



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A75 Blackcraig

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Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A75 carriageway surface at Blackcraig. The works require resurfacing and installation of inlays to be undertaken to rectify structural defects and ensure the pavement does not deteriorate further.

Construction activities will involve installing concrete inlays from depths between approx. 45mm, 110mm, 200mm and 220mm and resurfacing 1,136m along a section of the A75. The surface will be milled off to these depths then resurfaced using a paver to the same thickness which was removed.

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;
- A hot applied bitumen sealant will be used to seal the two materials at each end of the scheme.
- 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;
- Road markings and road studs will be applied where necessary; and
- TM removal.

The following plant/machinery/vehicles may be used throughout the scheme:

- Planer;
- Wagon(s);
- Bitumen tank;
- Extrusion liner;
- Paint tanker;
- Paver; and
- Roller(s).

The proposed construction is programmed to be undertaken and completed within this financial year (April 2024 to March 2025) and will likely take place over 12 nights however is subject to change. TM will be convoy system with no road closures are required.

Location

The scheme is located along the A75 to the east of Newton Stewart, Dumfries and Galloway and can be found at the following National Grid Reference (NGRs):

- Start: NX 43928 64202
- End: NX 43214 65081

Please see Figure 1 below: Scheme Location Plan.



Figure 1. Scheme Location Plan.

Description of Local Environment

Air Quality

The scheme is primarily surrounded by agricultural fields and dense vegetation. There are approximately 30 residential properties within 200m of the scheme extents, the closest property being located approximately 22m northeast from the A75. A further air quality receptor located within 200m of the scheme extents is Nordlys Cottage holiday home located approximately 95m northeast from the A75.

Dumfries and Galloway council have not declared any [Air Quality Management Areas](#) (AQMA).

The closest manual count point along the A75 is [40836](#). This shows that in 2023 the Annual Average Daily Flow (AADF) of traffic for all motor vehicles was 5382 with 602 of those being Heavy Goods 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](#). 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 Tables below for full details.

Table 1 - Designated Cultural Heritage Assets within 300m

Name	Reference Number	Description	Distance from Scheme
Blackcraig Lead Mines, Lade, Dressing Floors, Smelt Mill and Miners' Cottages, Blackcraig	Ref: SM13752	Scheduled Monument - The monument comprises the remains of Blackcraig lead mines and miners' cottages which were established by the 1770s with three phases of operation until 1917. The remains include	At either side of the scheme extents at NGR: NX 43535 64682

Name	Reference Number	Description	Distance from Scheme
		evidence of mining methods including open-cast excavations and shafts, spoil heaps, pits, quarries, a reservoir, lade, remains of miners' cottages, smelt mill, dressing floors and other associated features.	

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

Name	Reference Number	Description	Distance from Scheme
Little Bruntis Loch Dam	Ref: MDG27478	Historic Environment Record (HER)	Approximately 10m east from the A75
Bridge of Sark - Portpatrick Military Road / Dumfries and Galloway Road	Ref: MDG13325	HER	Approximately 85m northeast from the A75
Heron Burgh / Heroncrof	Ref: MDG9138	HER	Approximately 95m northeast from the A75
Little Bruntis Loch Dam	Ref: MDG27478	HER	Approximately 130m northeast from the A75
Parkmaclurg	Ref: 176364	Canmore	Approximately 200m southwest from the A75
Blackcraig	Ref: MDG14996	HER	Approximately 200m northeast from the A75

Landscape and Visual Effects

The scheme is located in a rural area, the surrounding landscape is primarily agricultural fields and dense vegetation such as trees and shrubs.

According to [Scotland environmental Web](#), no Tree Preservation Orders (TPO) have been identified within the surrounding area. There are several areas of ancient woodland located within 500m of the scheme extents, the closest one is Blackcraig Wood which is located 75m northeast from the A75.

The scheme is not situated within a National Park (NP), National Scenic Area (NSA) or within a Garden & Designed Landscape, however, it is located adjacent to the National Galloway Forest Park. This park is known to be a '[Dark Sky Park](#)' and one of the best places in the UK to enjoy stargazing.

The [Historic Landscape Assessment \(HLA\) Map](#) notes that the scheme is within land that has previously been classified as Rectilinear Fields and Farms, Opencast/Mining/Quarry Site, Urban Area and Managed Woodlands.

According to [Pastmap](#), Blackcraig Lead Mines, Lade, Dressing Floors, Smelt Mill and Miners' Cottages, Blackcraig Scheduled Monument is located at either side of the scheme extents at NGR: NX 43535 64682. This monument is of national importance because it makes a significant contribution to our understanding or appreciation of the industrial heritage of Scotland, in particular the history of 18th and 19th century lead mining. Lead mining was a significant industry to Scotland in the pre-industrial and early industrial revolution periods.

[The Scottish Landscape Character Type \(LCT\) Assessment Map](#) notes the scheme is located in land that is classified as Coastal Flats - Dumfries & Galloway. This Landscape Character Type is most commonly found adjacent to river mouths, from Luce Bay and Loch Ryan in the west and to Gretna in the east.

The views from the road are primarily of the surrounding agricultural fields and dense woodland which run along the carriageway; however some residential properties may also have a view of the scheme where the vegetation screening is more sparse.

Biodiversity

A desktop study using [Sitelink](#) has not identified the presence of any designated European sites within 2km of the scheme extents and no hydrological connectivity links the scheme extents to any European sites. The national designated site Lower River Cree Site of Special Scientific Interest (SSSI) ([1106](#)) is located approximately 545m southwest of the works.

[The NBN Atlas](#) does not highlight any Invasive Non-native Species (INNS) located within 500m of the works however, a search of the Transport Scotland Asset Management Performance System online mapping tool records Common ragwort (*Jacobaea vulgaris*), Rosebay willowherb (*Chamaenerion angustifolium*) and Japanese knotweed (*Fallopia japonica*) along the road verge of the scheme extents.

According to Amey's Southwest Environmental Database, there is evidence of Japanese knotweed (*Fallopia japonica*) located towards the start of the scheme extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource. As a result, the need for a field survey was scoped out due to the nature of the works and that all works will be restricted to the existing carriageway boundary.

Geology and Soils

[SiteLink](#) notes there are no Geological Conservation Review Sites (GCRS) within 2km of the scheme extents. There are also no geological SSSI's located within 200m of the works.

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

Superficial deposits

- Raised Marine Beach Deposits, Late Devensian - Gravel, sand and silt. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
- Raised Marine Beach Deposits of Holocene Age - Gravel, sand and silt. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.

Bedrock geology

- Gala Unit 2 - Wacke. Sedimentary bedrock formed between 443.8 and 440.8 million years ago during the Silurian period.

[Scotland's Soils Map](#) notes that the soils located within the scheme extents comprise of Brown earth and Noncalcareous gleys. The land capability for agriculture class is 5.3 which suggests that the land is capable of being used as improved grassland.

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. In accordance with DMRB Guidance document LA 109: Geology and Soils, no further assessment is required.

Material Assets and Waste

Table 3: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	<ul style="list-style-type: none"> • TS2010 Surface Course • AC20 Bituminous Binder • AC32 Bituminous Base • Oil; • Lubricant; • Vehicle fuel; and • Road marking materials and studs. 	<ul style="list-style-type: none"> • 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 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. Material will come from either Barlockhart or Tongland quarries.

Table 4: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Road planings, • Surface material, • Paint • Road studs. 	<ul style="list-style-type: none"> • 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'. • Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. • At this time surfacing may be planed and reused in-situ, ex-situ or recovered as a feedstock in

Activity	Waste Arising	Disposal/ Regulation
		the manufacture of new surfacing material or other products. <ul style="list-style-type: none"> • Due to the general size, nature and cost of the scheme, a Site Waste Management Plan (SWMP) will be required for the scheme

Noise and Vibration

The scheme is primarily surrounded by agricultural fields and dense vegetation. There are approximately 30 residential properties within 300m of the scheme extents, the closest property being located approximately 22m northeast from the works. A further noise sensitive receptor located within 300m of the scheme extents is Nordlys Cottage holiday home located approximately 95m northeast from the A75. All of the noise sensitive receptors mentioned above are screened from the A75 carriageway by a large dense hedge row and small semi-mature trees.

The closest manual count point along the A75 is [40836](#). This shows that in 2023 the AADF of traffic for all motor vehicles was 5382 with 602 of those being HGVs.

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

[Scotland Noise Map](#) notes that the noise within the scheme extents ranges from 73 dB - 65 dB during daytime hours and ranges from 65 dB - 60 dB during night-time hours.

Population and Human Health

A study area of 300m has been used for this assessment as the works are minimal and like-for-like and are unlikely to impact any receptors beyond 300m.

The scheme is primarily surrounded by agricultural fields and dense vegetation. There are approximately 30 residential properties within 300m of the scheme extents, the closest property being located approximately 22m northeast from the works. A further sensitive receptor located within 300m of the scheme extents is Nordlys Cottage holiday home which is a business property located approximately 95m northeast from the A75. No land take is required from any of these properties and access will not be restricted.

According to [Core Path Scotland](#), there is one core path located within 300m of the works (core path 534) located 20m north of the works which runs along Old Military

Road. This path is also [National Cycle Network Route 7](#). There are no [Horse-riding routes](#) located within 300m of the scheme.

The A75 within the scheme extents has one bus stop which runs services to and from Stranraer and Dumfries within Dumfries and Galloway.

The A75 carriageway within the proposed scheme extents is not street-lit, contains no pedestrian footways, and no laybys.

Other land uses within 300m include agricultural fields used for agricultural business are present adjacent to the A75 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](#) there are no designated watercourses located within 500m of the works, however, The Lane burn is located 150m west at the closest point along the A75. According to [SEPA Flood Maps](#), there is no evidence of flooding located within the scheme extents.

The [groundwater](#) located within the scheme extents is Cree Valley and Wigton Coastal groundwater (ID: 150789) which has a 'good' overall ecological potential. This is not listed as drinking water protected area. The scheme is not located within a [Nitrate Vulnerable Zone](#).

Drainage along the A75 within the scheme extents consist of filter stones which runs along wither side of the carriageway.

Climate

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

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

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the [Mission Zero for Transport](#).

Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance ([Guidance – Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) LA 101 and LA 104 were used to form this assessment.

Description of Main Environmental Impacts and Proposed Mitigation

Air Quality

Impacts

- On site construction activities such as planing of surface and mobile machinery carry a potential to produce airborne particulate matter and generate emissions that may have a temporary impact on local air quality levels.
- TM being implemented during the scheme may result in a temporary increase in associated vehicle emissions through idling vehicles and increased congestion, however no permanent change is predicted on air quality.

Mitigation

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

- 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 will be used to prevent wind whipping);
 - Cutting, grinding or sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
 - Drop heights from conveyors and other loading or handling equipment will be minimised;
 - Vehicles entering and leaving the work area will be covered to prevent escape of materials during transport;
 - Equipment will be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
 - When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

With mitigation and best practice in place no significant effects are predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Cultural Heritage

Impacts

- All works will be undertaken within the carriageway and are small-scale and like for like in nature, however, due to the close proximity, the scheme has the potential to impact the setting of the Blackcraig Lead Mines, Lade, Dressing Floors, Smelt Mill and Miners' Cottages, Blackcraig Scheduled Monument.

Mitigation

- All site staff will be made aware of the Scheduled Monument to prevent any accidental damage and disruption to the setting of the overall historic landscape within the scheme extents.
- Further actions and considerations for the scheme are detailed in the Noise and Vibration, Air Quality and Landscape sections of this report.
- Vehicles and materials will not be stored or parked on grass verges where possible.
- Historic Environment Scotland (HES) have been notified of the works due to the proximity to the Scheduled Monument. During this consultation they stated that providing all proposed works are restricted to the existing carriageway and road deck, HES have no concerns around impact of the proposed works on the scheduled monument.
- If the works would extend beyond the hedge on each side of the road, then permissions from HES may be required.

Providing all works operate in accordance with current best practice, the residual effect to cultural heritage is considered to be neutral.

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.
- As the works are minor and operating on a like-for-like basis and restricted to the existing carriageway boundary, no permanent changes to landscape features and views are predicted.
- Due to night-time programming, construction site lighting during night-time hours could cause disturbance to visitors to the Dark Sky Park and local residents.
- The works will temporarily impact the historical opencast/mining/quarry landscape within the scheme extents.

Mitigation

- An International Dark Sky Park is an area committed to protecting dark skies by controlling light pollution. Temporary site lighting used throughout the scheme will be directional and pointed away from residential properties and only at the area of works.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works are unlikely to be significant.

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

Biodiversity

Impacts

- During night-time programming, misdirected site lighting and construction noise could cause disturbance to any surrounding nocturnal species.
- During night-time programming, a temporary short term noise increase from construction activities could cause disturbance to any surrounding protected species.
- If there is any disturbance to the verge of the A75, works have the potential to cause the spread of Transport Scotland target species including Rosebay willowherb (*Chamaenerion angustifolium*), Common ragwort (*Jacobaea vulgaris*) and INNS Japanese knotweed (*Fallopia japonica*) located along the scheme extents.

Mitigation

- Where lighting is required, hoods will be used and lights directed at works and away from sensitive ecological receptors, to minimise disturbance to nocturnal and protected species.
- 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.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to protected species.
- Operatives will receive a Noise and Vibration Toolbox talk prior to works commencing.
- 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.
- Operatives will take measures to prevent the spread of Japanese Knotweed identified within the scheme extents by keeping within a 7m buffer zone from any infestations found onsite. A toolbox talk on Invasive Plants will be given to operatives.

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

- Virgin aggregates used in the scheme will result in loss of natural resources, reduction of finite resources and loss of biodiversity.
- 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 Greenhouse Gases (GHG) emissions.
- 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.
- The waste produced from the works will increase the capacity on local landfills which in turn will also be a contributing factor to Greenhouse Gases (GHG) emissions.

Mitigation

- Due to the size and cost of the proposed scheme, a Site Waste Management Plan (SWMP) will be required for these works.
- 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 2011](#).
- All waste will be transported by a suitable licenced contractor and will be accompanied by correctly completed waste transfer note.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated GHG emissions on climate change.
- 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.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay.

With mitigation measures in place, no significant effects are predicted as a result of the material assets required and the wastes being produced.

Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and Vibration

Impacts

- Due to the transient nature of the works, noise and vibration levels throughout the duration of the scheme will be temporary and localised further reducing impacts on local receptors.
- 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 permanent negative impacts on noise and vibration following the completion of works.

Mitigation

- The Amey Environment team has contacted Dumfries and Galloway Council's Environmental Health Team to notify of the works due to night-time programming.
- The noisiest works (planing) will be completed before 23:00 where feasible.
- Plant/machinery will be 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, the residual construction effects associated with Noise and Vibration is considered not significant 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

- Core paths, pedestrian access and cycleways surrounding the scheme 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 with views of the scheme.
- There is no requirement for temporary or permanent land take as the site works 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 communities may experience travel disruption due to presence of TM, which may lead to increased journey times.
- Access to the residential properties located on Old Military Road will not be impacted by the works.

- Access to the agricultural field located adjacent to the A75 may be impacted due to the TM.

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.
- No permanent impacts on road drainage or the water environment are anticipated 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 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. 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

- The nature of the proposed scheme requires large HGVs resulting in local air quality degradation and greenhouse gas (GHG) emissions, combined with combustion fuel usage.
- During construction, GHG emissions will be emitted through the use of machinery, vehicles and material being used and transported to and from site.
- Industrial and energy emissions will be emitted during the manufacture of materials for the works.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for the schemes are detailed in the above Material assets and waste section.

Vulnerability of the Project to Risks

As the works will be limited to the like-for-like resurfacing of the carriageway structure, 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.

Assessment Cumulative Effects

The [Scottish Road Works Commissioner's Interactive Map](#) and [Ameys Current Programme of works](#) has not highlighted any other 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.

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

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

Assessments of the Environmental Effects

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

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

- Environmental Scoping Assessment (ESA) undertaken by Amey's Sustainable Solutions Team in November 2024.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials,

plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- 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.
- No impacts 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.
- Construction activities are restricted to the approximate 11,360m² area of existing carriageway.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary 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” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding 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.
- The works will be temporary and localised and completed during night-time hours.

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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