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Environmental Impact Assessment Record of Determination

A75 East of Three Lochs

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Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A75 carriageway where surface defects (fretting/chip loss) and structural defects (rutting/longitudinal/transverse/cracking) have been identified. The works are required to repair defects and to improve the quality and safety of the carriageway for road users.

Construction will involve structural inlays from depths between approx. 30mm-300mm along the A75. The scheme covers an area of approximately 1.7ha.

Construction activities will consist of the following:

- Installation of Traffic Management (TM);
- Milling out the existing material to the proposed treatment depth of 40mm, 90mm and 165mm along with a 320mm partial reconstruction inlay;
- Resurfacing of the carriageway using TS2010 surface course 10mm aggregate and AC binder and base if required;
- Reinstatement of road markings, linings and studs; and
- Removal of TM.

This will involve the following plant/machinery:

- Planer;
- Bitumen tank;
- Extrusion liner;
- Paint tanker;
- 2 CX excavator/pecker;
- Paver;
- Roller(s); and
- Wagon(s).

The works are currently programmed to be completed in October 2024 for approximately 10-15 nights. The Traffic Management will consist of a mixture of road closures and convoy traffic management.

Location

The scheme is located along the A75 in Castle Douglas, Dumfries and Galloway and can be found at the following National Grid Reference (NGRs) (Figure 1):

- Start: NX 33825 62857
- End: NX 31578 62339

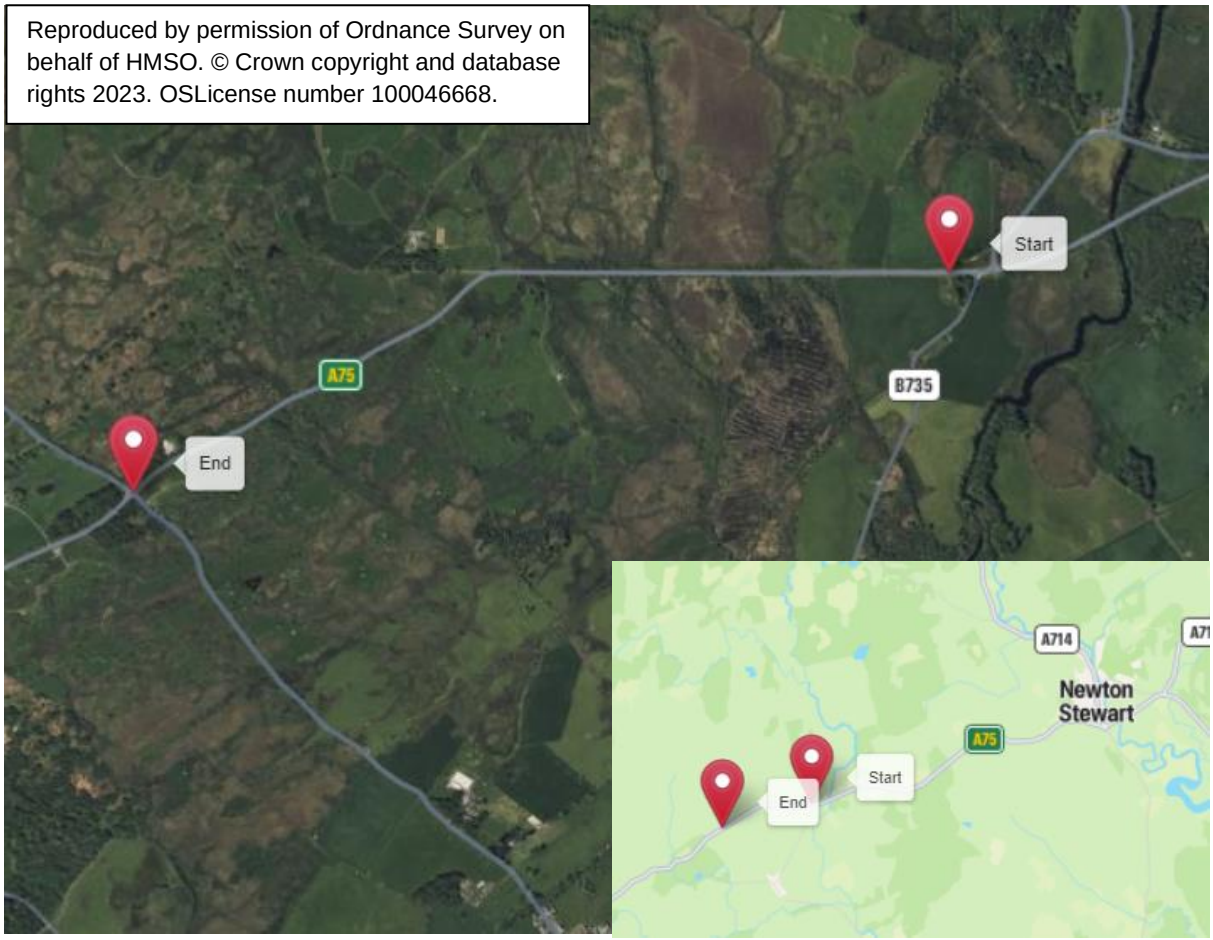

Figure 1: Location and Scheme Extents.

Description of Local Environment

Air Quality

The scheme is located within a rural area surrounded by agricultural fields, dense trees and shrubs along the A75 west of Newton Stewart, Dumfries and Galloway. There is one residential property located within 200m of the scheme which is attached to a farm that will likely use the A75 as an access road. This property is located approximately 180m north of the scheme.

Local air quality is mainly influenced by vehicles travelling along the A75 motorway.

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

In 2023, the Annual Average Daily Flow (AADF) of traffic along the A75 (manual count point 20749) for all motor vehicles was 4,136 with 653 of those being Heavy Good Vehicles (HGVs).

According to the Scottish Pollutant Release Inventory (SPRI) there are no registered sites for air pollutant releases located within 1km of the works.

Cultural Heritage

A desk-based study using PastMap has highlighted that there are no designated cultural heritage assets located within 300m of the works, however there are two non-designated cultural heritage assets located within 200m of the scheme. These include:

- Shank Wood Canmore (Ref: 176078) located approximately 190m north from the works.
- Shennanton Canmore (Ref: 62960) located approximately 55m south from the works.

As the works are confined to the carriageway boundary, the carriageway has previously been maintained and no verge working is required, Cultural Heritage has been scoped out of requiring further assessment.

Landscape and Visual Effects

The scheme is located within a rural area surrounded by agricultural fields, dense trees and shrubs. There is one residential property located 180m north of the scheme.

A desktop study using Scotland's Environment Map has highlighted that the scheme is not situated with a National Park (NP), National Scenic Area (NSA) or Garden &

Designed Landscapes (GDL). There are also no Ancient Woodlands or Tree Preservation Orders (TPO)'s located within 500m of the scheme.

The Scottish Landscape Character Assessment map has identified the land character type as Drumlin Pasture in Moss and Moor Lowland. This area is characterised by the extensive and repeated pattern of small, rounded, elongated mounds and higher, irregular shaped hills rising out of low-lying areas of flat wetland, moss and flood plain which in places has been forested.

The Historic Land Use Assessment (HLA) Map highlights that the landscape within and surrounding the scheme extents has previously been used as Rectilinear Fields and Farms.

Biodiversity

The scheme is located in a rural area surrounded by agricultural fields, dense trees and shrubs.

According to Sitelink the European designated site River Bladnoch Special Area of Conservation (SAC) (8355) flows under the scheme extents at NGR: NX 32843 62898. 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.

A search of Transport Scotland Asset Management Performance System (AMPS) notes Transport Scotland target species Rosebay willowherb (*Chamaenerion angustifolium*) is located along the A75 within the scheme extents.

A field survey was scoped out by a competent ecologist and a desktop study was deemed sufficient due to the nature of the works and that all works will be restricted to the existing carriageway boundary.

Geology and Soils

A desktop study using NatureScot Sitelink notes there are no Geological Conservation Review Sites (GCRS) within 2km of the scheme extent. There are also no geological SSSI's located within 200m of the works.

Scotland Soil Map highlights that the soil within the scheme extents consist of Dystrophic semi-confined peat with peaty rankers and Brown earths.

A desktop study using the British Geological Survey Map was used to identify local geology type within the scheme extents. These include:

Superficial deposits

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

Bedrock geology

- Gala Unit 1 - Wacke. Sedimentary bedrock formed between 443.8 and 440.8 million years ago during the Silurian period.

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

Material Assets and Waste

Table 1: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	• TS2010 surface course • AC20 bituminous binder • AC32 bituminous base.	A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range

Activity	Material Required	Origin/ Content
		of sustainable aggregate sources.

Table 2: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Asphalt planings	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. 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. Due to the general size, nature and cost of the scheme, a Site Waste

Activity	Waste Arising	Disposal/ Regulation
		Management Plan (SWMP) will be required for the scheme

Noise and Vibration

There is one residential property located within 300m of the scheme which is associated with Ardachie farm. This property is located approximately 180m north of the scheme. There are no other noise sensitive receptors located within 300m of the scheme.

This scheme is not located within a Candidate Noise Management Area (CNMA), as defined by the Transportation Noise Action Plan.

According to Scotland Noise Map, there is no noise modelled data is available for the scheme extents. Baseline noise levels are influenced by vehicles travelling along the A75. The road surface is in poor condition which has potential to elevate the ambient noise levels.

In 2023, the Annual Average Daily Flow (AADF) of traffic along the A75 (manual count point 20749) for all motor vehicles was 4,136 with 653 of those being Heavy Good Vehicles (HGVs).

Population and Human Health

A study area of 300m has been used for this assessment as it is unlikely there will be any significant impacts on receptors beyond 300m.

There is one residential property located within 300m of the scheme which appears to be associated with Ardachie farm. This property is located approximately 180m north of the scheme. This farm is accessed from within the scheme extents. There are no other options for access to this farmstead / private property. There are several agricultural gates located along the A75 which allow access to the fields.

There are no businesses, recreational facilities or community assets within the scheme extents or located within 300m of the scheme.

According to Dumfries and Galloway Council Core Path Plan there are no core paths located within 300m of the scheme extents. There are also no National Cycle routes or Horse-riding routes located within 300m of the scheme.

There are no bus stops located along the A75 within the scheme extents. There are also no streetlights located along the scheme extents.

Road Drainage and the Water Environment

According to Scottish Environmental Protection Agency (SEPA) water classification hub there is only one SEPA classified watercourse within 500m of the scheme extents. This includes the River Bladnoch (Black Burn to Tarf Water) (ID: 10508) located 250m east from the works. This watercourse is classified as having good overall ecological status under the Water Framework Directive (WFD).

The Barhoise Burn flows under the scheme extents at NGR: NX 32843 62898 and eventually flows into the River Bladnoch. SEPA Flood Maps highlights that there is a high likelihood of river flooding in this area. This suggest that each year this area has a 10% chance of flooding.

The groundwater within the scheme extents consists of Galloway groundwater (ID: 150694) which has a 'good' overall status. This is not listed as drinking water protected area. The scheme is not located within a Nitrate Vulnerable Zone as defined by the Scottish Government.

There is no evidence of drainage along the A75 within the scheme extents.

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 CO2 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.

Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – South West.

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 carry a potential to produce airborne particulate matter, dust and generate emissions that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.

Mitigation

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

- The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
- Drop heights will be minimised from conveyors and other loading or handling equipment;
- Vehicles entering and leaving the work area will be covered to prevent escape of materials during transport;
- Equipment will be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods;
- 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 measures 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.

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 do not require permanent changes to the surrounding landscape as works are operating on a like-for-like basis.
- Due to night-time programming, construction site lighting during night-time hours could cause disturbance for residential properties in close proximity.

Mitigation

- The design and look of the structure and current landscape will remain the same as much as possible to retain the current landscape.
- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the resurfacing 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

- An increase in noise levels has the potential to disturb any protected species nearby.
- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species or protected species.
- There is potential for temporary adverse impacts on biodiversity in the area as a result of the presence of construction vehicles and plant onsite causing disturbance to protected species and pollution of habitats.

- A Habitats Regulations Appraisal (HRA) has been undertaken and concluded that the proposed works will not result in likely significant effects on the qualifying features as:
  - The works are unlikely to cause disturbance to fish species as no activities will take place within the channel or riparian habitat and therefore there will not be disruption to the passage or spawning.
  - Standard Industry best practice will be implemented onsite throughout the construction period to mitigate potential impacts to the designated sites including pollution prevention measures.

Mitigation

- All site operatives will be briefed on the European designated site River Bladnoch SAC prior to works commencing detailing the qualifying features.
- Where lighting is required, hoods will be used and lights directed at works and away from ecological receptors, to minimise disturbance to nocturnal species.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking underside for the presence of any mammals prior to commencing works. In addition, there will be a gradual increase in noise levels from plant.
- In the event that a protected species is noticed on site, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the Energy Transition & Sustainability Team who will then provide guidance if required, and the control room will be contacted for environmental record.
- Vehicles, plant, machinery 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.
- Noise mitigation measures as outlined in the Noise and Vibration section and pollution control mitigations as outlines in the Road Drainage and the Water Environment section will be adhered to during the works.

With the above mitigation measures and best practice being adhered to, the residual effect on local biodiversity is considered not significant.

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

Material Assets and Waste

Impacts

- The project will result in contribution to resource depletion through use of virgin materials.

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- GHG emissions will be generated by material production and transportation to and from site.
- Tar bound materials were not identified during the investigation coring.
- 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.

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 where possible 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 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.
- Use of TS2010 Surface Course 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.

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

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

Noise and Vibration

Impacts

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

Mitigation

- 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.
- Equipment will be switched off when not in use.
- The drop height of materials will be minimised.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The noisiest works will be completed before 23:00 where feasible.

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

- There will be no impact on private land, business land and/or community facilities as land take is not required as a result of the scheme.
- Restricting access into fields could potentially compromise the viability of the farm practices.
- Access to the residential property and Ardachie Farm located 180m north from the works may be restricted by the works.

- Due to night-time programming, construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- Access to the agricultural fields will be maintained via the gates located the scheme extents.

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

- There is potential for temporary impacts on the water environment if the area of works is not adequately controlled. Debris and run off from the works could be mobilised into drainage systems and surrounding watercourses.
- 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.
- 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.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- No discharges into any watercourses or drainage systems will be permitted.
- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.

- The Amey control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior to 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.
- Prior to works commencing, all operatives will be briefed on and adhere to SEPA's Guidance for Pollution Prevention (GPP).
- Site operatives will be briefed regarding the River Bladnoch located 250m east from the works and given the Water Pollution Prevention toolbox talk prior to works.

Providing all works operate in accordance with current best practice, 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 emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel 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 has not highlighted any works during the proposed timescale and at the location of the proposed works.

Ameys Currently Programme of works has not highlighted any works during the proposed timescale at the location of the proposed works and surrounding area.

Dumfries and Galloway Councils planning portal has not highlighted any further Proposed development or planning applications during the proposed timescale and at the location of the 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 Energy Transition & Sustainability Team in September 2024.
- A Habitats Regulations Appraisal undertaken by the Ecology Team at Amey in August 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 and is situated in River Bladnoch Special Area of Conservation (SAC) which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999

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

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

Characteristics of the scheme:

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- 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.
- 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 and the drainage in the area.
- 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.
- Construction activities are restricted to the approximate 1.7ha 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.

- 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 (total area 1.7ha) 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 European designated site River Bladnoch Special Area of Conservation (SAC) flows downstream and under the scheme extents at NGR: NX 32843 62898. A Habitats Regulations Appraisal (HRA) has been undertaken and concluded that the proposed works will not result in any likely significant effects on the qualifying features.

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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