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Environmental Impact Assessment Record of Determination

A75 West of Springholm to Haugh of Urr

Contents

Project Details

Description

The works involve resurfacing and installation of inlays to address structural defects and prevent further deterioration of the carriageway. The scheme covers an approximate area of 17,656m^2 along the A75 in Dumfries and Galloway.

Construction will include the installation of concrete inlays at depths ranging from 30mm to 300mm, along a section of the A75. The surface will be milled off to these depths then resurfaced using a paver to match the same thickness of the material removed. A hot applied bitumen sealant will be used to seal the 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 planer;
- 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;
- Road markings and road studs will be applied where necessary; and
- TM removal.

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

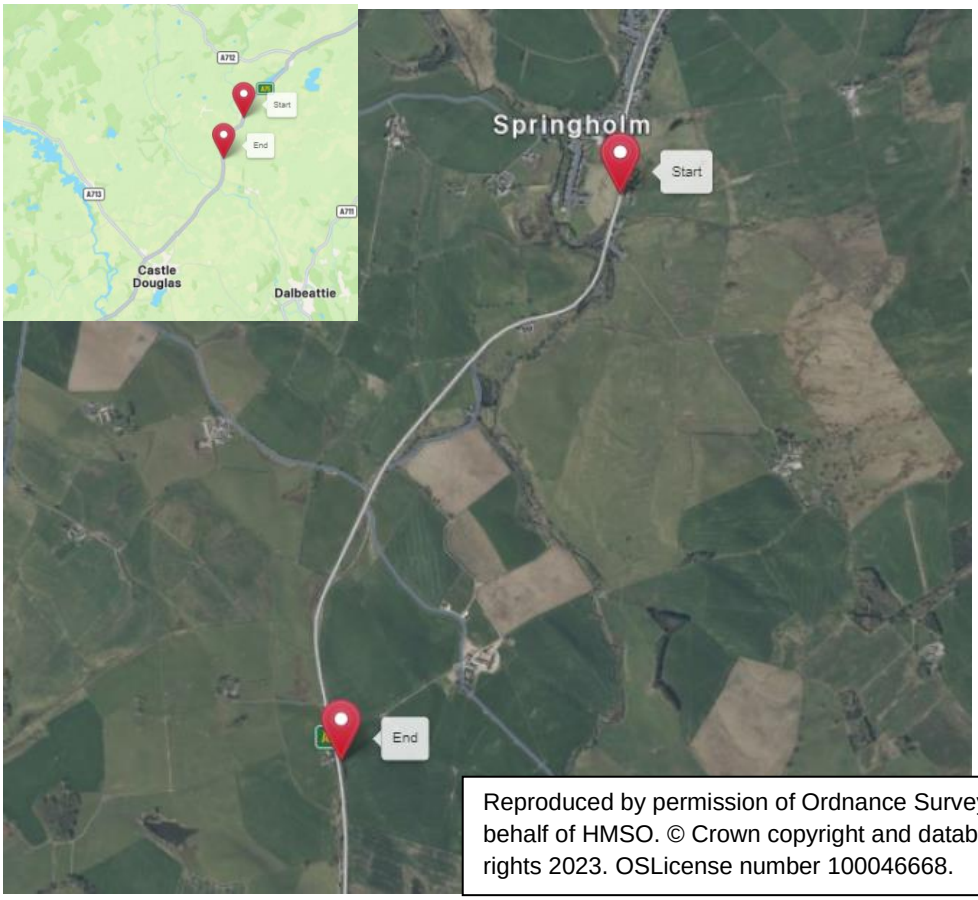
- Planer;
- Wagon(s);
- Bitumen tank;
- Extrusion liner;
- Paint tanker;
- Paver; and
- Roller(s).

The proposed construction is programmed to be undertaken on the 21st-28th of February 2025. This will include a full weekend closure and 5 overnight closures. Traffic Management will include overnight closures and a diversion route via Church Rd to B794, or B749 to Military Rd to Crocketford.

Location

The scheme is located in a rural area along the A75 in Springholm, Dumfries and Galloway surrounded by agricultural fields. The scheme extents can be identified at the following National Grid Reference (NGR) points:

- Start: NX 80634 69743
- End: NX 79614 67812



Description of Local Environment

Air Quality

The scheme is primarily surrounded by agricultural fields and dense vegetation. Approximately 30 residential properties are located within 200m of the scheme extents, with the closest being approximately 10m east from the A75. With regards to further non-residential air quality sensitive receptors, Springholm Primary School is located within 200m of the works, approximately 180m north from the start of the scheme extents.

Dumfries and Galloway council has not declared any Air Quality Management Area (AQMA) in the vicinity.

Baseline air quality is predominantly influenced by vehicle traffic along the A75. The closest manual count point at 80377 shows that the Annual Average Daily Flow of Traffic (AADF) in 2023 for all motor vehicles along the A75 is 9365 with 1075 of those being Heavy Good Vehicles (HGVs).

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) within 1km of the scheme.

Cultural Heritage

A desk-based assessment was undertaken using Pastmap. A study area of 300m was applied for designated cultural heritage assets, while an area of 200m was used for non-designated cultural heritage assets. For full details, refer to Table 1 and Table 2 below.

Table 1: Designated Cultural Heritage Assets within 300m

Name	Reference Number	Description	Distance from Scheme
Newbank Mill House, Former Spinning Mill, Dyeing and Weaving Sheds and Weavers Cottages	Ref: LB16815	Listed Building	10m east

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

Name	Reference Number	Description	Distance from Scheme
Newbank Mill, Weaving Sheds	Ref: MDG24118	Historic Environment Record (HER)	15m east
Newbank Mill, Weaver'S Cottages	Ref: MDG24119	HER	12m east
Newbank Mill / Springholm Mill	Ref: MDG9794	HER	18m east
Newbank Mill House, Former Spinning Mill, Dyeing and Weaving Sheds and Weavers Cottages	Ref: MDG18251	HER	27m east
Newbank Mill, Spinning Mill	Ref: MDG24615	HER	35m east
Newbank Mill, Sluice	Ref: 299783	Canmore	28m east
Newbank Mill, Weir	Ref: 299781	Canmore	45m east
Culshan	Ref: MDG4532	HER	40m east
South Park, Springholm	Ref: MDG13038	HER	15m east
Bridge Of Urr	Ref: MDG13098	HER	Adjacent to the A75 at both sides of the carriageway.
Old Hermitage	Ref: MDG12794	HER	6m west
Chapel Flats	Ref: MDG12793	HER	170m southwest
Chapelton	Ref: MDG4743	HER	180m southeast
Old Hermitage	Ref: 288360	Canmore	120m west

The scheme will be restricted to the carriageway boundary and views of and from the road will be temporarily impacted by the presence of TM, plant and vehicles during construction. This is predicted to be a slight temporary impact locally, with no permanent change to views or cultural heritage as a whole following the completion of works. As such, impact to cultural heritage has been assessed as being ‘no change’ and has been scoped out of requiring further assessment.

Landscape and Visual Effects

The scheme is situated in a rural area, with the surrounding landscape primarily consisting of agricultural fields and dense vegetation, including trees and shrubs.

According to Scotland Environmental Web, there are no Tree Preservation Orders (TPO) or ancient woodlands located within 500m of the scheme extents. The scheme is not situated within a National Park (NP), National Scenic Area (NSA) or within a Garden & Designed Landscape.

The Historic Landscape Assessment (HLA) Map indicates that the scheme lies within land previously classified as Rectilinear Fields and Farms.

The Scottish Landscape Character Type (LCT) Assessment Map shows that the scheme is located in land classified as Drumlin Pastures. This Landscape Character Type is located in low lying areas of the Machars, and Castle Douglas areas of Dumfries and Galloway. Drumlin pastures are particularly distinctive landforms created by glacial deposition.

The views from the road are primarily of the surrounding agricultural fields that border the carriageway. However, some residential properties, particular near the start of the scheme in Springholm Village, may also have a view of the scheme.

Biodiversity

A desktop study using Sitelink has not identified the presence of any designated European sites within 2km of the scheme extents, nor is there any hydrological connectivity linking the scheme extents to any European sites.

The National Biodiversity Network (NBN) Atlas has highlighted the following Invasive Non-Native Species (INNS) located within 500m of the scheme extents:

- Japanese knotweed (*Fallopia japonica*)

A search of the Transport Scotland Asset Management Performance System (AMPS) online mapping tool has identified the following target species along the road carriageway; Common ragwort (*Jacobaea vulgaris*), Rosebay willowherb (*Chamaenerion angustifolium*), and Broad-Leafed Dock (*Rumex obtusifolius).*

Additionally, Japanese knotweed (*Fallopia japonica*) and Rhododendron (*Rhododendron ponticum*) are also recorded along the A75 within 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 indicates there are no Geological Conservation Review Sites (GCRS) within 2km of the scheme extents. There are also no geological Special Sites of Scientific Interest (SSSI)'s located within 200m of the works.

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

Superficial deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago 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

- Carghidown Formation - Wacke. Sedimentary bedrock formed between 443.8 and 433.4 million years ago during the Silurian period.
- Kirkmaiden Formation - Wacke. Sedimentary bedrock formed between 443.8 and 433.4 million years ago during the Silurian period.

Scotland's Soils Map shows that the soils located within the scheme extents comprise of Brown earth and Noncalcareous gleys.

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	• TS2010 surface course • AC20 bituminous binder • AC32 bituminous base	• 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

Activity	Material Required	Origin/Content
		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.

Table 4: Key wastes arising from activities.

Activity	Waste Arising	Disposal/Regulation
Site Construction	• Asphalt planings • Coal tar	• Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. • At this time surfacing may be planed and reused in-situ, ex-situ or recovered as a feedstock in the manufacture of new surfacing material or other products. • Due to the general size, nature and cost of the scheme, a Site Waste Management Plan (SWMP) will be required for the scheme. • Any waste containing tar will be classed as Special Waste.

Noise and Vibration

The scheme is primarily surrounded by agricultural fields and dense vegetation. Approximately 30 residential properties are located within 300m, with the closest being approximately 10m east from the A75. A further noise sensitive receptor within 300m of the works includes Springholm Primary School located approximately 180m north from the start of the scheme extents.

Baseline noise levels are influenced by vehicle traffic along the A75, with poor condition of the road surface contributing to the elevated ambient noise levels.

The Scotland Noise Map shows that the noise levels within the scheme extents range from 73dB to 65dB LDay during daytime hours and 68dB to 62dB Lngt during night-time hours.

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

Population and Human Health

A study area of 300m has been used for this assessment as the works, 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 located within 300m of the scheme extents, the closest one being approximately 10m east from the A75. A further sensitive receptor within 300m of the works includes Springholm Primary School located approximately 180m north from the start of the scheme extents.

According to Core Path Scotland , there are no core paths located within 300m of the scheme extents. Additionally, there are no National cycle Routes, bridleways or bus stops located within 300 of the works.

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

Other land uses within 300m include agricultural fields used for agricultural purposes, located adjacent to the A75 carriageway. There are field access points along the stretch of the scheme that could potentially be used for farming activities.

Road Drainage and the Water Environment

According to Scottish Environment Protection Agency (SEPA)'s water Classification Hub identifies Spottes Burn (ID: 10588) flows beneath the scheme extents at NGR: NX 80571 69553. This watercourse has a 'good' ecological potential.

SEPA Flood Maps indicate a high river of river flooding at this location, with a 10% annual probability of flooding. Additionally, there is a high likelihood of surface water flooding within the scheme extents.

Groundwater within the scheme extents is identified as Galloway groundwater (ID: 150694) which also has a 'good' overall ecological potential. The groundwater is not designated as drinking water protected area, and the scheme is not located within a Nitrate Vulnerable Zone .

Drainage along the A75 within the scheme extents consists of filter stones running along both sides of the carriageway.

Climate

Carbon Goals

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 is committed to reducing 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 surface and using mobile machinery, have the potential to produce airborne particulate matter and generate emissions that may have a temporary 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 is anticipated.
- 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 will be for the duration of the works only.

Mitigation

Best practice 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;

  - 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.

Providing all works operate in accordance with current best practice, the residual effect on air quality is deemed to be neutral.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation the proposed works impacts on local air quality levels during the construction period are assessed to be temporary negligible adverse in magnitude and therefore, in accordance with DMRB Guidance document LA 105: Air Quality 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 nighttime 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 A75 carriageway boundary, no permanent changes to landscape features and views are anticipated. No residual impacts of the visual appearance on the areas of Machars and the Drumlin pastures.

Mitigation

- The design and look of the current landscape will remain the same as much as possible to retain the current historical landscape.
- 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.
- Upon completion of the works any damage to the local landscape will be reinstated as far as practicable.

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on Landscape and Visual is considered not significant.

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. However, works are restricted to the A75 trunk road boundary and the number of construction vehicles and construction operatives required onsite is low.
- Any protected species in the area are likely to be accustomed to road noise on the A75 and the scheme is of relatively short duration.
- 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 and INNS Japanese knotweed and Rhododendron located along the scheme extents.

Mitigation

- Site personnel will remain vigilant for the presence of any protected species, throughout the works period.
- 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.
- In the unlikely event that a protected species is noticed on site, works will be temporarily suspended until the animal has moved on. Any sightings will be reported to the Sustainability Solutions Team.
- 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. Please see Noise and Vibration Section for further mitigation.
- 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. All operatives will be briefed through a

toolbox talk for Japanese Knotweed prior to works commencing. This will provide legislation and best practice for dealing with issues.

With best practice and mitigation measures in place, no significant effects are predicted for biodiversity.

Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity no further assessment is required.

Material Assets and Waste

Impacts

- The use of virgin aggregates in the scheme will contribute to the depletion of natural and finite resources, as well as the loss of biodiversity.
- Energy requirements for the scheme, including the use of non-renewable fossil fuels for materials and personnel transport, as well as plant operation will contribute to greenhouse gas (GHG) emissions .
- The TS2010 surfacing proposed for the scheme has an estimated design life of 20 years, reducing the maintenance on this section of road over that period.
- Waste generated during the works will add to the capacity of local landfills, which will also contribute to Greenhouse Gases (GHG) emissions.
- Tar bound materials were identified during the investigation coring.

Mitigation

- Due to the scale and cost of the proposed scheme, a Site Waste Management Plan (SWMP) will be required to effectively manage waste generated during the 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 suitably licenced contractor and will be accompanied by correctly completed waste transfer notes.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.
- Where possible all materials will be reused throughout the network. If not possible they will be recycled locally. The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- 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.
- Where there is potential for deeper treatment at areas of potential tar containing material, any tar-contaminated planings will require removal off site for treatment/disposal at a licenced waste facility.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste.

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

Noise and Vibration

Impacts

- 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.
- 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. The works are not located within a Candidate Noise Management Area.
- 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

- Local residents affected by the works will be notified in advance of the works which will contain details of the proposed timings and duration of the works.
- Due to night time programming, Amey's Energy Transition & Sustainability Team has notified Dumfries and Galloway Council Environmental Health Officer in advance of the works.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1874, will be employed at all times to reduce noise to a minimum.
- The noisiest works (planing) will be completed before 23:00 where feasible.
- The use of a soft start to the works, 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.
- Where deemed necessary, acoustic screens will be utilised.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and Human Health

Impacts

- Construction site lighting during night time hours could cause disturbance to residential properties in close proximity, and for the nearby amenity users.
- No temporary or permanent land take is required, as all works will occur within the existing carriageway boundary.
- Vehicle travellers and nearby receptors will benefit from reduced road noise due to the improved road surfacing delivered by the scheme.
- Access to the agricultural field adjacent to the A75 may be temporarily impacted by TM; however, this is unlikely due to the night time scheduling of the works.

Mitigation

- TM restrictions/arrangements and any anticipated travel delays will be publicised within the local and wider area through radio announcements and letterbox drops, aimed at minimising disruption to vehicular travellers and local agricultural businesses in the local area.
- Temporary site lighting used throughout the scheme will be directional and will be focused solely on the area of works to reduce potential disturbance.
- Site specific control measures for noise and vibration, and air quality are outlined in the relevant sections above.

With best practice mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant.

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

Road Drainage and the Water Environment

Impacts

- During resurfacing works, there is potential for temporary impacts on the water environment due to the operation of plant within or near watercourses and/or drainage systems. This could result in changes to water quality from pollution events, such as accidental spillage of sediments, particulate matter, chemicals, fuels, or the mobilisation of these substances in surface water during rainfall. However, no in-water works will take place, and there is no requirement for the abstraction or transfer of water from, or discharges to, any waterbody. Therefore, the potential for a direct pollution incident within a waterbody is unlikely.
- In the event of a flooding incident, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- There are not anticipated to be any permanent impacts on road drainage or the water environment following the completion of works.

Mitigation

- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment including debris, dust, and hazardous substances. This will involve having spill kits available at all times, funnels and drip trays when transferring fuel etc. There will be no fuel stored onsite.
- Any debris that could potentially be suspended in surface water and wash into the local water environment will be removed from the site during and after the works.
- Visual pollution inspections of the working area will be conducted regularly, especially during heavy rainfall and wind conditions.
- Weather reports will be monitored before and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only resume when it is safe to do so, ensuring that run-off/drainage can be adequately controlled to prevent pollution.
- The Amey control room will be contacted immediately if any pollution incidents occur (operational 24 hours, 7 days a week).
- Prior to the commencement of works, all operatives will be briefed on and required to adhere to SEPA's Guidance for Pollution Prevention (GPP) specifically GPP 1, GPP 6, GPP 8, GPP 21 and GPP 22.
- Generators and static plant will have bunding with a capacity of 110%. If these are not bunded then drip trays will be supplied beneath the equipment with a capacity of 110%.

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

- 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 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.

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.

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 in January 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:

<u>Characteristics of the scheme:</u>

- 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.
- 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 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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