



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

[transport.gov.scot](https://transport.gov.scot)

# Environmental Impact Assessment Record of Determination

## A76 Jock's Loaning to Glasgow Road

# Contents

<b>Project Details .....</b>	<b>4</b>
Description.....	4
Location .....	5
<b>Description of local environment.....</b>	<b>7</b>
Air quality .....	7
Cultural heritage .....	8
Landscape and visual effects .....	9
Biodiversity .....	9
Geology and soils .....	10
Material assets and waste .....	11
Noise and vibration .....	12
Population and human health .....	13
Road drainage and the water environment.....	13
Climate .....	14
<b>Policies and plans .....</b>	<b>15</b>
<b>Description of main environmental impacts and proposed mitigation .....</b>	<b>16</b>
Air quality .....	16
Impacts.....	16
Mitigation.....	16
Cultural heritage .....	17
Impacts.....	17
Mitigation.....	18
Landscape and visual effects .....	18
Impacts.....	18
Mitigation.....	19
Biodiversity .....	19
Impacts.....	19
Mitigation.....	19
Material assets and waste .....	20
Impacts.....	20

Mitigation.....	21
Noise and vibration.....	22
Impacts.....	22
Mitigation.....	23
Population and human health.....	23
Impacts.....	23
Mitigation.....	24
Road drainage and the water environment.....	24
Impacts.....	24
Mitigation.....	25
Climate.....	26
Impacts.....	26
Mitigation.....	26
<b>Vulnerability of the project to risks.....</b>	<b>27</b>
<b>Assessment of cumulative effects.....</b>	<b>27</b>
<b>Assessments of the environmental effects.....</b>	<b>27</b>
<b>Statement of case in support of a Determination that a statutory EIA is not required.....</b>	<b>28</b>
<b>References of supporting documentation.....</b>	<b>29</b>
<b>Annex A.....</b>	<b>30</b>

# Project Details

## Description

Resurfacing works are being undertaken to address defects previously identified along the A76, including fretting, cracking, potholes, patching, and sections of worn High Friction Surfacing (HFS).

The construction works will involve the installation of concrete inlays at varying depths, ranging from approximately 30mm – 300mm, covering an area of approximately 11,000m<sup>2</sup>. The depth of treatment will be determined by the identified defects, with a minimum surface course treatment incorporating binders, and deeper structural repairs applied where core samples indicate this is necessary.

The existing surface will be planed to the required depths and resurfaced using a paver to reinstate the to its original profile. A hot-applied bitumen sealant will be applied to seal the joints between the new and existing surfacing at both extents of the scheme.

In addition to structural inlay, ancillary verge works may also be undertaken. These may include the replacement of filter stone, traffic signs and bollards, as well as siding out where required.

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; and
- TM removal.

The plant and machinery required will include:

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

Potential additional construction may include:

- Implementation of Traffic Management (TM);
- Removal of old filter stones;
- Replacement of filter stones;
- Replacement of traffic signs (including faces and poles);
- Replacement of bollards;
- Siding out (minor vegetation clearance); and
- TM removal.

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, proposed for June 2026. The works are expected to take place during day and nighttime hours. The works are expected to take approximately 10 days to complete, and traffic management will involve single lane closures controlled by a convoy system.

In addition, full road closure will be required for 1 – 2 nights. Closure will be from the 30mph gateway at National Grid Reference (NGR) point NX 95652 78174 to the traffic lights at NX 95742 78084. A diversion route will be in place via Newton Road to Lochside Road. Please see Figure 1: Scheme Location Plan which highlights the diversion route.

## Location

The works are located along a 1.2km stretch of the A76 between Jock's Loaning and Glasgow Road, north of Dumfries, Dumfries & Galloway. The scheme can be found at the following NGR points:

**Start:** NX 95936 77871

**End:** NX 95138 78789

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

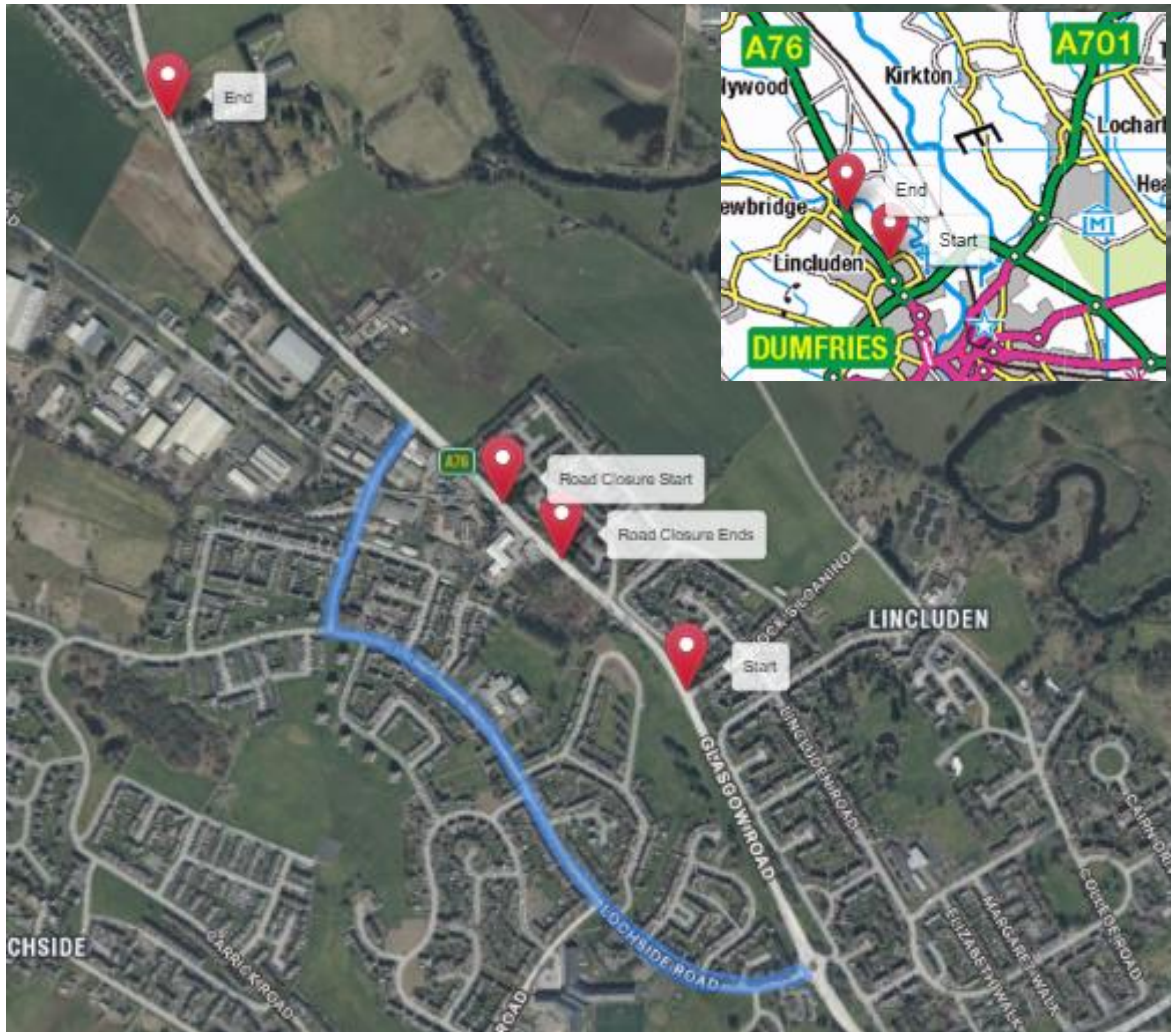


Figure 1. Scheme Location Plan – Red points indicate scheme extents and road closures, blue line indicates diversion route. Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal 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 A76, between Jock's Loaning and Glasgow Road, north of Dumfries, Dumfries & Galloway. Approximately half the scheme is within a relatively urban setting. The immediate surroundings comprise of a grass verge, shrubs, and a petrol station to the northbound side, and a pathway with a narrow grass verge on the southbound side.

The scheme then transitions into a more rural setting, with pedestrian footways present on both sides of the carriageway. These pathways are bordered by a narrow band of deciduous trees, shrubs, and grasses. The wider area is characterised predominantly by agricultural land to the north and west, with residential properties located to the south.

There are approximately 200 residential properties within 200m of the scheme extents, with the closest property situated directly adjacent to the A76 at NGR NX 95653 78159. Newbridge Country Park (holiday park), is located adjacent to the north of the scheme. No other sensitive air quality receptors are present within 200m of the scheme extents.

Baseline air quality in the area is primarily influenced by traffic using the A76, with additional contributions from agricultural activities. The nearest manual count point ([78559](#)), located along the A76, 140m south of the scheme, recorded an Annual Average Daily Flow (AADF) of 13,067 in 2024, with 813 of these being Heavy Goods Vehicles (HGVs).

Dumfries and Galloway Council has not declared any [Air Quality Management Areas](#) (AQMAs), indicating that concentrations of key pollutants, including nitrogen dioxide and particulate matter (NO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>) are currently within the limits set by the Scottish air quality objectives.

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 extending 300m from the scheme extents was applied to identify designated cultural heritage assets. No designated assets were identified within this buffer; therefore, there are no Listed Buildings, Conservation Areas, World Heritage Sites, Scheduled Monuments, or Battlefields within close proximity to the scheme.

A study area of 200m was applied for the identification of non-designated cultural heritage assets. Please see Table 1 below.

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

Name	Reference Number	Description	Distance from Scheme
Jardington – Fort	65619 MDG6080	National Record of the Historic Environment (NRHE) Historic Environment Record (HER)	100m northeast of the carriageway.
Newbridge - Henge	83694 MDG4841	NRHE HER	95m southwest of the carriageway.
Midnunnery - Farmstead	MDG28847	HER	160m southwest of the carriageway.
New Bridge	MDG28848	HER	60m northeast of the carriageway.
Dumfries, 1-19 Criffel Avenue	159319 MDG13519	NRHE HER	40m east of the carriageway.

## Landscape and visual effects

The scheme is located along the A76, between Jock's Loaning and Glasgow Road, north of Dumfries, Dumfries & Galloway. Approximately half the scheme is within a relatively urban setting. The immediate surroundings comprise of a grass verge, shrubs, and a petrol station to the northbound side, and a pathway with a narrow grass verge on the southbound side.

The scheme then transitions into a more rural setting, with pedestrian footways present on both sides of the carriageway. These pathways are bordered by a narrow band of deciduous trees, shrubs, and grasses. The wider area is characterised predominantly by agricultural land to the north and west, with residential properties located to the south.

There is only one [Core Path](#) (ID: 94) within 300m of the scheme, located 275m north of the scheme. There are no [National Cycle Network Routes](#) or [Bridleways](#) within 300m of the scheme location.

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

Scotland's [Historic Land Use Assessment Map](#) has highlighted that the land within the scheme along the A76, or directly adjacent to the carriageway, has historically been used as: '[Urban Area](#)', '[Industrial or Commercial Area](#)', '[Recreation Area](#)', '[Rectilinear Fields and Farms](#)', and '[Holdings](#)'.

The [Scottish Landscape Character Type \(LCT\) Assessment Map](#) identifies the landscape within the scheme extents is [Lower Dale – Dumfries & Galloway](#) (LCT 162). This LCT is characterised by wide, flat sections of major valleys with pastures and arable fields. Wide meandering river channels are common here, with isolated settlements and suburban expansion clear throughout the LCT.

## Biodiversity

[NatureScot's Sitelink](#) resource indicates that there are no European designated nature conservation sites i.e. Special Protection Areas (SPA), Special Areas of Conservation (SAC), or Ramsar Sites located within 2km or sharing connectivity with the scheme extents. Sitelink has also not identified any national designations, such as Sites of Special Scientific Interest (SSSI) within 1km of the scheme extents.

The NBN Atlas has no records of Invasive Non-Native Species (INNS). However, there are two records of Transport Scotland Target Species within proximity to the scheme. Rosebay willowherb (*Chamerion angustifolium*) and creeping thistle (*Cirsium arvense*) are recorded within 500m of the scheme (both approximately 210m northwest of the scheme). A review of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool has not identified any INNS along the verges of the A76 within the scheme extents. The target species rosebay willowherb (*Chamerion angustifolium*) and common ragwort (*Jacobaea vulgaris*) are present within the verges.

As the scheme includes verge works and has the potential to require vegetation clearance, a senior ecologist has determined the need for a site visit. This site survey was subsequently undertaken, and an ecological report produced in April 2026.

## Geology and soils

[NatureScot's SiteLink](#) confirms that there are no Geological Conservation Review Sites (GCRS), geological SSSIs or Local Geodiversity Sites (LGS) within 500m of scheme extents. The nearest GCRS is Locharbriggs North Quarry (ID: 9782) located 4.3km northeast of the scheme.

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

### Superficial deposits:

Kilblane Sand and Gravel Formation-Sand and gravel. These sedimentary deposits are glacial in origin and were formed in the Quaternary period.

### Bedrock geology:

- Locharbriggs Sandstone Formation-Sandstone and angular pebble-grade conglomerate. These sedimentary rocks are fluvial, lacustrine, and marine in origin and were formed during the Permian period.
- Doweel Breccia Formation-Conglomerate and [subequal/subordinate] sandstone, interbedded. These sedimentary rocks are fluvial, lacustrine, and marine in origin and were formed during the Permian period.

[Scotland's Soil Map](#) indicates that the soil within the scheme consists of 'Brown Earths'. 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 works planned. The scheme is also not within prime agricultural land, and not within proximity to any geological sites. Consequently, there is limited potential for disturbance to geology and soils. 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

Please see below for the materials required for the scheme and their sources, and for the expected waste produced by the scheme and its disposal.

Key materials required:

- TS2010 Surface Course;
- AC20 Bituminous Binder;
- AC32 Bituminous Base;
- Vehicle fuel;
- Road marking materials;
- Road studs;
- Oil; and
- Lubricant.

Potential additional materials:

- Filter stones;
- Traffic sign faces;
- Traffic sign posts; and
- Bollards.

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.

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.

Key Waste Produced by the Scheme:

- Coal-tar;
- Road planings (inert bituminous materials); and

- Road Markings and Studs.

Potential additional waste:

- Filter stones;
- Traffic sign faces;
- Traffic sign posts; and
- Bollards.

Following on-site coring investigations and testing, coal-tar was 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 450 properties within 300m of the scheme extents, the nearest located directly adjacent to the A76 at NGR NX 95653 78159. Newbridge Country Park is a holiday park located adjacent to the north of the scheme, and the Lighthouse Church Dumfries is located 220m southwest of the carriageway. There are no other sensitive noise and vibration receptors located within 300m of the scheme extents.

Baseline noise and vibration is primarily influenced by traffic using the A76, with additional contributions from agricultural activities. The nearest manual count point ([78559](#)), located along the A76, 140m south of the scheme, recorded an AADF of 13,067 in 2024, with 813 of these being HGVs.

The [Transportation Noise Action Plan \(TNAP\) 2024 to 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 73dB (Lday) during daytime hours and from 60dB to 65dB (Lnight) at night. At the nearest identified receptor, the property located adjacent to the carriageway, baseline noise levels are recorded at approximately 67dB during the day and 59dB 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 nature of the works and their containment to the A76 carriageway boundary.

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

There are approximately 450 properties located within 300m of the scheme extents, with the closest property situated directly adjacent to the A76 at NGR NX 95653 78159. Newbridge Country Park, a holiday park, lies immediately to the north of the scheme, while the Lighthouse Church, Dumfries is located approximately 220m southwest of the carriageway. No other sensitive receptors were identified within 300m of the scheme extents.

There is only one [Core Path](#) (ID: 94) within 300m of the scheme, located 275m north of the scheme. There are no [National Cycle Network Routes](#) or [Bridleways](#) within 300m of the scheme location.

Street lighting is present along the full length of the scheme extents. Furthermore, there are seven laybys located throughout the scheme, five of which also function as bus stops. Direct vehicular access from the A76 is provided to three properties within the scheme extents, located at National Grid References (NGRs) NX 95825 77992, NX 95650 78156, and NX 95412 78426.

## Road drainage and the water environment

According to the [Scottish Environment Protection Agency's \(SEPA's\) Water Classification Hub](#), the closest watercourse is Cluden Water/Cairn Water (ID: 10604) which runs adjacent to the scheme, 280m north at its closest points. This river has 'Good' ecological health according to the Water Framework Directive (WFD). In addition, there are three unnamed watercourses within 500m, the closest being located approximately 235m northeast of the carriageway. There are no further undesignated or unnamed watercourses within 500m of the works.

According to [SEPA Flood Maps](#), Cluden Water/Cairn Water has a 'High' likelihood (10% annually) of flooding. However, this does not extend into the scheme extents. The river has a 'Low' likelihood (0.1% annual) of flooding adjacent to the works, but this does not extent onto the carriageway itself. There is also a small section of the scheme (approximately 150m) that has a 'Low' likelihood of surface water flooding.

Surface water runoff along the A76, within the scheme extents, is managed via filter drains and filter stones located on either side of the carriageway. [Groundwater](#) within

the scheme consists of Lower Nithsdale Sand and Gravel (ID: 150810) which has an overall 'Good Ecological Health' according to the WFD.

The works fall within the [Lower Nithsdale 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 \(91/676/EEC\)](#).

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](#), the surface water within the scheme is not intended to be consumed and is consequently not under tight controls regarding polluting activities. Importantly however, drinking water may still be abstracted from the ground under the scheme.

## 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 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.

## 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 measures implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion along the A76. Additional congestion is also anticipated along the diversion route via Lochside Road and Newton Road. This may result in a temporary deterioration in local air quality, however, as a proportion of the works will be undertaken overnight, traffic flows on the A76 during these periods are expected to be relatively low.

On site construction activities, including carriageway planing and the operation of mobile plant and machinery, have the potential to generate dust, emissions, and airborne particulate matter. This may result in a slight and temporary deterioration in local air quality.

The resurfacing activities are scheduled to occur partly during nighttime hours and are of short duration (approximately 10 days). As such, any emissions associated with vehicle exhausts or dust generation will be temporary and localised. Given the limited scale and duration of the works, no significant change in ambient air quality is anticipated.

### 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 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.

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

Construction of the A76 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.

The majority of works involve a direct replacement of existing road surface that is contained within the carriageway boundary. Furthermore, although verge works are planned, they are minor, involving siding out with no excavation. There are no designated cultural heritage assets within 300m, and the closest non-designated site is 40m from the works location, ensuring no impact to the cultural heritage assets listed in the baseline.

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

During construction, plant, vehicles, personnel, materials etc. will be contained to the hardstanding areas of the A76 carriageway as far as possible. Furthermore, the site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.

If archaeological remains (ceramics, coins, bones, etc) or areas of discoloured soil are encountered during construction, the Amey Environmental team will be contacted, and works will cease. Additionally, if the nature of the works change, including if excavation is required, 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

Users of the two pedestrian footways either side of the carriageway, and the residential properties located in proximity to the A76 are likely to experience views of traffic management, plant, and construction machinery. However, the Core Path in proximity to the scheme will not 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.

Furthermore, due to the relatively urban nature of the scheme many properties will have a view of the works, particularly those along Newbridge Drive to the north of the scheme as no screening (vegetation / fencing) is present.

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 pathways on both sides of the carriageway. 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.

## 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). If 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

Increased noise levels and potential light spill from construction lighting have the potential to disturb any protected species within 500m. However, as the works are short-term and transient in nature and given the low likelihood of protected species being present within the carriageway boundary, any impact is expected to be minimal.

The ecology report has determined that the risk to ecology has been classed as minor, provided appropriate mitigation measures are adhered to.

### Mitigation

Due to nighttime programming any artificial lighting required will be hooded and directed specifically at the work area to minimise light spill and disturbance to nocturnal species. In the event that any protected species are encountered during the works, all activity will cease immediately, and a member of Amey's Environmental Team will be contacted for further guidance. Furthermore, '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.

Loss or damage to the grassland will be minimised, where possible. The grassland habitat will be reinstated where possible following completion of the works.

All works will be undertaken to avoid harm to scrub or hedgerow vegetation and root protection areas.

Works will remain out with 5m of cherry laurel (*Prunus laurocerasus*) and 1m of bamboo (*Bambusa sp*) where possible. If works are expected to encroach on this buffer, then a method statement will be required. This method statement may state that an Ecological Clerk of Works (ECoW) will be required; this will be determined by a member of the ecology team.

Cherry laurel is located within 5m of the carriageway at NX 95825 78005 and consequently works will be within the 5m buffer. However, this plant is enclosed via masonry wall and thus works at this location may proceed without an Amey method statement.

Should works be anticipated to impact upon any target species, Amey's landscaping team will be consulted to ensure the relevant management plan is followed.

Any use of artificial lighting will be directional and will avoid light spillover into sensitive habitats, including the bridge.

Works are not expected to be within any nesting habitat (scrub and hedgerow), therefore no nesting bird checks are required. If the scope of works change, or any nests are found within the works areas, Amey's ecology team will be contacted. A nesting birds toolbox talk will also be provided to all on-site operatives prior to works commencing.

If any protected species are discovered during the works, all works will cease until the animal has left the area, with Amey's ecology team being contacted to record their presence.

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, HMA will provide long-term durability, extending the design life of the carriageway and reducing the frequency of future resurfacing interventions.

## Mitigation

As this scheme has an estimated bid less than £350,000, a Site Waste Management Plan (SWMP) is not required. If the estimated bid unexpectedly increase to above this threshold, a SWMP must 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.

Furthermore, the recycling of Asphalt Waste Containing Coal Tar (AWCCT) will be undertaken in line with SEPA's position statement on AWCCT (document ref WAS-PS-06). This includes ex-situ recycling which will always be considered as an option,

particularly when there is AWCCT present. Ex-situ recycling is unlikely to take place within this scheme as the works aim to avoid disturbing layers where tar is confirmed to be present. Where deeper treatments are required and tar is disturbed, this will be in relatively small quantities and will be disposed of in line with EASR guidance.

All special waste, such as tar will be transport by a suitable licenced contractor and be accompanied by 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.

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

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

## Noise and vibration

### Impacts

Construction activities associated with the proposed works have the potential to generate noise and vibration at nearby sensitive receptors, including residential properties located with proximity to the A76 and properties along the diversion route. 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. Advanced warning will also be given to properties along the diversion route. 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 along the A76 as well as users of the pedestrian footways surrounding the scheme. The pedestrian footways 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.

Access / egress points, laybys, and the bus stops 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

TM restrictions/arrangements and any expected travel delays will 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. Where TM, plant, and machinery may block access to properties, local access will be given.

The laybys and bus stops will remain open and accessible throughout all stages of the works and any closures will be advertised in advance. Where bus stop closures are required (such as when full road closure is in place), alternative stops will be provided.

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

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 a watercourse, 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 and

minor verge works only, with 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. If flooding occur within the scheme extents, 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. 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 proposed 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 proposed 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, filter stones, signs, and bollards, 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 proposed 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 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.

## 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 Environmental Team in April 2026.
- Preliminary Ecological Walkover (PEW) and associated report undertaken by Amey's Ecology Team in April 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:

## Characteristics of the scheme:

- 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.
- 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 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 hot-mix asphalt will lead to an increase in energy consumption and an increase in Carbon dioxide due to the heating requirements. However, hot-mix asphalt provides long-term durability, extending the design life of the carriageway and reducing the frequency of future resurfacing interventions.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary with minor verge works 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

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in April 2026.
- Preliminary Ecological Walkover (PEW) and associated report undertaken by Amey's Ecology Team in April 2026.

## Annex A

“sensitive area” means any of the following:

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



**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](mailto:info@transport.gov.scot).

Published by Transport Scotland, May 2026

Follow us:

 transcotland

 @transcotland

**transport.gov.scot**