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CÒMHDHAIL ALBA

# Environmental Impact Assessment Record of Determination

## A75 Glenluce Junction to Grayhill Farm

**Contents**

# Project Details

## Description

The works are being undertaken to improve the quality of the road surface on the A75 at Glenluce to Grayhill Farm. The road surface currently has defects (fretting/chip loss) and structural defects (rutting/longitudinal/transverse/cracking). The scheme covers an approximate area of 26,822m$^2$ along a 2km stretch of the carriageway.

Construction activities include:

- Installation of traffic management (TM);
- Milling of the carriageway to agreed depths (30mm-300mm);
- Resurfacing of carriageway to the existing road levels using TS2010, AC20 binder and AC32 base;
- Reinstatement of road markings, linings, and studs; and
- Removal of Traffic Management (TM).

The plant and equipment required includes the following:

- Roller wagon; and,
- Paver planer.

Materials required will include:

- TS2010 Surface course;
- AC20 Bituminous binder; and,
- AC32 Bituminous base.

The proposed construction is programmed to be completed from 6$^{th}$ May – 30$^{th}$ May 2024. The works will be carried out during daytime and night-time hours.

Traffic management for this scheme will compromise of three weeks of overnight closures, with daytime Temporary Traffic Lights (TTLs) convoy.

# Location

The proposed scheme is located along a semi-rural section of the A75 at Glenluce, Dumfries and Galloway, the approximate National Grid References (NGRs) are detailed below:

- Start: NX 21326 57551
- End: NX 19327 56892

See Figure 1: Scheme Location below.

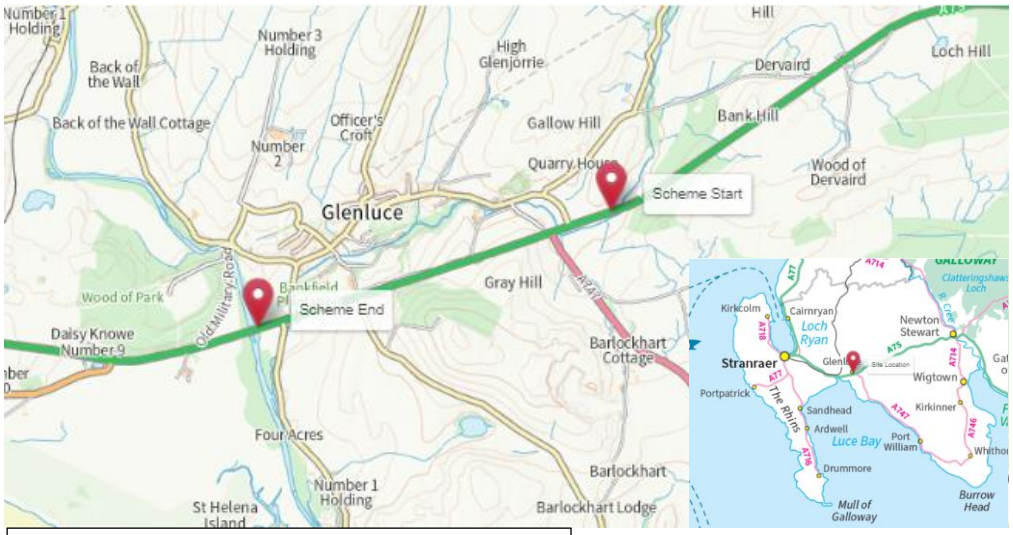




Figure 1: Scheme Location.

# Description of local environment

## Air quality

The proposed scheme is located within a semi-rural section of the A75 at Glenluce, Dumfries and Galloway. The proposed scheme is surrounded by predominantly agricultural fields with several sections of woodland.

There are approximately 50 residential properties within 200m of the proposed scheme, with the closest property being located approximately 20m north of the scheme. Glenluce Primary School is located approximately 90m north of the scheme extents.

The Dumfries and Galloway Council has declared no Air Quality Management Area's (AQMA's). Baseline air quality levels are likely to be influenced by vehicles and associated emissions along the A75 carriageway.

In 2022, the Annual Average Daily Flow (AADF) for all vehicles along the A75 (manual count point 80200) was 4,691, with 15% of these vehicles being Heavy Goods Vehicle's (HGVs).

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) (sepa.org.uk) within 1km of the site.

## Cultural heritage

A desktop study has been undertaken using Pastmap and the following designated cultural heritage assets have been identified within 300m of the scheme extents:

- Glenluce Roman Camp, 380m W of Corsehead, Scheduled Monument (Ref: SM7443) (approx. 100m south)
- Bridge, Lady Burn, Listed Building (Ref: LB16783) (approx.170m south);
- Glenluce, 2 Main Street, With Railings, Listed Building (Ref: LB19343) (approx. 270m north);
- Glenluce, 12 Main Street, Listed Building (Ref: LB1934) (approx. 280m north;
- Glenluce, 16 And 18 Main Street, Listed Building (Ref: LB19345) (approx. 290m north;
- Glenluce, Ladyburn Bridge, Listed Building (Ref: LB19322) (approx. 250m north;
- Glenluce, 20 Main Street, Listed Building (Ref: LB19346) (approx. 290m north;

- Glenluce, 22 Main Street, Public Hall, Listed Building (Ref: LB1934) (approx. 280m north;
- Glenluce, Ladyburn Masonic Temple, (Former Ladyburn Church), With Railings and Gates, Listed Building (Ref: LB19324) (approx. 270m north;
- Glenluce, Millbank and Cottage, Listed Building (Ref: LB19362) (approx. 280m north; and
- Glenluce, Millbank and Cottage, Listed Building (Ref: LB19362) (approx. 240m north.

The following non-designated cultural heritage assets have been identified within 200m of the scheme:

- Mains of Park, New Bridge, road bridge, Canmore (Ref: 279743) 20m west;
- Glenluce, Temporary camp, Historic Environment Scotland (HER) (Ref: MDG9248 (approx. 20m south);
- Mains Of Park, New Bridge, road bridge, HER, (Ref: MDG24099) (approx. 20m west);
- Bankfield Farm, Farm, (Ref: MDG1262) (approx. 50m north);
- Glenluce, Bankfield Road, Bankfield, farmhouse and farmstead, Canmore (Ref: 61199) (approx. 90m north);
- Glenluce, Lint Mill Cottage, cottage, Canmore (Ref: 216201) (approx. 90m south);
- Glenluce, Axe hammer, Canmore (Ref: 97461) (approx. 90m south);
- Glenluce, Axehead (stone), Canmore (Ref: 97459) (approx. 90m south);
- Glenluce, Bankfield Road, Primary School, Canmore (Ref: 215675) (approx. 100m north);
- Glenluce, Bankfield Road, Primary School, School House, Canmore (Ref: 299756) (approx. 140m north);
- Glenluce, Balkail, Farmstead, Canmore (Ref: 215676) (approx. 160m north); and,
- Glenluce, Lady Burn, Bridge, Road Bridge, Canmore (Ref: 216153) (approx. 165m south).

As works are like-for-like structural inlays and will remain within the carriageway, no impacts are likely to occur to any historical assets and therefore has been scoped out for further assessment.

# Landscape and visual effects

The proposed scheme is located within a semi-rural area with the village of Glenluce located to the north, and large areas of farmland and woodland surrounding the scheme. There are approximately 100 residential properties within 300m of the proposed scheme, with the closest being located 10m north. There are several community features located within 300m of the proposed scheme, which are outlined below:

- Glenluce Primary school- approx. 90m north; and
- Glenluce holiday park- approx. 250m north.

Scotland's Environment Map notes there are no National Scenic Areas, Garden and Designed Landscapes, or Tree Preservation Orders (TPOs) within 500m of the scheme extents. However, there are several areas of woodland registered on the Ancient Woodland Inventory within 500m which are as follows:

- Fellwood, Long-Established (of plantation origin) (adjacent to the scheme approx.10m south);
- Banks of Dervaird, Ancient (of semi-natural origin) (approx. 170m east);
- Glen Wood, Ancient (of semi-natural origin) (approx. 200m north); and
- Wood of Park, Ancient (of semi-natural origin) (approx. 200m west).

Scotland's Historic Land-Use Map classifies the surrounding land as managed woodland, restored agricultural land, plantation and rectilinear Fields and Farms.

The Scottish Landscape Character Type Map notes that the scheme is located within Landscape Character Type (LCT) 168, characterised by extensive and repeated pattern of small rounded, elongated mounds and higher, irregular shaped hills rising out of low-lying areas of flat wetland.

The views of and from the road will be temporarily affected during construction due to the presence of works, TM and plant.

The works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

# Biodiversity

The proposed scheme is located within a semi-rural area with the village of Glenluce located to the north, and large areas of farmland and woodland surrounding the scheme. A desktop study has been undertaken using SiteLink has highlighted the following designated sites within 2km of the proposed scheme:

- Loch of Inch and Torrs Warren Ramsar Site (approx. 830m south)
- Loch of Inch and Torrs Warren Special Protection Area (SPA) (approx. 830m south)
- Torrs Warren- Luce sands Site of Special Scientific Interest (SSSI) (approx. 830m south)

The Transport Scotland's Asset Management Performance System (AMPS) database highlights the presence of the following Invasive Non-Native Species and Injurious weeds within scheme extents:

- Himalayan balsam (*Impatiens glandulifera*);
- Japanese knotweed (*Fallopia japonnica*);
- Creeping thistle (*Cirsium arvense*);
- Common ragwort (*Jacobaea vulgaris*); and
- Rosebay willowherb (*Chamaenerion angustifolium*).

Scotland's Environment Map notes there are no Tree Protection Orders (TPOs) within 500m of the scheme extents. However, notes that there are several areas of woodland registered on the Ancient Woodland Inventory within 500m:

- Fellwood, Long-Established (of plantation origin) (adjacent to the scheme approx.10m south);
- Banks of Dervaird, Ancient (of semi-natural origin) (approx. 170m east);
- Glen Wood, Ancient (of semi-natural origin) (approx. 200m north); and
- Wood of Park, Ancient (of semi-natural origin) (approx. 200m west).

# Geology and soils

Scotland's Soils Map notes that the soils within the scheme extents are made up of brown soils. A desktop study was undertaken using Britain's Geology Viewer Baseline conditions for geology and soil in the area are detailed below:

- Bedrock Geology

  - Shinnel Formation - Wacke.
  - Gala Unit 1 - Wacke

- Superficial
  - Alluvium - Silt, sand and gravel.
  - Raised Marine Beach Deposits, Late Devensian - Gravel, sand and silt.
  - Till, Devensian - Diamicton.

A desktop study using Nature Scot's Sitelink found that the scheme is located within a Geological Conservation Review Site, this is the Luce Sands.

The Scottish Environment Protection Agency (SEPA) Water Classification Hub notes the Galloway ground waters (ID: 150694) is in good condition.

There are no landfill sites within 1km of the scheme extents.

# Material assets and waste

Table 1: Key materials required for activities.

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

Table 2: Key waste arising from activities

| Activity | Waste Arising | Disposal/ Regulation |
|---|---|---|
| Site Construction | • Road planings<br>• No tar bound materials were identified after coring. | 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'.<br><br>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 value of the scheme being greater than £350,000 a Site Waste Management Plan (SWMP) will be required.

# Noise and vibration

The proposed scheme is located within a semi-rural section of the A75 at Glenluce, Dumfries and Galloway. The proposed scheme is surrounded by predominantly agricultural fields with several sections of woodland.

There are approximately 100 residential properties within 300m of the proposed scheme, with the closest property being located approximately 20m north of the scheme. Glenluce Primary School is located approximately 90m north of the scheme extents and Glenluce holiday park is located approximately 250m north.

Baseline noise is likely to be dominated by vehicle traffic from the A75 carriageway.

In 2022, the AADF for all vehicles along the A75 (manual count point 80200) was 4,691, with 15% of these vehicles being HGVs.

Scotland Noise Map does not contain Round 3 modelled noise data for the road where the proposed scheme is located, nor is there any data near the scheme to be representative of the surroundings.

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

# 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 proposed scheme is located within a semi-rural section of the A75 at Glenluce, Dumfries and Galloway. The proposed scheme is surrounded by predominantly agricultural fields with several sections of woodland.

Scotland's Environment Map classifies the surrounding land as managed woodland, restored agricultural land, plantation, and rectilinear Fields and Farms.

The Dumfries and Galloway Core Paths Plan notes the following core paths within 300m of the scheme extents:

- St Helena Island (core path no. OLDL/420/2 and OLDL/420/1) (approx. 60m west);
- Wood of Park (core path no. OLDL/392/1) (approx. 200m west); and
- Glen Wood, Glenluce (core path no. OLDL/383/1) (approx. 220m north)

The National Cycle Network Route 73 crosses the A75 runs under the scheme extents (NX 19504 56950) via an underpass.

There are no British Horse Society (BHS) bridleways within 300m of the scheme extents.

There is no streetlighting along the section of the A75 on which the proposed scheme is to take place.

There are several roads which access the A75 within the scheme extents, however there are alternative exits which can be used.

# Road drainage and the water environment

The SEPA Water Classification Hub notes the Galloway ground waters (ID: 150694) is in good condition.

There are four watercourses within 500m of the scheme extents. The Water of Luce (ID: 10491) is a river within the Water of Luce catchment of the Solway Tweed River basin district; it is considered to be in good condition and the SEPA Flood Risk Map notes it has a high-risk of river flooding.

Lady Burn (ID: 10496) is a tributary of the Water of Luce and flows south under the A75. It is considered to be in moderate condition and has a high-risk of river flooding.

Back Burn is a tributary of Lady Burn and is approximately 235m north. It is not classified on the SEPA Water Classification Map or is listed on the SEPA Flood Risk Map. Glenjorrie Burn is also a tributary of Lady Burn and is approximately 290m north; it is also not classified on the SEPA Water Classification Map or is listed on the SEPA Flood Risk Map.

Using SEPA's Flood Maps there are sections throughout the proposed scheme that are vulnerable to river flooding (high risk refers to a 10% chance of flooding every year).

The scheme is not located within a Nitrate Vulnerable Zone.

Drainage along the scheme is in the form of filter drains.

# Climate

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

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution – gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

# Policies and Plans

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

# Description of main environmental impacts and proposed mitigation

## Air quality

### Impacts

- Onsite construction activities carry the potential to generate emissions, particulate matter and dust 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.
- The impacts identified will be a temporary for the duration of the works only and therefore no significant impacts are predicted on air quality.

### Mitigation

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

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- Drop heights into haulage vehicles and onto conveyors will be minimised where practicable.
- Planing operations will be wetted to reduce dust arising.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the air environment (e.g., debris, dust, and hazardous substances). This will include the appropriate storage of all waste products.

The residual significance of effects is considered not significant and does not warrant any further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

# Landscape and visual effects

## Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties with views of the works, and for the sensitive receptors.
- As the works are minor and no permanent changes to landscape features are anticipated the impact of the scheme is expected to be minimal. Works will be restricted to the existing carriageway and will not impact upon the surrounding landscape.

## Mitigation

- Site lighting will be directed away from residential properties.
- If the scope of works or the location of the works change, the SS Team will be notified.
- Works, including the storage of materials, plant, and machinery, will remain within the scheme extents at all times.

No significant effects are predicted on the landscape and visual effects. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual effects, no further assessment is required.

# Biodiversity

## Impacts

- Due to the night-time programming, site lighting and additional noise from construction could temporarily disturb any surrounding nocturnal or protected species that may be active within the local surrounding area.
- There is the potential for works (if uncontrolled) to spread INNS.
- Works have the potential to cause the spread of Transport Scotland target species including Rosebay Willowherb and Common Ragwort.
- As the proposed scheme is expected to remain within the carriageway the proposed scheme is not expected to detrimentally impact the ancient woodland present within 1km of the proposed scheme extents.
- Due to the proximity of several designated sites, a Habitats Regulations Appraisal (HRA) was undertaken by the Amey Sustainability Solutions Team. The HRA concluded that the works will not lead to a reduction in habitat areas, and therefore will have an overall neutral impact. There are no likely significant effects as impacts on noise, water and air are controlled by

standard mitigation measures and the proposed works are sufficiently separated from the SPA and Ramsar.

### Mitigation

- If any protected species are seen on site, all work will be temporarily stopped until the animal has moved out of the construction zone and its respected buffer zone. All sightings will be reported to the Sustainability Solutions Team and an ecologist will assess the situation before any work is to continue.
- The Amey control room will be contacted for the environmental record.
- Where possible all temporary directional lighting will be directed onto site to avoid overspill onto adjacent areas of potential habitat in an aim to reduce any disturbance to nocturnal species.
- Storage of plant, machinery, vehicles, and equipment will be restricted to the boundaries of the carriageway. No storage of plant, machinery, vehicles, and equipment will be undertaken on the grass verges. The works will be contained entirely within the carriageway.
- As part of the NMC contract, Amey, on behalf of Transport Scotland, have been asked to keep a record of various target species, including Rosebay willowherb and common ragwort which was found within the scheme extents.
- If any INNS are identified on site, all works will temporarily stop, and the environment team contacted.

The works will be contained entirely within the carriageway, with best practice techniques and implementation of mitigation measures, no significant effects are predicted on biodiversity as a result, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

## Geology and soils

### Impacts

- Plant and machinery stored on the grass verges surrounding the work could damage soil structure.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape if not controlled, which may negatively affect the soil environment.

### Mitigation

- Vehicles and materials will not be stored or parked on grass verges where possible.
- Spill kits will be present on site and all operatives will be fully trained in their use.

- Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.

The works will be contained entirely within the carriageway, with best practice techniques and implementation of mitigation measures, no significant effects are geology and soil, in accordance with DMRB Guidance document LA 109: Geology and Soils, no further assessment is required.

# Material assets and waste

## Impacts

- 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 works 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.
- The use of TS2010 will reduce the use of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

## Mitigation

- All waste will be stored in secure containers and segregated into different waste streams.
- All waste will be transported by a suitable licenced contractor and will be accompanied by a correctly completed waste transfer note (WTN). Waste will only be disposed of at a suitably licenced waste management site.
- If any road planings are found to be contaminated with coal tar the waste will be classed as special waste and will be removed to a licenced facility.
- 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.
- 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.
- 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.

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 residential properties will benefit from improved road surfacing because of the scheme.
- Noise heavy works will likely be required during night-time hours, which could disturb sensitive receptors within 300m of the proposed scheme.

## Mitigation

- Due to night-time programming, the Amey Sustainability Solutions team will contact Dumfries and Galloway Council Environmental Health Team prior to the commencement of the works.
- No plant, vehicles or machinery will be left idling when not in use.
- The drop height of materials will be minimised.
- Plant and vehicles will be started sequentially to minimise noise disturbance.
- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers and regularly maintained.
- Due to night-time programming, properties affected by the scheme will be notified in advance of the works. Pre-notification will include details of proposed timings, duration of the works and will also include a 24hr contact number should members of the public wish to contact the Amey control centre in relation to the scheme.
- The Noise and Vibration briefing will be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted for noise and vibration. 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 for residential properties with views of the works, and for the sensitive receptors.
- There will be no impact on land take from private land and/or community facilities as a result of the scheme, as all works will be contained within the carriageway boundary.
- TM will likely cause traffic delays and increase congestion which may lead to longer journey times. Impacts will be temporary during the construction phase only.
- Bus routes will experience possible delays due to the TM that is in place, as will other road users.

## Mitigation

- Signage of lane closures will be clear and visible to the public.
- Site lighting will be directed away from residential properties.
- TM arrangements and any expected travel delays will be publicised within the local and wider area.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Properties affected by the scheme will be notified in advance of the works. Pre-notification will include details of proposed timings and duration of the works.

With best practice mitigation measures in place, no significant effects on 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

- There is a risk that debris and runoff from the works could enter surface water and groundwater if it is not controlled effectively.
- 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 negatively affect the surrounding water environment.
- Should flooding occur, this may delay the scheduled works.

### Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- 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.
- The Amey control room will be contacted if any pollution incidences occur to initiate spillage response procedures.
- 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.
- Prior to works commencing, all operatives will be briefed on and adhere to SEPA's Guidance for Pollution Prevention documents (GPP) (particularly GPP 1, GPP 2, GPP 6, and GPP 22).

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, no significant effects are predicted on the water environment. Therefore, 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 being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, no significant effects are predicted on climate. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

## Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the carriageway surface, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

It has been determined that the proposed 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 ongoing works during the proposed timescale and at the location of the proposed works.

Amey's current programme of works has not highlighted any works within the scheme extents.

Dumfries and Galloway Council Planning Portal has not highlighted any ongoing works during the proposed timescale and at the location of 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.

# 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 have been undertaken:

An Initial Environmental Review (IER) and a Habitats Regulations Appraisal (HRA) of the scheme, undertaken by the Sustainability Solutions Team at Amey in March 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:

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

- At end of life, components can be recycled, reducing waste to landfill.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

- As the works will be limited to the like-for-like replacement of the carriageway surfacing, 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. 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.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended), however, has possible connectivity to the Loch of Inch and Torrs Warren SPA and Ramsar.

Characteristics of potential impacts of the scheme:

- 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.
- Pollution prevention measures will be implemented.
- The waste hierarchy will be adhered to.

# References of supporting documentation

- An Initial Environmental Review was undertaken by Amey Sustainability Solutions Team in March 2024.
- HRA undertaken by Amey Sustainability Solutions Team in March 2024

# 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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