme, located 25m from the carriageway at its closest point.

There are no Bridleways within 300m of the scheme location.

There are no bus stops, street lighting, or laybys within the scheme extents. There is also no hard shoulder present for the length of the scheme.

Although three access roads are present within the scheme extents, these roads can also be accessed via alternative routes, and do not rely exclusively on the carriageway for access. Direct access to an agricultural field is also present within the scheme extents. However, similarly to above, the field has alternative access outwith the A75.

There is no direct access to any residential properties or community facilities within the scheme extents.

Road drainage and the water environment

According to the Scottish Environment Protection Agency's (SEPAs) Water Classification Hub, there are two designated watercourses within 500m of the

scheme. The closest watercourse is Chlenry Burn (ID: 10487) which is located 30m west of the scheme where it passes under the carriageway. This river has 'Good' ecological health according to the Water Framework Directive (WFD). Importantly, on all Ordinance Survey Maps, this watercourse is called Ballancollantie Burn rather than Chlenry Burn. Chlenry Burn then flows into Piltanton Burn (ID: 10484) located approximately 400m southwest of the carriageway. This river has 'Moderate' ecological health according to the WFD.

In addition, there are multiple unnamed and undesignated small watercourses located in proximity to the carriageway, the closest being located 100m south of the carriageway. Three Sustainable Drainage System (SuDS) balancing ponds are also located within 500m of the scheme, the closest being located 30m south of the carriageway. There are no further undesignated or unnamed watercourses within 500m of the works.

According to SEPA Flood Maps, Chlenry Burn and Piltanton Burn have a 'High' likelihood (10% annually) of flooding. However, this does not extend into the scheme extents. There is no part of the A75 carriageway within the scheme extents that is susceptible to surface water flooding, likely due to the SuDS balancing ponds and drainage systems present surrounding the carriageway.

Surface water runoff along the A75, within the scheme extents, is managed via filter stones located on the Eastbound verge of the carriageway. There is also a small section (150m) where filter stones are present on both verges. Groundwater within the scheme consists of both Stranraer Groundwater (ID: 150577), which has an overall 'Poor Ecological Health' according to the WFD, and Stranraer Sand and Gravel (ID: 150736) which has an overall 'Good Ecological Health'.

According to the National Flood Risk Assessment (2025), the current cycle of flood risk management planning (2022 – 2028), and the future cycle (2028 - 2034), the scheme is also not located within a Potentially Vulnerable Area (PVA) for flood risk management within Scotland.

The works fall within the Stranraer Lowlands Nitrate Vulnerable Zone (NVZ), indicating that the concentration of nitrates in the water is at risk of exceeding levels set by the European Commission's Nitrates Directive (91/676/EEC).

However, the works do not fall within a surface Drinking Water Protected Area (DWPA). This highlights how according to the Water Environment (Drinking Water Protected Areas) (Scotland) Order 2005, there are no nearby surface water bodies that are designated for drinking water abstraction. The surface water within the scheme extents is also not intended to be used for drinking water. Consequently, there is no direct pathway for surface water pollution in the surrounding area to impact drinking waters. Importantly however, drinking water may still be abstracted

from the ground under the scheme for which appropriate control measures will still be followed.

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 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 South West Network Management Contract (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

TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion along the A75. This may result in a temporary deterioration in local air quality. However, as works are overnight, the volume of traffic along the A75 at this time will be relatively minimal.

On site construction activities such as planing of the surface and mobile machinery movement have the potential to produce an increase in dust, emissions, and airborne particulate matter. This is likely to cause a slight and temporary deterioration in air quality within the local area.

The resurfacing activities are scheduled to occur during nighttime hours and will be of a relatively short duration. As such, any emissions of dust or vehicle exhaust will be temporary and localised. Given the limited scope and timescale of the works, no significant change in ambient air quality is predicted.

Mitigation

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

- The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
- Only cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction will be used, e.g. suitable local exhaust ventilation systems
- Drop heights will be minimised from conveyors and other loading or handling equipment;

- Vehicles entering and leaving the works area will be covered 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; and
- When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.

In addition, 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 also be adopted, and effective route preparation and planning will be undertaken prior to works. Finally, where possible, materials will be sourced locally, and surfaces will be swept where loose material remains following planing.

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

Cultural heritage

Impacts

All of the non-designated cultural heritage assets located within or adjacent to the carriageway stem from an archaeological evaluation that was carried out between 2012 and 2014 in preparation for the construction of the A75 carriageway. Areas of archaeological significance were investigated further with excavations undertaken. Consequently, construction of the A75 carriageway is likely to have removed any archaeological remains that may have been present within the trunk road boundary. Therefore, the presence of unknown archaeological remains in the study area has been assessed as low.

Works involve a direct replacement of existing road surface that is contained within the carriageway boundary with minimal verge works and no excavation being undertaken in proximity to any cultural heritage assets, ensuring no impact to the assets listed above.

The scheduled monument located 15m from the carriageway is separated from the carriageway by a thick hedgerow. Furthermore, no above ground structure is present and the field where the scheduled monument is located is currently used for arable farming. Consequently, construction is unlikely to impact the scheduled monument.

Works will temporarily impact the heritage setting of the area due to the presence of TM, plant, and machinery; however, this will only be for the duration of the works.

Mitigation

Although construction will be contained to the carriageway boundary and no impact is anticipated on any of the cultural heritage assets listed above, consultation with Historic Environment Scotland (HES) was undertaken in July 2026 to inform them of the works. This was done due to the close proximity of the works to multiple scheduled monuments. A response was received on the 22nd of July where HES confirmed that the scheduled monuments would not be affected, and consent would not be required to undertake these works.

During construction, plant, vehicles, personnel, materials etc. will be contained to the hardstanding areas of the A75 carriageway as far as possible and will not be stored in proximity to the scheduled monuments. Furthermore, the site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.

On site staff will be made aware of the scheduled monuments and will be instructed to avoid these areas as far as reasonably practicable.

If archaeological remains (ceramics, coins, bones, etc) or areas of discoloured soil are encountered during construction, the Amey Environment team will be contacted, and works will cease until advice can be provided. Additionally, if the nature of the works changes, including specific works in the verge change, the Amey Environment team will be contacted prior to works commencing.

Provided control measures are adhered to, there are no cultural heritage assets within the surrounding area that are likely to be impacted. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage Assessment, no further assessment is required.

Landscape and visual effects

Impacts

The residential properties surrounding the A75 are likely to experience views of traffic management, plant, and construction machinery. Furthermore, users of the two Core Paths (Droughduil Wood and Droughduil Primary School) and National Cycle Network Route 83 will have a view of the works. As the works are scheduled to take place during nighttime hours, pedestrian activity along the pathways

surrounding the scheme is expected to be minimal at this time. As a result, any transient receptors are anticipated to experience a negligible visual impact.

Due to nighttime programming, temporary construction lighting may result in short-term disturbance for residential properties in close proximity to the works and users of the Core Paths / National Cycle Network Route. However, as the works are relatively minor, short in duration, and undertaken on a like-for-like basis, no permanent alterations to landscape features and views are anticipated.

The works will be contained to the carriageway boundary and will not impact the ancient woodland in proximity to the scheme.

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.

Mitigation

The scheme has been designed to retain the existing landscape character as far as possible, ensuring that the overall appearance of the area remains unchanged.

Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

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.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects identified with the works are unlikely to be significant. Furthermore, as the majority of works within view of sensitive receptors are like for like, no permanent impact is expected. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

As the scheme location falls within 2km of the Luce Bay and Sands SAC, and Loch of Inch and Torrs Warren SPA and Ramsar, a HRA was undertaken. The HRA concluded that the scheme does not carry the potential to cause Likely Significant

Effects to the SAC, or the Torrs Warren – Luce Sands SSSI. This is due to the distance of the works from the designated sites and their relatively minor nature (like-for-like, no excavation, and contained to carriageway boundary with minimal verge works). Furthermore, the HRA states that any impacts on water, air, and noise will not occur as a result of standard control measures such as those found below.

There will also be no impact to the Galloway and Southern Ayrshire UNESCO Biosphere as the works will be contained to carriageway boundary and will be like-for-like.

The ecology report has determined that the risk to mixed woodland, mixed scrub, modified grassland, nesting birds, and mammals has been classed as minor, provided appropriate mitigation measures are adhered to.

However, the risk of spreading INNS has been classed as moderate as without appropriate mitigation measures the works could result in the spread of invasive species both on and off site.

Mitigation

Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.

As part of the SW NMC contract, Amey, on behalf of Transport Scotland, has been asked to keep a record of various target species, including broad-leaved dock *(Rumex obtusifolius)* and common knapweed *(Centaurea nigra)*. 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. Additionally, removal of any vegetation/habitats will not occur without prior notification to Amey's Ecology team where the appropriate method statements will be drafted.

Damager or loss to areas of woodland, scrub, and grassland will be minimised where possible. Any woodland, scrub, or grassland that is damaged during the works will be reinstated to its original extent and condition, where feasible. Any removed trees within this habitat will be replaced on a 2:1 ratio with suitable native trees or bushes.

No works will take place within 7m of Himalayan balsam and Japanese knotweed, or within 5m of rhododendron and cotoneaster. If this cannot be adhered to, an INNS method statement will be written by an appropriately experienced ecologist and delivered to all on-site operatives and works supervision by an Ecological Clerk of Works (ECOW) may be necessary.

Works will not be undertaken within the breeding bird season (March to August inclusive). Any clearance of suitable habitat or activities which are to occur within 5m

of vegetation will require a suitably experienced ecologist to undertake a nesting bird check, which must be undertaken within 48 hours prior to any vegetation clearance. 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.

As there is suitable habitat for mammals, caution will be exercised. Should any small mammals be discovered during the construction activities, works will pause and they will be allowed to move out of the area naturally.

General mammal construction safeguards will be implemented within the scheme extents to protect mammals which could be using the proposed works area. General construction safeguards will also be followed and will include as a minimum:

- A slow start up of equipment, if required, to gradually increase levels of noise and vibrations onsite, as sudden noises can be disturbing;
- Where equipment can be used with hoods, doors or sleeves to reduce noise levels, these will be used wherever possible;
- Consideration will be given to where spoil is stored, mammal proof fencing will be considered if spoil is to be stored on site for long periods of time;
- No equipment will be stored in suitable habitat; and
- Any artificial lighting used will be direction and will avoid spillover into sensitive habitats, such as the woodland parcels.

In the event that any protected species are encountered during the works, all activity will cease immediately, and a member of Amey's Environment Team will be contacted for further guidance.

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

Material assets and waste

Impacts

Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.

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

which will reduce the need for further materials and wastes. The use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions. Furthermore, the use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay

The works will result in contribution to resource depletion through use of virgin materials. Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.

While warm-mix asphalt (WMA) provides energy and emissions benefits and is thus used as standard, HMA is being used due to the supplier being unable to supply WMA for this scheme. Consequently, HMA will provide long-term durability, extend the design life of the carriageway and reducing the frequency of future resurfacing interventions.

Mitigation

As this scheme has an estimated bid of less than £350,000, a Site Waste Management Plan (SWMP) is not required. However, if the scheme value unexpectantly exceeds £350,000, a SWMP will be developed. 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.

The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.

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.

All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.

All special waste (such as paint from old road markings) will be transported by a suitable licenced contractor and will be accompanied by correctly completed special

waste consignment note (SWCN) providing information about the waste source, hazardous properties and disposal/treatment facility. The SWCN will be retained for three years with the Site Responsible Manager is responsible for ensuring these are retained on site. Special waste will be segregated from general waste and other recyclables.

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. Furthermore, where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change. Once works are complete, all materials will be reused throughout the network, if not possible they will be recycled locally.

It has been determined that the project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

Construction activities associated with the works have the potential to generate noise and vibration at nearby sensitive receptors, including residential properties located with proximity to the A75. This may occur through the use of pavers, planers, roller wagons and other plant during nighttime working hours.

TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.

There are no anticipated impacts on noise and vibration following the 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:

- 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. Additionally, no plant, vehicles or machinery will be left idling when not in use
- Plant and machinery will be regularly maintained to prevent excessive noise from worn parts or inefficient operation.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. Where night-works are to be undertaken, the noisiest works will be undertaken before 23:00 where possible.

In addition to the above, Dumfries and Galloway Council's Environmental Health Department and residential properties within 300m have been notified of the works due to the nighttime programming. Amey's environmental briefing on Noise and Vibration will also be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted on Noise and Vibration as the works will be transient. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Impacts

Construction site lighting during nighttime hours could cause disturbance for residential properties in close proximity as well as users of the Core Paths and Cycle Route surrounding the scheme. The Core Paths and Cycle Route will remain open during the works.

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.

The access roads located adjacent to the carriageway will be temporarily and minorly impacted due to the works or the presence of TM. Furthermore, TM has

potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).

Vehicle travellers and nearby receptors will benefit from the improved road surfacing due to reduced road noise as a result of the scheme.

Mitigation

A letter drop will be undertaken for properties within 300m of the scheme, to notify all residential properties of the works. TM restrictions/arrangements and any expected travel delays will also be publicised within the local and wider area via radio and letterbox drop, in an effort to minimise disturbance to vehicular travellers and agricultural businesses in the local area.

Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

Although direct access to properties or community facilities is not present within the scheme extents, appropriate signage will be in place to inform road users of alternative access routes.

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

As the works are within proximity to multiple watercourses, construction activities may pose short-term pollution risks to the water environment through accidental spills of fuels, oils, chemicals, or road planings which could enter surface runoff, drainage systems and nearby surface watercourses. However, as the works involve resurfacing only, with minor verge works and no in-water works, no abstraction or transfers of water from, or discharges to a waterbody, the potential for a pollution incident within a waterbody is unlikely.

Additionally, if not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a negative effect on the

surrounding local water environment. Should flooding occur within the scheme extents, this may delay the scheduled works.

Although the works are located within the Stranraer Lowlands NVZ, with appropriate mitigation measures in place there will be no impact to the level of nitrogen within surrounding watercourses.

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. Furthermore, 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 Amey control room will be contacted if any pollution incidences occur (available 24 hours, 7 days a week).

Weather reports will be monitored prior and during all construction activities and visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind. 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 follow of SEPA's Guidance for Pollution Prevention (GPP) documents and the delivery of Amey's Water Pollution Prevention environmental briefing will be given to all site operatives prior to the works.

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

Due to the small scale and short duration of the works, the scheme impacts are not expected to have significant effect on climate in the context of national carbon budgets.

However, construction of the scheme will result in the emission of GHGs. The use of fuel for plant and machinery during construction will require the exploitation of fossil fuels, while some materials required for the scheme will be from primary sources and require transportation to site. The nature of the scheme requires HGVs resulting in local air quality degradation and GHG emissions, combined with combustion fuel usage.

Energy will be required for the scheme in the form of non-renewable fossil fuels for transport of materials and personnel, and for plant operation. The use of non-renewable fuels to power plant and machinery will be a contributing factor to GHG emissions.

The use of HMA will lead to an increase in energy consumption and an increase in Carbon dioxide due to the heating requirements, compared to WMA.

Mitigation

Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works, and vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.

The full extent of carbon emissions relating to these works is unknown until construction is complete. However, as the scheme is of a relatively minor nature with minor associated emissions, it has been determined that the scheme will not significantly influence Scotland's ability to meet its carbon budgets.

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

Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the carriageway structure with minimal verge works including the replacement of traffic signs, bollards, kerbs, and a longitudinal road marking, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

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

Assessment of cumulative effects

A review of the Scottish Road Works Commissioner's Interactive Map and Amey's current programme of works confirms that no other roadworks are scheduled to take place at the scheme location or during the planned timeframe for the resurfacing works.

Additionally, a search on Dumfries and Galloway Council's Planning Map has not identified any approved or pending planning applications that would conflict with the works.

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

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, 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 Environment Team in July 2026.
- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in September 2026.

- Habitats Regulation Appraisal (HRA) Stage 1 undertaken by Amey's Ecology Team in July 2026. The HRA states that the scheme does not carry the potential to cause Likely Significant Effects (LSE) to the European or National Site.
- Consultation with Dumfries and Galloway Council's Environmental Health Department and Historic Environment Scotland undertaken by Amey's Environmental Team in July 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 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:

<u>Characteristics of the scheme:</u>

- As the works will be limited to the like-for-like replacement of the structural components and minor verge works, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.

- Construction activities are restricted to the existing carriageway boundary and adjacent verge within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No significant effects on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- The use of HMA will lead to an increase in energy consumption and an increase in Carbon dioxide due to the heating requirements, compared to WMA.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary and adjacent verge and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part within a sensitive area.

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during nighttime hours with traffic management in place.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- The risk to major accidents or disasters is considered low.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Road planings will be recycled where possible, in accordance with Environmental Authorisations (Scotland) Regulations (EASR).
- 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.

References of supporting documentation

The following environmental surveys/reviews have been undertaken:

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environment Team in July 2026.
- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in September 2026.
- Habitats Regulation Appraisal (HRA) Stage 1 undertaken by Amey's Ecology Team in July 2026. The HRA states that the scheme does not carry the potential to cause Likely Significant Effects (LSE) to the European or National Site.

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.

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

© Crown copyright 2026

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence.

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document/publication should be sent to us at info@transport.gov.scot.

Published by Transport Scotland, October 2026

Follow us:

transcotland

@transcotland

transport.gov.scot