



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A75 Auchenlarie to Ravenshall

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Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A75 Auchenlarie to Ravenshall, Dumfries and Galloway covering an area of 22,488m². Surfacing works are required due to surface defects and structural defects identified across the carriageway. These include fretting, potholing, alligator cracking, rutting and a few isolated cracks. The works are required to improve the safety and road quality for road users.

Construction activities will consist of structural inlays ranging in depth from approximately 30mm-300mm. Treatment will involve using TS2010 surface course. Verge working is also possible which is likely to include siding out and drainage works such as filter drain and pipe replacement. Activities will be as follows:

- Implementation of Traffic Management (TM);
- Milling of existing bituminous material by road planer;
- Structural inlays to be undertaken using TS2010 surface course;
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Reinstatement of thermoplastic road markings where required;
- Road studs replaced where necessary;
- Removal of filter stones;
- Clean and replacement of filter stones; and
- Removal of TM.

The proposed construction is programmed to be completed within this financial year (April 2024 to March 2025) for the duration 14 night shifts.

TM is still to be confirmed but is likely to include overnight closures with temporary traffic lights during the day for cooling.

Location

The section of the A75 is a single-two lane carriageway located between Auchenlarie to Ravenshall, Dumfries and Galloway at the following National Grid References (NGRs) (Figure 1):

- Start: NX 54271 52491
- End: NX 52775 52403

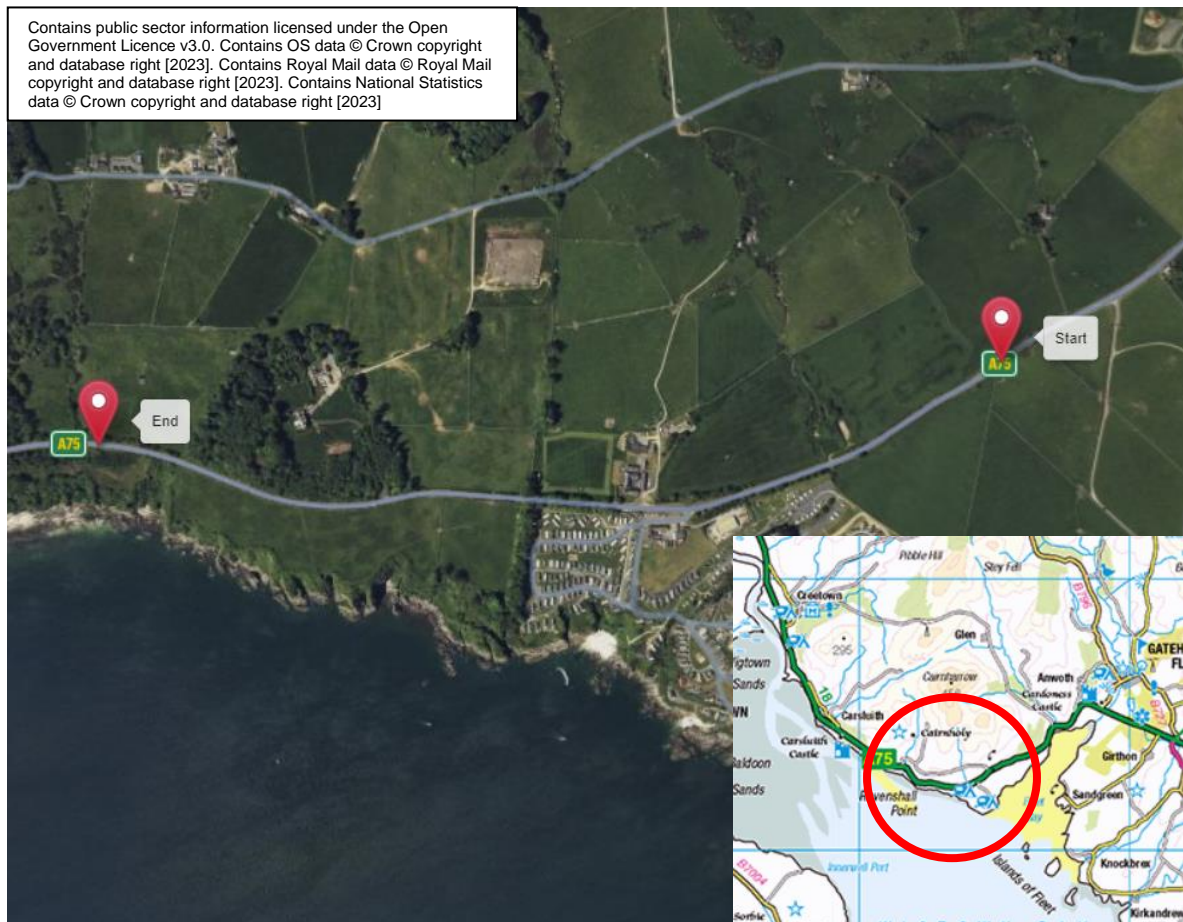


Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is located in a primarily rural area surrounded by farmland and woodland with six residential properties within 200m, the closest being adjacent to the north of the carriageway (approx. 5m north). Other sensitive receptors include:

- Auchenlarie Holiday Park (adjacent to the south, approx. 7m south); and
- Galloway Cottages Bed & Breakfast (B&B) (approx. 20m north).

In 2023, the Annual Average Daily Flow (AADF) for all vehicles on the A75 where works are to be undertaken ([manual count point 80297](#)) was 4,886 with 756 of those being Heavy Goods Vehicles (HGVs).

The scheme is not located within an [Air Quality Management Area \(AQMA\)](#).

There are no sites registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) 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 and an area of 100m was used for non-designated cultural heritage assets. See Table 1 and Table 2 below for full details.

Table 1: Designated Cultural Heritage Assets within 300m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Kirkc্লাugh Mote, motte Scheduled Monument	SM1121	The monument consists of a motte and bailey, the site of an early timber castle, positioned above sea cliffs 25m-35m high. The monument is of national importance because it is a highly unusual arrangement of motte and bailey.	Approx. 160m south
Kirkdale House, six cup & ring marked stones Scheduled Monument	SM1010	Prehistoric ritual and funerary: cupmarks or cup-and-ring marks and similar rock art.	Approx. 290m north

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Kirkdale House, two cross slabs	SM3627	Crosses and carved stones: cross slab.	Approx. 290m north
Kirkdale Bridge Category A Listed Building	LB13137	Plans for bridge by Robert Adam, not executed exactly as designed, built circa 1787.	Approx. 80m north
Barholm Castle Category A Listed Building	LB10093	Early 17th century. L-plan tower house. It exhibits many features typical of 17th century building in the south west of Scotland.	Approx. 215m northeast
Kirkdale House and Sundial Category A Listed Building	LB13138	Robert Adam, architect, built 1787-8 for Sir Samuel Hannay.	Approx. 280m north
Kirkclaugh Category B Listed Building	LB3298	Circa 1860 house in the Baronial style of David Bryce enclosing a circa 1800 house. Kirkclaugh exhibits many typical Brycean details both to interior and exterior, if the architect was not Bryce it was certainly someone consciously imitating his manner.	Approx. 108m north
Barholm Farm Category B Listed Building	LB10094	Mid-later 18th century farmhouse.	Approx. 220m northeast
Kirkdale Ice House Category C Listed Building	LB13141	Originally constructed circa 1787; moved to new site and re-erected 1970.	Approx. 45m south

Table 2: Non-Designated Cultural Heritage Assets within 100m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Ravenshall Canmore	63742	Field system (period unassigned)	Approx. 7m south
Ravenshall Canmore	63746	N/A.	Approx. 7m north
Low Achenlarie Farm Canmore	114960	Threshing machine (post medieval)	Approx. 20m north
Kirkdale House, Ice-house Canmore	215853	Icehouse (period unassigned)	Approx. 45m south
Kirkdale Bridge Canmore	77507	18th century road bridge	Approx. 80m north

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Barholm, Dirk Hatteraick's Cave Canmore	63754	Cave, Dovecot and Landing Point (period unassigned)	Approx. 100m south

As works are like-for-like structural inlays and no breaking of ground or excavation is required, there will be no impacts on any cultural heritage assets identified and therefore has been scoped out for further assessment.

Landscape and visual effects

The scheme is located within a rural area of Dumfries and Galloway with large areas of farmland and some areas of woodland surrounding the scheme extents. Views from the road consists of the surrounding woodland, farmland and the coastal waters and caravan park to the south.

The [Historic Land-use Assessment \(HLA\) Map](#) notes the scheme is within an area of rectilinear fields and farms (18th century – present).

The [Landscape Character Type \(LCT\) Map](#) notes that the scheme is within [LCT 158 – Coastal Flats, Dumfries and Galloway](#) which contains a variety of different character - coastal plain, estuarine flats, intimate coastal parkland, coastal moss, and merse.

[Scotland's Environment Map](#) notes that the woodland adjacent to either side of the carriageway are areas of ancient woodland. These include:

- Kirkdale/Ravenshall Woods (ID:37742 and ID: 37747);
- Kirkdale Woods (ID:37760); and
- Barholm Wood (ID: 37769 and ID: 37767).

Scotland's Environment Map also notes that there are no Tree Preservation Orders (TPOs), Wild Land Areas, Garden and Designed Landscapes or National Scenic Areas within 500m of the scheme.

As the works are like-for-like resurfacing repairs and will remain within the carriageway boundary, there will be no significant impacts to the surrounding landscape associated with the works and therefore has been scoped out for further assessment.

Biodiversity

[SiteLink](#) notes that the [Solway Firth SPA \(10487\)](#) is approximately 190m south of the scheme and is designated for several bird species.

[Ravenshall Wood SSSI \(135520\)](#) lies adjacent to the south of the scheme along the edge of the carriageway boundary and is made up of the surrounding woodland, which consists of lichen assemblage, uplands mixed ash woodland, upland oak woodland and vascular plant assemblage.

[National Biodiversity Network \(NBN\) Atlas](#) identifies the following Invasive Non-Native Species (INNS) within 500m of the scheme extents:

- Rhododendron (*Rhododendron ponticum*)

However, none are noted within the scheme extents.

The Asset Management Performance System (AMPS) notes the following target and invasive species within the scheme extents:

- Rosebay willowherb (*Chamaenerion angustifolium*);
- Common ragwort (*Jacobaea vulgaris*); and
- Rhododendron.

A field survey was undertaken on 22nd July 2024 by two Amey Ecologists.

A Habitat Regulations Assessment (HRA) has been undertaken in relation to the Solway Firth SPA which has concluded that:

- The scheme works are unlikely to affect the SPA as they are confined to the existing carriageway and are located at a distance of 300m inland from the marine SPA at the nearest point. In addition, all potential impacts would be temporary in nature and limited to the construction phase. There will be no loss in habitat connectivity as a result of the scheme and any potential impacts on the qualifying features of the SPA would be mitigated following the standard best practice measures.
- Additionally, the scheme involves works to the carriageway and will not directly impact the European Site. Standard control measures will be implemented to ensure no significant effects to the European Site as a result of indirect impacts from the scheme, including noise and air pollution, and disturbance to protected species.
- The habitat area of the designated site will not be reduced as a result of the scheme.

- There will be no change in the level of disturbance to key species as a result of the scheme.
- No habitat fragmentation will occur as a result of the scheme.
- There will be no reduction in species density as a result of the scheme.
- There will be no change in the key indicators of conservation value.
- The scheme will not reduce the ability of the designated site to cope with climate change.

Geology and soils

[SiteLink](#) notes there are no geological SSSIs, Geological Conservation Review Sites (GCRS) or Local Geodiversity Sites (LGS) within 200m of the scheme.

[Scotland's Soils Map](#) notes that the soils within the scheme extents are made up of brown soils. The Geology of Britain Viewer notes that the geological features within the scheme extents are made up of:

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

No data for superficial deposits is available.

There are no [landfill sites](#) within 1km of the scheme extents.

The [Scottish Environment Protection Agency \(SEPA\) Water Classification Map](#) notes that groundwater conditions in the area (Galloway, ID: 150694) are considered to be in good condition.

As the works will remain within the carriageway boundary and no breaking of ground or excavation is required, there will be no impacts on Geology and Soils and therefore has been scoped out for further assessment.

Material assets and waste

Table 3: Materials Required

Activity	Materials Required	Sources
Site Construction	Road surfacing (aggregate and binder); Bitumen; Road paint and studs;	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.

Activity	Materials Required	Sources
	Lubricant; Vehicle fuel; Oil. Filter stones	A proportion of Recycled Asphalt Product (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.

Table 4: Waste Produced

Activity	Waste Produced	Disposal
Site Construction	Road Planings Removed iron/metal components Tar bound materials Removed filter stones	Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. All materials that can be, will be reused throughout the network. No SWMP is required. Tar bound materials will be classed as special waste and removed to a licenced waste facility.

Noise and vibration

The scheme is located in a primarily rural area surrounded by farmland and woodland with six residential properties within 300m, the closest property being adjacent to the north of the carriageway (approx. 5m north). Other receptors include:

- Auchenlarie Holiday Park (adjacent to the south, approx. 7m south); and
- Galloway Cottages B&B (approx. 20m north).

There is little to no screening in between receptors and the carriageway.

In 2023, the AADF for all vehicles on the A75 where works are to be undertaken ([manual count point 80297](#)) was 4,886 with 756 of those being HGVs. Baseline noise is likely to be primarily from road traffic on the A75.

The scheme is not within a [Candidate Noise Management Area \(CNMA\)](#).

Population and human health

A study area of 300m was used in this assessment as works are unlikely to impact any receptors beyond 300m. The scheme is located in a primarily rural area surrounded by farmland and woodland with six residential properties within 300m, the closest being adjacent to the north of the carriageway (approx. 5m north). Other receptors include:

- Auchenlarie Holiday Park (adjacent to the south, approx. 7m south); and
- Galloway Cottages B&B (approx. 20m north).

The [Dumfries and Galloway Core Paths Plan](#) notes there are no core paths within 300m of the scheme extents. There are no pedestrian footways within the scheme extents.

There are no [National Cycle Network Routes \(NCNRs\)](#) or [bridleways](#) within 300m of the scheme extents.

There is no streetlighting within the scheme extents.

Road drainage and the water environment

The [SEPA Water Classification Map](#) notes that groundwater conditions in the area (Galloway, ID: 150694) are considered to be in good condition.

Auchenlarie Burn runs under the scheme extents (NX 53981 52333) and has no classification from SEPA and the [SEPA Flood Risk Map](#) notes it does not have a high-risk of flooding.

The Bladnoch and Cree Estuary coastal waters (ID: 200323) are approximately 200m south and are considered to be in good condition and have a high-risk of coastal flooding.

There are no areas of high-risk surface water flooding within the scheme extents.

Drainage within the scheme extents consists of filter stones.

The scheme is not within a [Nitrate Vulnerable Zone \(NVZ\)](#).

Climate

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

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 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.
- During construction there is the potential for an increase in dust and emissions from plant and machinery. This is likely to cause a slight deterioration in air quality within the local area, including the six residential properties identified and both the holiday park and B&B. These impacts will last for the duration of the works only.
- An increase in the use of HGVs during construction will likely have an impact on air quality within the local area, including the six residential properties identified and both the holiday park and B&B.
- There will be no impact on any residential properties beyond 200m.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

Mitigation

Best Practicable Means and Best Practice Guidelines of reducing dust and emissions will be followed as outlined in the [Guidance on the Assessment of Dust from Demolition and Construction \(2024\)](#) published by the IAQM, which includes the following mitigation relevant to this scheme:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

- Silt operations will be dampened down where required.

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

Biodiversity

Impacts

- An increase in noise levels has the potential to disturb any protected species nearby.
- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species or protected species.
- In the absence of mitigation, any works within 5m of rhododendron and 1m of montbretia may cause the spread of these species both on and off the site, through seed dispersal.

Mitigation

- If any protected species are discovered during works, all work will cease and a member of the Sustainability Solutions Team will be contacted.
- On site light sources will be kept to a minimum, and only used as required.
- When in use, artificial light will be pointed and directed at the area of works as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland).
- When not in use, light sources will be switched off to reduce impact on nocturnal species.
- In the unlikely event that protected species is noticed on site, works will be temporarily suspended until the animal has moved on. Any sightings will be reported to the Sustainability Solutions Team.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- In the event that an INNS is identified on site, all works will temporarily stop and the environment team contacted.
- As part of the NMC contract, Amey, on behalf of transport Scotland, has been asked to keep a record of various target species, including Rosebay willowherb and Common ragwort. Works will not cause the spread of this species, if works

are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.

- Works within 5m of rhododendron and 1m of montbretia will be avoided if possible. Operatives on site will be briefed with an invasive non-native species toolbox talk to raise awareness of the presence of such species and the appropriate working methodologies.

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on local biodiversity is considered not significant. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

Impacts

- 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.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- 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.
- 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.
- All special waste materials, such as tar bound materials, will be transported by a suitably licenced contractor and will be accompanied by a correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.

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

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.
- Noise heavy works are required during night-time hours, which could cause disturbance for the nearby amenity users. It is also anticipated that noise heavy works could cause day-time disturbance.
- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.

Mitigation

- Due to night-time programming, Dumfries and Galloway Council Environmental Health Team have been notified.
- The six residential properties, holiday park and B&B scheme will be notified of the works via a letterbox drop.
- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery 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.
- The Amey Noise & Vibration briefing will be delivered to all site operatives before works start.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Impacts

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- There will be no impact on land take from private land and/or community facilities as a result of the scheme.
- Access to the residential properties identified will not be impacted by the works.
- The works will have a long-term benefit to road users and pedestrians as the works are being undertaken to improve road quality and road safety.
- Due to night-time programming, construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.

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.

With mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required.

Road drainage and the water environment

Impacts

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

- The works will have a long-term benefit to road users and pedestrians as the works are being undertaken to improve drainage.

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 control room will be contacted if any pollution incidences occur.
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- All operatives will be aware of SEPA's Guidance for Pollution Prevention (GPP) documents.

Providing all works operate in accordance with current best practice, as demonstrated by the SEPA's GPPs, the residual effect on Road Drainage and the Water Environment is 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.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel distance 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

As the works will be limited to the like-for-like replacement of the carriageway structure as well as filter stones and drainage upgrades, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

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

Assessment cumulative effects

- [Amey's Southwest Programme of Works](#) notes there are no other works being undertaken within close proximity to the scheme during the same time period.
- [The Scottish Road Works Commissioner](#) notes there are no other works being undertaken within close proximity to the scheme during the same time period.
- [Dumfries and Galloway Council Planning Portal](#) notes there are no other works being undertaken within close proximity to the scheme during the same time period.

As there are no other works being undertaken within close proximity to the scheme and within the same time period, no cumulative impacts are expected to occur and therefore has been scoped out for further assessment.

The residual construction effects associated with Cumulative Impacts is considered not significant.

Assessments of the environmental effects

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

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

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Amey Environment and Sustainability Team in July 2024.
- A Habitat Regulations Appraisal (HRA) has been undertaken by the Amey Environment and Sustainability Team in July 2024.
- A Preliminary Ecological Walkover (PEW) was undertaken in July 2024.

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

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

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:

- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No in-combination effects have been identified.

- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment. No impacts on the environment are expected during the operational phase as a result of works.
- By removing the carriageway defects this will provide this part of the A75 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions, and positive operational impacts for road users.

Location of the scheme:

- 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 in a sensitive area.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational adverse impacts are anticipated.
- Rhododendron was scattered adjacent to the proposed works area. Montbretia was identified at NX 52774 52385.
- Solway Firth SPA (10487) is approximately 190m south of the scheme; however, the HRA has concluded that there will be no likely significant effects on the qualifying features.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No in-combination effects have been identified.

References of supporting documentation

- An ESA of the scheme, undertaken by the Amey Environment and Sustainability Team in July 2024.

- A PEW has been undertaken by the Amey Environment and Sustainability Team in July 2024.
- A HRA has been undertaken by the Amey Environment and Sustainability Team in July 2024.

Annex A

“sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.



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