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CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A76 Thornhill South Gateway

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A76 carriageway to address structural defects and prevent further deterioration.

Construction will involve the installation of concrete inlays at depths ranging from 30mm to 300mm covering an area of approximately 11,092m^2. The surface will be milled to these depths then resurfaced with a paver to match the thickness of the removed material. A hot applied bitumen sealant will be used to seal the junctions between the new and existing materials at both ends of the scheme. Construction activities include:

- Implementation of Traffic Management (TM);
- Milling out of existing material by road planner;
- Loader used to collect and move excess material within work area;
- Sweeper to collect loose material;
- 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;
- Siding out of the carriageway at either side of the adjacent footway;
- Mechanical sweeper to collect loose material;
- Road markings and road studs will be applied where necessary; and
- TM removal.

The works are scheduled to be completed within the 2025/2026 financial year with works expected to commence June 2025, over approximately five nights (20:00 to 06:00). TM is likely to comprise of a full closure of the A76 at Thornhill with a signed diversion route. It is anticipated that the traffic will be re-routed via the A702/A74 and A701.

Location

The scheme is located on the A76 carriageway south of Thornhill in Dumfries and Galloway. The scheme can be found at the following National Grid Reference (NGR) Points:

- **Start:** NX 88031 95260
- **End:** NX 88639 93942

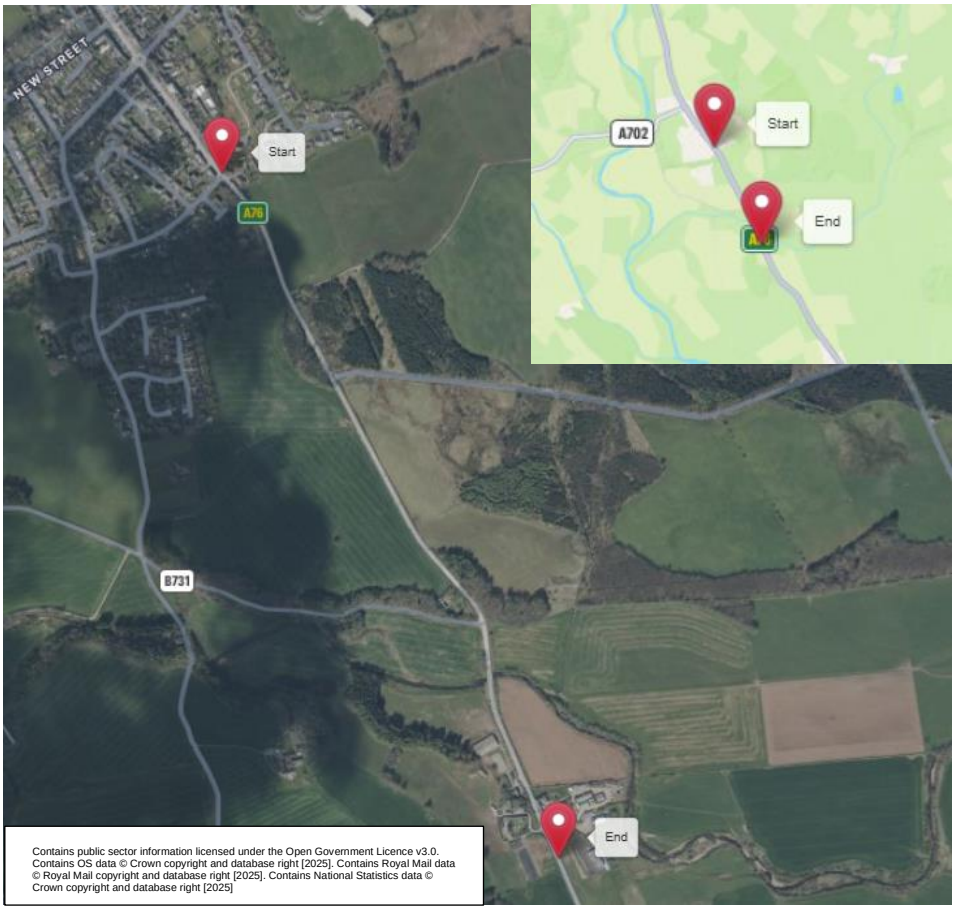

Figure 1: Scheme Location Plan

Description of Local Environment

Air Quality

The scheme is located along the A76 to the south of Thornhill in Dumfries and Galloway predominately surrounded by agricultural fields and dense vegetation.

There are approx. 50 residential properties located within 200m of the works with the closest located approx. 8m east located along Dumlanrig Street. There are no further air quality receptors located within 200m of the works.

Dumfries and Galloway Council have not declared any Air Quality Management Areas (AQMA)'s.

Baseline air quality is likely to be influenced by vehicle traffic along the A76 carriageway. The closest manual count point (10748) approx. 690m north records that the Annual Average Daily Flow of Traffic (AADF) in 2023 for all motor vehicles along the A76 was 3934, with 454 of those being heavy good vehicles (HGVs).

No sites registered on the Scottish Pollutant Release Inventory (SPRI) have been identified within 1km of the scheme.

Cultural Heritage

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

Table 1: Designated Cultural Heritage Assets within 300m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Thornhill	N/A	Conservation Area	1m
Thornhill Village 86 South Drumlanrig Street	LB17368	Listed Building Category B	8m east
Thornhill Village 84 South Drumlanrig Street	LB17367	Listed Building Category B	16m northeast
Thornhill Village 95a South Drumlanrig Street Bank House	LB17325	Listed Building Category B	80m northwest
Thornhill Village 99-102 South Drumlanrig Street (Numbers Inclusive)	LB17326	Listed Building Category B	130m northwest

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Thornhill Village 66, 67, 68 South Drumlanrig Street Freemason'S Hill	LB17366	Listed Building Category B	150m northeast
Thornhill Village South Drumlanrig Street George Hotel (South Block Only)	LB17327	Listed Building Category B	160m northwest
Thornhill Village 63, 64 South Drumlanrig Street	LB17365	Listed Building Category B	180m northeast
Thornhill Village 112 South Drumlanrig Street/West Morton Street Buccleuch Hotel	LB17328	Listed Building Category B	230m northwest
Thornhill Village 57, 58 South Drumlanrig Street	LB17364	Listed Building Category B	230m northeast
Thornhill Village The Cross	LB17337	Listed Building Category A	260m north
Thornhill Village 1 West Morton Street	LB17330	Listed Building Category C	270m northwest

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

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Camplebridge Farm, Cottage	208638	Canmore	17m west
New Cample	113690	Canmore	87m east
Camplebridge	113689	Canmore	40m west
Cample Bridge	208631	Canmore	Within the scheme extents.
Thornhill Village 86- 96 South Drumlanrig Street	Various references (Scotlands Environment Web)	Canmore	All located along the boundary of the Dumlanrig Street (A76). Approx 8m from buildings to carriageway.

There are no other designated or undesignated features of cultural heritage within 300m of the scheme extents.

Landscape and Visual Effects

According to Scotland's Environmental Web there are approximately 10 ancient woodlands located within 500m of the works, the closest being Boatbrae Wood which is located directly adjacent to the west of the A76. The scheme is not located within a National Park (NP) or National Scenic Area (NSA).

There are no Tree Preservation Orders (TPO)'s located within 500m of the works.

The Historic Land Assessment (HLA) Map has highlighted that the land within the scheme extents has previously been described as Rectilinear Fields and Farms.

The Scottish Landscape Character Type (LCT) Assessment Map highlighted the landscape within the scheme extents as The Middle Dale – Dumfries & Galloway. This Landscape Character Type is found above the Lower Dale – Dumfries & Galloway landscapes, in the interior of the county. They are generally located between the Upland Fringe – Dumfries & Galloway character types in Dumfriesshire. The Middle Dales – Dumfries & Galloway occur in Mid Nithsdale, Mid Annandale and Mid Eskdale.

Views from the scheme is primarily dense vegetation and agricultural fields at each side of the carriageway, however some residential properties will have a view of the works at the start of the scheme along Thornhill main street.

Biodiversity

Sitelink does not highlight any European Sites designated for nature conservation 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 not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 1km of the scheme extents.

Cample Water is located flowing under the scheme extents at NGR: NX 88510 94293.

No Invasive Non-Native Species (INNS) have been identified within 500m of the works.

A search of Transport Scotland's Asset Management Performance System (AMPS) highlights Rosebay willowherb (*Chamaenerion angustifolium*) and Common Ragwort (*Jacobaea vulgaris*) along the verge of the scheme extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist using desktop resources. Based on this review and the nature of the works, which will be confined to the existing carriageway boundary, the need for a field survey has been scoped out.

Geology and Soils

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

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

Superficial deposits

- Glaciofluvial Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
- Alluvium - Silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.

Bedrock geology

- Thornhill Sandstone Formation - Sandstone. Sedimentary bedrock formed between 298.9 and 272.3 million years ago during the Permian period.

Scotland's Soil Map highlights the soils within the scheme extents to be Brown earths and Alluvial Soils.

There is no evidence of historical industrial processes or the storage of hazardous materials that could have given rise to significant land contamination.

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the project does not carry the potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated, and geology and soils has been scoped out of requiring further assessment.

Material Assets and Waste

Table 3: Key materials required for activities.

ACTIVITY	MATERIAL REQUIRED	ORIGIN/ CONTENT
Site Construction	• Bituminous surfacing materials (TS2010 binder/base); • Vehicle fuel; • Road marking materials 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

ACTIVITY	MATERIAL REQUIRED	ORIGIN/ CONTENT
	• Oil; and • Lubricant.	TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate source. • A proportion of RAP is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course. • All of the materials listed will contain a % of recycled material. The rest will come from primary sources.

Table 4: Key wastes arising from activities.

ACTIVITY	WASTE ARISING	DISPOSAL/ REGULATION
Site Construction	• Road planings (inert bituminous materials); • Coal Tar is still TBC	• Uncontaminated road planings generated as a result of the works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. • The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011carriageway within the scheme extent. • It is Amey policy to reuse or recycle as much waste material as possible.

ACTIVITY	WASTE ARISING	DISPOSAL/ REGULATION
		• If coal tar is identified, it will be treated as special waste.

As the value of the scheme is greater than £350,000, a Site Waste Management Plan (SWMP) is required for these works.

Noise and Vibration

There are approx. 90 residential properties located within 300m of the works, all of which have no noise screening from the carriageway. The closest located approx. 8m east located along Drumlanrig Street. The following noise sensitive receptors are located within 300m of the works:

- The Buccleuch & Queensberry Arms Hotel located approx. 270m north.
- Thornhill Fire Station located approx. 300m west.

According to the Transportation Noise Action Plan (TNAP) 2019-2023, the scheme extents are not located within a Candidate Noise Management Area (CNMA).

Baseline noise is likely to be influenced by vehicle traffic along the A76. The closest manual count point (10748) approx. 690m north records that the AADF in 2023 for all motor vehicles along the A76 was 3934, with 454 of those being HGVs.

Scotland Noise Map notes that the noise within the scheme extents ranges between 56 and 72dB LDAY (daytime hours) and 50 and 60dB dB LNGT (night-time hours).

Population and Human Health

A study area of 300m has been used for this assessment as the works are within the carriageway boundary and like-for-like resurfacing of the road surface.

The scheme is located along the A76 to the south of Thornhill in Dumfries and Galloway predominately surround by agricultural fields and dense vegetation. There are approx. 90 residential properties located within 300m of the works. The closest one located approx. 8m east located along Dumlanrig Street. There following sensitive receptors located within 300m of the works include:

- The Buccleuch & Queensberry Arms Hotel located approx. 270m north.
- Thornhill Fire Station located approx. 300m west.

According to Dumfries and Galloway Core path plan Thornhill Circular (via River) (THOR/123/1) is located within the scheme extents located at the start of the

scheme. There are no National Cycle Routes or Bridleways located within 300m of the works.

There are two bus stops located along the A76 just out with the scheme extents that run services to Dumfries, Moniaive, and Sanquhar. The A76 is not street lit and has no pedestrian footways.

The A76 has one layby located along the scheme extents. Other land uses within 300m include agricultural fields used for agricultural business which are present adjacent to the A76 carriageway within the proposed scheme extents. There are field accesses along the stretch of the scheme that could potentially be used for farming purposes.

Road Drainage and the Water Environment

According to SEPA's Water Classification Hub Cample Water (River Nith to Chrichope Linn) (ID: 10629) flows under the scheme extents at NGR: NX 88510 94293. This watercourse has a 'moderate' ecological status. According to SEPA Flood Maps, this watercourse shows a high likelihood of river flooding suggesting that each year this area has a 10% chance of flooding. There are no further unclassified watercourses within 500m of the works.

The groundwater located within the scheme extents is Thornhill is a groundwater (ID: 150556) which has a 'poor' overall ecological potential. This is not listed as drinking water protected area. The scheme is not located within a Nitrate Vulnerable Zone.

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing 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 and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

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

- On site construction activities such as planing of the surface and mobile machinery, have the potential to produce airborne particulate matter and generate emissions that may have a temporary negative impact on local air quality levels.
- The implementation of TM during the scheme may lead to a temporary increase in vehicle emissions due to idling vehicles and increased congestion. However, no permanent changes to air quality are anticipated.
- 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.

Taking into account the nature and scale of the works and the following mitigation measures below, the risk of significant impacts to air quality are considered to be low, and any impacts will be for the duration of the works only.

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;
- All 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 if 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;
- All 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.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

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

Cultural Heritage

Impacts

- There will be a short-term impact on the landscape character and visual amenity of the area as a result of the presence of construction, plant, vehicles and traffic management. However, works are restricted to the existing A76 carriageway and the will be of short duration.
- The listed buildings and conservation area are just located out with the scheme extents. No discernible impact is expected upon the listed buildings as the works are like for like resurfacing that will not impact the conservation area objectives. There are no planned works on the listed buildings.
- Construction of the A76 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.

Mitigation

- Dumfries and Galloway Heritage department has been contacted regarding the works being located adjacent to a Conservation area and next to Category B and C listed buildings. No response has been received at the time of this report being published.
- All site staff will be made aware that the buildings located adjacent to the A76 at either side of the carriageway are listed buildings.
- No materials or wastes will be stored within the conservation area or the boundary of the listed buildings.

In accordance with DMRB Guidance document LA 116: Cultural Heritage, no further assessment is required.

Landscape and Visual Effects

Impacts

- Views of, and from the road will be temporarily affected during construction due to the presence of works, traffic management and plant. The works will be undertaken during night-time hours therefore the impacts on the views will be minimal.
- As the works are minor, short duration, operate on a like-for-like basis and are confined to the existing A76 carriageway boundary, no permanent changes to landscape features and views are anticipated including no impact on the ancient woodlands located along the A76.

Mitigation

- During construction the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will be confined to necessary areas and will avoid encroaching on land and areas where work is not required including for general operations, equipment/containers storage and parking.

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

Biodiversity

Impacts

- Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species, and pollution of habitats.
- During night-time programming, misdirected site lighting from construction activities could cause disturbance to any surrounding protected species.

Any protected species in the area are likely to be accustomed to road noise on the A76 and the scheme is of relatively short duration. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low.

Mitigation

- Due to night-time programming, where lighting is required, hoods will be used to direct light at the works and away from ecological receptors, including watercourses, to minimise disturbance to nocturnal species.
- If any protected species are discovered during works, all activity will cease immediately and be reported to Amey's environmental 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.
- As part of the Network Management Contract (NMC), 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.

With the above mitigation measures and best practice being adhered to, the residual effect on 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 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.
- 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 works will result in contribution to resource depletion through use of virgin materials.
- Non-recycled construction waste often ends up in landfills. Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.
- Landfills have limited capacity, and construction waste can quickly overwhelm them, creating a need for new landfill sites and reducing available land for other uses.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing associated Greenhouse Gases (GHG) emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.

- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- In the event that Coal Tar is present on site, all special waste will be transport by suitable licenced contractor and will 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.

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 cause noise and vibration impacts to nearby noise sensitive receptors, through the use of paver planers and roller wagons during night-time 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.
- There will be an increase in noise levels during construction to residential properties and receptors located along the A701 and A702 due to the large diversion route.
- Due to the absence of noise screening along the A76, residents in proximity to the works may experience some level of noise impact.

Mitigation

- Dumfries and Galloway Council has been notified of the works due to the nighttime programming.
- The works are not located within a CNMA, however it is anticipated that the noisiest works (planing) will be completed before 23:00 where feasible.
- A soft start to the works will be implemented, whereby plant/machinery is turned on 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.
- No plant, vehicles or machinery will be left idling when not in use.
- Amey's environmental briefing on Noise and Vibration will 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

- Thornhill Circular Core path will remain open during the works due to the works only being undertaken within the carriageway boundary.
- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- There is no requirement for temporary or permanent land take as the works will take place all within the carriageway boundary.
- Vehicle travellers and nearby receptors will benefit from the improved road surfacing due to reduced road noise as a result of the scheme.
- Nearby residents of surrounding settlements such as Thornhill may experience travel disruption due to presence of TM, which may lead to increased journey times.
- Access to the agricultural field located adjacent to the A75 may be impacted due to the TM, however due to nighttime programming this is unlikely.
- Access to and from Thornhill Fire Station will not be impacted by the works. Access will be granted through the works area.

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

- Site specific control measures regarding noise and vibration and air quality can be found in the relevant sections (above).

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

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

Road Drainage and the Water Environment

Impacts

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

Mitigation

- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This will 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. There will be no fuel stored onsite.
- 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 both during and following the works.
- 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.
- The Amey control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).

- Prior to works commencing, all operatives will be briefed on and adhere to SEPA's Guidance for Pollution Prevention (GPP) (Particularly GPP 1, GPP 6, GPP 8, GPP 21 and GPP 22).

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs noted above, 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

- GHG emissions will be generated through the use of machinery, vehicles and materials (both recycled and virgin) required for the scheme, as well as through transportation to and from the site.

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.

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 surface, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

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

Assessment Cumulative Effects

The Scottish Road Works Commissioner's Interactive Map and Ameys Current Programme of works has not highlighted any works during the proposed timescale and at the location of the proposed works.

A search on Dumfries and Galloway Planning Portal does not identify any works that will conflict with the proposed works. 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:

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

- 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.

Location of the scheme:

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

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during night-time 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.
- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.

- 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.
- 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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Published by Transport Scotland, June 2025

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