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# Environmental Impact Assessment Record of Determination

## A75 A76 Glasgow Road Roundabout (Cuckoo Bridge)

# Contents

# Project Details

## Description

The works are required to maintain the safety and integrity of a section of the A75/A76 at Glasgow Road Roundabout for an area measuring 14,000m$^2$.The works are required to improve road safety and reduce the number and severity of collisions at this location.

Works will involve signalisation of the roundabout, including reducing the speed limit from 60mph to 30mph on the approach carriageways, widening of the carriageway with a maximum distance of 1m at the northwest area and the installation of a new footway and pedestrian crossing. Additionally, vegetation cutback and grass verge excavations are required in order to accommodate the carriageway widening.

Plant and machinery used will likely include the following (but not limited to):

- Excavators;
- Breakers;
- Concreting plant;
- Dumpers;
- Rollers;
- Planers;
- Pavers, and;
- Tippers.

The proposed construction is programmed to be completed within the 2025-26 financial year, commencing in September 2025 for approximately four months during nighttime hours.

Traffic Management will consist of temporary traffic signals, lane closures and full closures. A diversion route will be required for any full closures; however, this is still to be determined.

# Location

The scheme is located along the A75 and A76 at Glasgow Road roundabout, Dumfries, in Dumfries and Galloway. The scheme extents can be found at the following National Grid References (NGRs):

- Scheme Start - NX 96143 77119
- Scheme End - NX 96453 77264

See Figure 1: Scheme Location Map below.

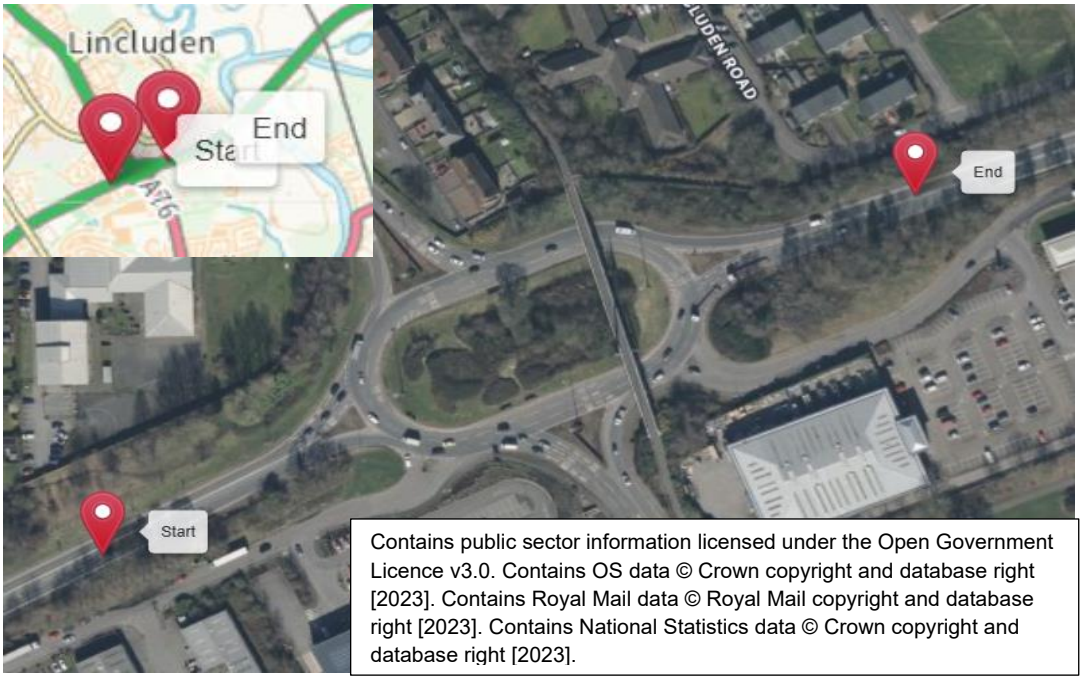


Figure 1: Scheme Location Map

# Description of local environment

## Air quality

The scheme is located in an urban area along the A75 and A76 at Glasgow Road roundabout, Dumfries, in Dumfries and Galloway. The carriageway is bordered by dense vegetation and mature deciduous trees. The scheme extents run under Cuckoo Bridge at NGR NX 96345 77191 and NX 96328 77250. The wider area is surrounded by residential properties, buildings and recreational open spaces.

There are over 100 residential properties located within 200m of the scheme extents, the closest one being located approximately 32m north along Lincluden Road. Other sensitive air quality receptors include Voyage Care located approximately 196m northeast of the works area, Scottish Ambulance Service Dumfries Ambulance Station located 200m southwest and St Teresea's Primary School 63m west.

Dumfries and Galloway Council have not declared any Air Quality Management Areas (AQMAs).

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

Baseline air quality is likely to be influenced primarily by traffic flow along the A75 and A75. Manual count point 80290, located approximately 100m east along the A75, shows that in 2024, the Annual Average Daily Flow (AADF) for all motor vehicles was 25,504 with 2,129 of these being Heavy Goods Vehicles (HGVs).

## Cultural heritage

A desk-based assessment has been undertaken using Pastmap to identify cultural heritage assets within the vicinity of the scheme. A study area of 300m has been used for designated cultural heritage assets, and an area of 200m area for non-designated cultural heritage assets.

The assessment found no designated sites within 300m of the scheme extents. However, non-designated cultural heritage assets within 200m are detailed in Table 1.

Table 1: Non-Designated Cultural Heritage Assets within 200m

| NAME | REFERENCE NUMBER | DESCRIPTION | DISTANCE FROM SCHEME |
|---|---|---|---|
| Dumfries, Margaret Walk, Lincluden Parish Church | 352631 | Canmore - Church (20th Century) - (21st Century), Parish Church (Period Unassigned) | Approx. 100m northeast of the scheme extents. |

As works contained within the carriageway boundary and verges, there will be no impact on any identified cultural heritage assets. Therefore, this aspect has been scoped out for further assessment.

## Landscape and visual effects

The carriageway is bordered by dense vegetation and mature deciduous trees. The scheme extents run under Cuckoo Bridge at NGR NX 96345 77191 and NX 96328 77250. The wider area is surrounded by residential properties, buildings and recreational open spaces, some of which can be seen due to sparse vegetation.

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

A search on Scotland's Landscape Character Type (LCT) Map has recorded that the LCT within the scheme extents can be classed as '162 - Lower Dale - Dumfries & Galloway' characterised by the following features:

- Wide, flat or gently undulating section of the major valleys.
- Improved pastures and arable fields of medium to large size.
- Hedgerow field boundaries (beech and hawthorn) with occasional walls.
- Broadleaf shelterbelts.
- Open character, medium to long views determined by tree lines and shelterbelts.
- Wide meandering river channels.
- Network of communication lines: minor and major roads and railway lines.
- Many settlements including main towns at river bridging points, isolated developments and suburban expansion.

Scotland's Historic Land Use Assessment (HLA) Map, notes that the land surrounding all site locations has previously been used as 'Urban Areas'.

Due to the lack of vegetation and natural topographic screening in some areas within the scheme extents, multiple residential properties will experience views of the

works, particularly those along Glasgow Road. No community facilities will have views of the construction activities.

# Biodiversity

A desktop study using NatureScot's online research tool, Sitelink, has not identified any European designated sites, with connectivity to or within 2km of the scheme extents. Additionally, there are no national designations, such as Sites of Special Scientific interest (SSSI), within 200m of the scheme extents.

No trees under a TPO are within 500m of the site.

Transport Scotland's Asset Management Performance System (AMPS) has highlighted that common ragwort (*Jacobaea vulgaris*) can be found along the verge of the A75 within the scheme extents.

Due to the intrusive nature of the works and vegetation removal, a field survey was carried out on the 30th May 2025. This survey highlighted the following key constraints:

- The woodland and dense scrub recorded within and surrounding the proposed works area offers suitable foraging, commuting and nesting habitat for a variety of bird species.
- The invasive non-native species (INNS) cotoneaster (*Cotoneaster sp.*), cherry laurel (*Prunus laurocerasus*), Japanese barberry (*Berberis thunbergii*), snowberry (*Symphoricarpos albus*) and Japanese rose (*Rosa rugosa*) were present at various locations within the proposed works area.

# Geology and soils

NatureScot's Sitelink tool has not recorded any Geological Conservation Review Sites (GCRS), Local Geodiversity Sites or any Geological SSSIs that have connectivity or lie within 200m of any of the scheme extents.

There is no soil data available within the scheme extents according to Scotland's Soils Map, this is likely due to the scheme location's urbanised, built-up nature. The national land capability for agriculture within the scheme extents can be categorised a '888' urban.

According to Britain's Geology Viewer, the geology along the A75 and A76, within the scheme extents, consists of the following:

Bedrock Geology

- Doweel Breccia Formation - Conglomerate and sandstone, interbedded. Sedimentary bedrock formed between 298.9 and 272.3 million years ago during the Permian period.

Superficial Deposits

- Kilblane Sand and Gravel Formation - Sand, gravel and boulders. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

# Material assets and waste

The proposed scheme requires a Site Waste Management Plan (SWMP) as the total value is over £350,000.

Tables 2 and 3 below outline the materials required for the scheme and waste expected to be produced during the works.

Table 2: Key Materials Required for Construction

| Activity | Materials Required | Sources |
|---|---|---|
| Construction | • Concrete<br>• Asphalt<br>• Type 1 unbound subbase material<br>• General / selected granular fill<br>• Steel traffic signposts<br>• Steel or aluminium traffic sign plates with plastic coating<br>• Thermoplastic road marking material<br>• Ductile iron grates, covers and frames<br>• Plastic pipes for drainage and ducting<br>• Plastic gully pots and inspection chambers<br>• Pedestrian guardrail<br>• Traffic signal heads | • Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, sign posts will contain an element of recycled metal material. |

Table 3: Key Waste Arising from Activities

| Activity | Waste Produced | Disposal |
|---|---|---|
| Construction | • Concrete<br>• PCC kerb units<br>• Excavated acceptable material<br>• Excavated hard material<br>• Road planings<br>• Vegetation<br>• Existing pipes, chambers and gullies no longer required. | • Any excavated material will be used as backfill where possible.<br>• All waste leaving the site will be removed from site by a licenced waste carrier. All waste documentation will be provided when requested.<br>• All materials that can be, will be reused throughout the network.<br>• Vegetation clear back will be removed to a licenced facility. |

# Noise and vibration

There are over 100 residential properties located within 300m of the scheme extents, the closest one being located approximately 32m north along Lincluden Road. Other sensitive noise and vibration receptors include the following:

- Voyage Care located approximately 196m northeast of the works area.
- Scottish Ambulance Service Dumfries Ambulance Station located 200m southwest.
- St Teresea's Primary School located approximately 63m west.
- Lincluden primary school approximately 300m north.
- Lincluden after school group approximately 300m northeast.
- The Bridge Dumfries Education Centre is located 201m south of the scheme extents.

Baseline noise and vibration levels are primarily influenced by traffic along the A75 and A76. Manual count point 80290, located approximately 100m east along the A75, show that in 2024, the Annual Average Daily Flow (AADF) for all motor vehicles was 25,504 with 2,129 of these being Heavy Goods Vehicles (HGVs).

Scotland's Noise Map has recorded that the noise level (Lday), during daytime hours, within the scheme extents ranges from approximately 68dB to 75dB. During nighttime hours, the noise level (Lngt), has been recorded to range between 63dB to 71dB.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2019-2023).

## Population and human health

Due to the nature of the works, an area of 300m has been investigated to determine the population and human health baseline.

The land surrounding the scheme extents is primarily used as residential and community facilities.

There are over 100 residential properties located within 300m of the scheme extents, the closest one being located approximately 32m north along Lincluden Road. Other community facility receptors include the following:

- Voyage Care located approximately 196m northeast of the works area.
- Scottish Ambulance Service Dumfries Ambulance Station located 200m southwest.
- St Teresea's Primary School located approximately 63m west.
- Lincluden primary school approximately 300m north.
- Lincluden after school group approximately 300m northeast.
- The Bridge Dumfries Education Centre is located 201m south of the scheme extents.

Core Path 118 is located approximately 101m south of the scheme extents. There are no footpaths, or any Public Rights of Way (PRoW) located within the scheme extents.

National Cycle Network Route 7 is located approximately 101m south of the scheme extents. This route is in sections between Sunderland and Inverness, forming parts of the famous Sea to Sea (C2C) cycle route.

There are no bridleways located within 300m of the works area. There are no laybys or any direct access/egress points to residential properties located within the scheme extents.

There are also no bus stops located within the scheme extents, however, multiple bus routes travel along the A75 and A76 carriageway.

Streetlights border either side of the A75 and A76 carriageway.

# Road drainage and the water environment

SEPA's Water Classification Hub has not highlighted any watercourses within 500m of the scheme extents. There are also no ponds located within 250m of the works area.

Groundwater within the scheme extents consists of Lower Nithsdale Sand and Gravel groundwater, (ID: 150810), which has an overall good quality.

SEPA's Flood Risk Map has highlighted that there are some areas within the scheme extents that are susceptible to a medium (0.5%) chance of surface water flooding.

Drainage within the scheme extents consist of catchpits, gullies and filter stones.

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

# Climate

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. 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.

## 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, particularly during construction activities such as excavation of verge, 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.
- Construction activities, including installation of new signs and crossings, carry a potential to produce airborne particulate matter, dust and generate emissions.
- The impacts identified will be temporary for the duration of the works only and therefore no permanent change is predicted on air quality.

### 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:
    - 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);
    - Cutting, grinding or sawing equipment will only be used when fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
    - Drop heights from conveyors and other loading or handling equipment will be minimised;
    - Vehicles entering and leaving the work 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.
    - 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.

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

# Landscape and visual effects

## Impacts

- Vegetation cutback may alter the landscape visually as clearance is required within the surrounding woodland/shrub areas.
- There will likely be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM, particularly during construction activities.

## Mitigation

- Temporary site lighting used during construction, throughout the scheme, will be directional and pointed only at the area of works.
- Throughout all stages of the works, 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.
- 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.
- Vegetation removal will only be undertaken where necessary ensuring that there is still ecological connectivity to the surrounding area.

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

# Biodiversity

## Impacts

- Due to nighttime programming, misdirected site lighting and additional noise from construction could cause disturbance to any surrounding nocturnal species or protected species.
- Vegetation cutback may have impacts on all protected species, such as loss of habitat, if mitigation is not followed.
- The proposed works may have a negative impact on birds that are nesting if vegetation clearance is required during the nesting bird season (March to August inclusive).
- Verge works may cause disturbance to common ragwort which may lead to the spread of these species.

## Mitigation

- Any artificial lighting will be pointed directly at the works as to minimise impact on nocturnal species. If any protected species are discovered during works, all work will cease, and a member of the Environment Team will be contacted.
- 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.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery started sequentially rather than simultaneously in order to deter any potential noise sensitive species present in the area. This technique will act as a deterrent to the recipients and allows for any potential disturbance to the recipients to be mitigated as incremental increases in noise levels are made.
- Tree cutback and dense scrub removal will be minimised through the design process where possible.
- Ecological connectivity will be maintained with the surrounding area where vegetation cutback is required.
- If the works are to take place within the breeding bird season (March to August inclusive) then a suitably qualified/experienced ecologist will be required to carry out a nesting bird check 48 hours prior to any vegetation clearance.
- Works within 1m of any stand of cotoneaster, cherry laurel, Japanese barberry, snowberry and Japanese rose will be avoided. Where works within 1m cannot be avoided, an invasive species method statement may be required prior to works commencing.

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.

# Geology and soils

## Impacts

- Excavation works for sign posts, footway and carriageway widening have the potential to result in minor soil disturbance, with exposed soils having the potential to become polluted, for example through accidental pollution from fuel spillage.

## Mitigation

- Excavated soils will not be stored on site, and will be appropriately contained/covered, and protected from the elements.
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with dip trays used appropriately and stored under any chemical or fuel containers.
- If any unusual odours or soil colourations are identified during the works, the works will cease, and the environmental team will be notified.
- Weather reports will be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.
- 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.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable (e.g., to backfill removed trial holes etc.).

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

# Material assets and waste

## Impacts

- The works will result in contribution to resource depletion through use of virgin materials.
- There will be an increase in waste sent to landfill sites if waste materials are not recycled or reused.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

## Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Materials will be delivered on site when required.
- 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.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally at a suitably licenced waste management facility.

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

# Noise and vibration

## Impacts

- Noise level may decrease due to the reduced speed limit within the scheme extents.
- There will be an increase in noise and vibration levels, for properties within 300m, during works due to the use of plant and machinery and an increase in HGVs.
- Noise heavy works may be required during nighttime hours, which could cause disturbance for the nearby amenity users. It is also anticipated that noise heavy works could cause day-time disturbance.

## Mitigation

- A 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- 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.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.

- Site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements
- Due to nighttime programming, Amey's Energy Transition & Sustainability Team has notified Dumfries and Galloway Council in advance of the works.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.
- Amey's Noise and Vibration environmental briefing will be delivered to all site operatives before works start.

With best practice mitigation measures in place, and due to the works being of a minor, temporary, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

# Population and human health

## Impacts

- Due to nighttime programming, construction site lighting during nighttime hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- Land take is not required for this scheme as works will be contained within Scottish Government (SG) land, 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.
- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Works may temporarily increase bus route times.
- The proposed carriageway widening will result in residential properties being positioned slightly closer to the road boundary. However, as the widening is limited to a maximum of 1 metre, the impact is expected to be minimal, with no discernible change to the overall character or setting of the properties.

## 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.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Bus companies will be informed of the works to allow for increased journey times.

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

# Road drainage and the water environment

## Impacts

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

## Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The Amey control room will be contacted if any pollution incidences occur (available 24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (particularly GPP 1, GPP 2, GPP 6, GPP 8, GPP 21 and GPP 22).

If the mixing of concrete on site is required, site operatives will apply suitable controls to prevent the mixture escaping to the surrounding environment:

- All mixing will take place a minimum of 10m away from watercourses and drains where possible.
- All drains within proximity to any mixing will be securely covered or sealed off.
- No washout from concrete mixing will be allowed to enter the water environment and taken off site for appropriate treatment.

Providing all works operate in accordance with current best practice, as detailed within SEPA's GPPs, the effects on Road Drainage and the Water Environment are considered not significant. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

# Climate

## Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.
- Reducing the speed limit will lead to fewer emissions, such as Carbon Dioxide ($CO_2$), being released into the atmosphere, thus, decreasing the Green House Effect.

## 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.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

# Vulnerability of the project to risks

The construction activities will be confined within the carriageway boundary and verges with vegetation removal, ensuring no increased risk or severity of major accidents or disasters impacting the environment. Upon completion, overall road safety will be enhanced.

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

The A75 and A76 carriageway, within the scheme, has small areas identified at risk of surface water flooding. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

## Assessment cumulative effects

According to Amey's Current Works Schedule and the Scottish Road Works Commissioner, there are no scheduled works that will be carried out the proposed works location and time.

Dumfries and Galloway Council's Planning Portal also does not identify any scheduled works that are set to take place within the scheme extents, within the same timeframe, of the proposed works.

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

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

## Assessments of the environmental effects

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

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Energy Transitions & Sustainability Team at Amey in July 2025.
- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in May 2025.

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

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

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:

- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- By undertaking the works, road collisions and overall road safety at this location on the A75/A76 trunk road will be improved. No impacts on the environment are expected during the operational phase as a result of works, with positive impacts on road users during the operational phase.
- No in combination effects have been identified.

Location of the scheme:

- Works are not located within an area designated for its specific landscape character or quality.
- Works are not located in an area with hydrologic connectivity or within 2km of European designated sites.
- The scheme is not situated in whole or in part in a sensitive area.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Measures to prevent the spread of invasive plants will be implemented.
- Measures to minimise the potential disturbance to protected species will be implemented.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in combination effects have been identified.

# 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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