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Environmental Impact Assessment Record of Determination

A75 East of Mossyard

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A75 East of Mossyard, Dumfries and Galloway covering an area of 11,450m^2. Surfacing works are required due to surface defects and structural defects identified across the carriageway. These include fretting, potholing, alligator cracking, rutting and a few isolated cracks. The works are required to improve the safety and road quality for road users.

Construction activities will consist of structural inlays ranging in depth from approximately 30mm-300mm. Treatment will involve using TS2010 surface course. Verge working is also possible which is likely to include siding out and drainage works such as filter drain and pipe replacement. The activities will be as follows:

- Implementation of Traffic Management (TM);
- Milling of existing bituminous material by road planer;
- Structural inlays to be undertaken using TS2010 surface course;
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Reinstatement of thermoplastic road markings where required;
- Road studs replaced where necessary;
- Removal of filter stone;
- Removal and replacement of drainage pipes;
- Replacement of filter stone; and
- Removal of TM.

The following (but not limited to) plant/machinery/vehicles may be used throughout the scheme:

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

- Wagon(s).

The proposed construction is programmed to be completed within this financial year (April 2024 to March 2025) for approximately 14 shifts and the construction will likely utilise day and night shifts.

TM is still to be confirmed but will likely consist of full night-time closures with day-time temporary traffic lights.

Location

The scheme is located on the A75 in Kirkdale, East of Mossyard, Dumfries and Galloway. The scheme is located at the following National Grid References (NGRs):

- Start: NX 55756 53371
- End: NX 54523 52633

See Figure 1: Scheme Location below.

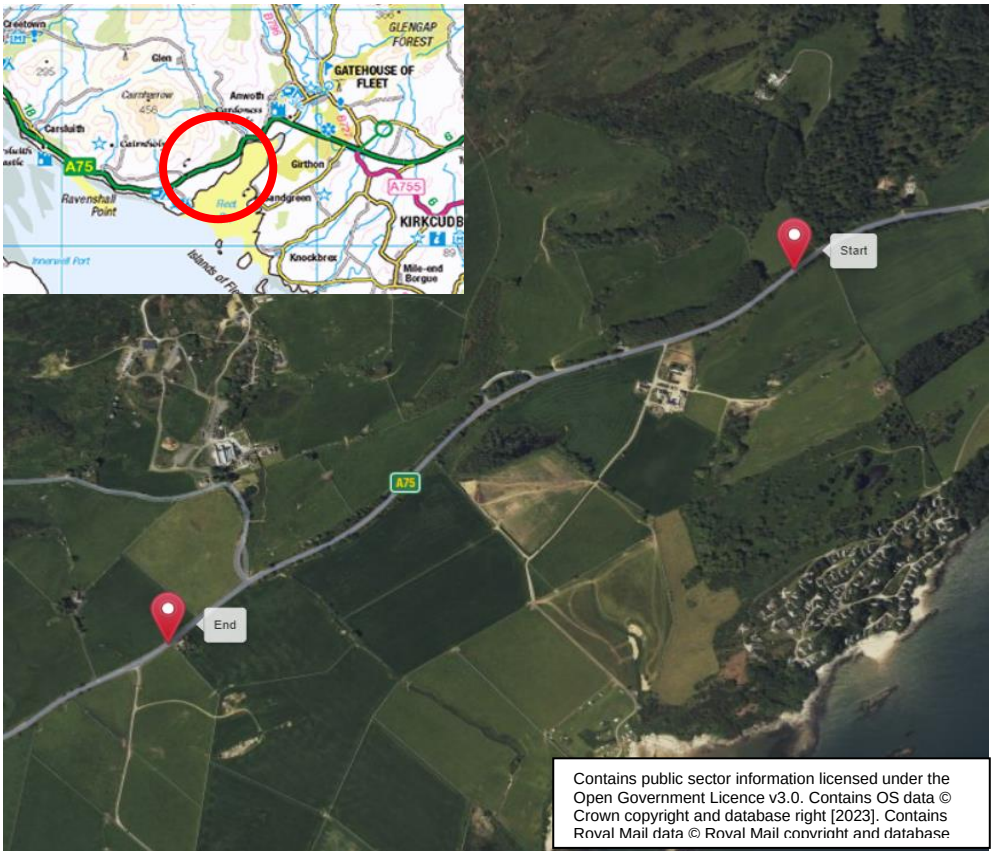

Figure 1: Scheme Location

Description of local environment

Air quality

The scheme is located within a rural area of Dumfries and Galloway with large areas of farmland and some areas of woodland surrounding the scheme extents.

There are approximately 10 residential properties within 200m of the scheme, the closest being Lower Laggan adjacent to the A75 eastbound carriageway (approx. 4m east). There are no other receptors within 200m of the scheme extents.

In 2023, the Annual Average Daily Flow (AADF) for all vehicles on the A75 where works are to be undertaken (manual count point 80297) was 4,886 with 765 of those being Heavy Goods Vehicles (HGVs). Baseline air quality primarily comes from road traffic on the A75.

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

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

Cultural heritage

A desk-based assessment was undertaken using Pastmap. A study area of 300m was used for designated cultural heritage assets and an area of 200m was used for non-designated cultural heritage assets, see Table 1 below.

There are no designated sites within 300m of the scheme extents.

Table 1: Non-Designated Cultural Heritage Assets within 200m

Name	Reference Number	Description	Distance from Scheme
Lower Laggan Cottage Canmore	63747	Cottage (period unassigned)	Adjacent, approx. 4m west.
Lower Laggan Cottage Historic Environment Record (HER)	MDG3346	House	Adjacent, approx. 4m west.
Laggan HER	MDG27043	Farmstead	Adjacent, approx. 6m east.
Newton Historic HER	MDG28186	Farmstead.	Approx. 90m south
Laggan Canmore and HER	88662 MDG9832	Cup marked rock, prehistoric.	Approx. 172m south.

Name	Reference Number	Description	Distance from Scheme
Laggan Hill (Kirkdale House) HER	MDG25456	Cup and Ring marked stone.	Approx. 178m south.

As works are like-for-like structural inlays and no breaking of ground or excavation is required, there will be no impacts on any cultural heritage assets identified and therefore has been scoped out for further assessment.

Landscape and visual effects

The scheme is located within a rural area of Dumfries and Galloway with large areas of farmland and some areas of woodland surrounding the scheme extents.

The Historic Land-Use Assessment (HLA) Map notes the scheme is located within an area of rectilinear fields and farms.

The Landscape Character Type (LCT) Map notes that the scheme is within the LCT 158 Coastal Flats – Dumfries and Galloway which is most commonly found adjacent to river mouths, from Luce Bay and Loch Ryan in the west to Gretna in the east.

Scotland's Environment Map notes that the scheme is located within the Fleet Valley National Scenic Area (NSA 31). NSAs are protected under Part 10 of the Planning etc. (Scotland) Act 2003 which brought The Town and Country Planning (National Scenic Areas) (Scotland) Designation Directions 2010 in force. The legislation defines NSAs as areas "of outstanding scenic value in a national context," for which special protection measures are required.

Scotland's National Planning Framework 4 provides the policy frameworks for planning matters. Policy 4c) states that development that affects an NSA will only be permitted where:

- either the objectives of the designation and the overall integrity of the NSA won't be compromised;
- or any significant adverse effects on its special qualities are outweighed by social, environmental or economic benefits of national importance.

Consultation with NatureScot has been undertaken, see Appendix C – Consultation.

The Cardoness area of ancient woodland is also approximately 78m north of the scheme. There are no Garden and Designed Landscapes or any other landscape designations within 500m of the scheme extents.

Biodiversity

The scheme is located within a rural area of Dumfries and Galloway with large areas of farmland and some areas of woodland surrounding the scheme extents. Laggan Burn runs under the scheme extents.

The Solway Firth Special Protection Area (SPA) is located approximately 1.2km south. Laggan Burn flows under the scheme extents and into the designated site. A Habitats Regulations Appraisal (HRA) has been undertaken which has concluded that no Likely Significant Effects (LSE) are likely to occur.

The Asset Management Performance System (AMPS) notes that there are cases of Common ragwort (*Jacobaea vulgaris*) and Rosebay willowherb (*Chamaenerion angustifolium*) within the grass verges along either side of the carriageway.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resources. The works are of a transient nature and works are to be contained within the carriageway and in turn, a site visit was scoped out. The nature of the works has resulted in the assessment that no significant effects are likely and, as a result, an ecological site survey has been scoped out.

Geology and soils

Scotland's Soils Map notes the scheme is located within an area of Brown Soils. The Geology of Britain Viewer notes that the geological features within the scheme extents are made up of:

- Bedrock Geology:
  - Cairnharrow 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.
- Superficial Deposits:
  - Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

SiteLink notes there are no Geological Conservation Review Sites (GCRS) or SSSIs designated for geological features within 200m of the scheme extents.

The Scottish Environment Protection Agency (SEPA) Water Classification Map notes that the Galloway (ID: 150694) groundwater conditions are considered to be good.

There are no landfill sites within 2km.

Material assets and waste

A site waste management plan (SWMP) will be required for this scheme.

Table 2: Materials Required

Activity	Materials Required	Sources
Site Construction	• Road surfacing (aggregate and • binder) • Bitumen • Road paint and studs • Lubricant • Vehicle fuel • Oil • New filter stones • New drainage pipes	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 Recycled Asphalt Product (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.

Table 3: Waste Produced

Activity	Waste Produced	Disposal
Site Construction	• Road Planings • Removed iron/metal components • Tar bound materials • Filter stones • Old drainage pipes • Removed vegetation from siding out	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'.

Activity	Waste Produced	Disposal
		All materials that can be, will be reused throughout the network. All waste will be stored in secure containers and segregated into different waste streams. Tar bound materials will be classed as special waste and will be removed to an appropriately licenced facility.

Noise and vibration

There are approximately 10 residential properties within 300m of the scheme, the closest being Lower Laggan adjacent to the A75 eastbound carriageway (approx. 4m east). There are no other receptors within 300m of the scheme extents.

In 2023, the AADF for all vehicles on the A75 where works are to be undertaken (manual count point 80297) was 4,886 with 765 of those being HGVs. Baseline noise likely comes from road traffic along the carriageway.

Scotland's Noise Map does not have any noise data for the A75 where works are to be undertaken. The scheme is not within a Candidate Noise Management Area (CNMA).

Population and human health

A study area of 300m was used in this assessment as works are unlikely to impact any receptors beyond 300m. There are 10 residential properties within 300m of the scheme, the closest being Lower Laggan adjacent to the A75 eastbound carriageway (approx. 4m east). There are no other receptors within 300m of the scheme extents. There is no screening in between the properties and the carriageway.

The Dumfries and Galloway Core Paths Plan notes there are no core paths within 300m of the scheme extents. There are no pedestrian footways within the scheme extents.

There are no National Cycle Network Routes (NCNRs) or bridleways within 300m of the scheme extents.

There is no streetlighting within the scheme extents.

Road drainage and the water environment

The SEPA Water Classification Map notes that the Galloway (ID: 150694) groundwater conditions are considered to be good.

Laggan Burn runs under the scheme extents and has no water classification from SEPA; the SEPA Flood Risk Map notes it does not have high-risk of flooding. Dalavan Burn is approximately 475m north of the scheme and also does not have a water classification from SEPA.

The scheme is not located in a Nitrate Vulnerable Zone (NVZ) .

Existing drainage within the carriageway is made up of filter drains which run along either side of the carriageway.

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 (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 carry a potential to produce airborne particulate matter and generate emissions that may have a temporary impact on local air quality levels.
- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

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:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

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

- The works have the potential to impact the Fleet Valley NSA due to close proximity.
- The works will have a temporary impact on the landscape during construction due to the presence of HGVs, plant and machinery as well was ongoing construction works, however, this will be temporary and short-term.
- Views from the road consist of large fields and farmland with some areas of woodland. Views of, and from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are predicted.

Mitigation

- Consultation with NatureScot has been undertaken which confirmed that there were no concerns with the works or consent required for works within the NSA, see Appendix C – Consultation.
- The works will remain within the carriageway boundary and therefore will not impact the NSA.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Should the scope or location of the works change, the Amey Sustainability Solutions Team will be notified immediately to undertake another assessment.

As there are no landscape and visual assets within the surrounding area, no impact will occur. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual, no further assessment is required.

Biodiversity

Impacts

- An increase in noise levels has the potential to disturb any protected species in the wider area.
- Misdirected site lighting and additional noise from construction could cause disturbance to any surrounding nocturnal species or protected species.
- There is unlikely to be any impacts to invasive species identified on AMPs as works will remain within the carriageway boundary, however, siding out works may have an impact if they do not remain within the pavement boundary.

Mitigation

- The Solway Firth SPA is located approximately 1.2km south, Laggan Burn flows under the scheme extents and into the designated site. A HRA has been undertaken which concluded that no Likely Significant Effects (LSE) are likely to occur as:
  - The habitat area of the designated site will not be reduced as a result of the scheme.
  - There will be no long-term disturbance to key species as a result of the scheme.
  - No habitat or species fragmentation will occur as a result of the scheme.
  - There will be no reduction in species density as a result of the scheme.
  - There will be no change in the key indicators of conservation value.
  - The scheme works will not reduce the ability of the designated site to cope with climate change.
- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any watercourses, to minimise disturbance to nocturnal species.
- In the unlikely event that 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.
- Siding out works will remain within the pavement boundary and will go no further into the grass verge.
- As part of the NMC contract, Amey, on behalf of Transport Scotland, have been asked to keep a record of various target species, including Common ragwort and Rosebay Willowherb. Works will not cause the spread of these species, if works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- ‘Soft start’ techniques will be utilised with noise heavy equipment/plant/machinery in order to minimise disturbance to protected species.

On the condition that the above mitigation measures and best practice are 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.

Geology and Soils

Impacts

- Works may result in minor soil disturbance, which can create adverse conditions, including erosion and polluted soils due to drainage works.

Mitigation

- Spill kits will be present on site and located in areas where spillages are likely to occur and appropriate training provided to all site personnel on emergency spill response.
- Any fuel, oil and other chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- There will be no unnecessary storage of materials or parking of vehicles on soft ground or grassy areas, as this may destroy the soil structure and damage grass. Hardstanding should be provided. If damage occurs proper re-instalment will be carried out as specified.
- If any unusual odours or soil colourations are identified during the works, the works will cease and the environmental team should be notified.
- Weather reports will be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable.
- Excavated/exposed soils will be appropriately contained/covered and protected from the elements.

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on geology and soils is considered not significant. Therefore, in accordance with DMRB Guidance document LA 109: Geology and Soils, no further assessment is required.

Material assets and waste

Impacts

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- Tar bound materials have been identified after coring.

Mitigation

- Tar bound materials will be classified as special waste and removed off site to an appropriately licenced waste 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.
- 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.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- 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.
- Removed filter drain material such as filter stones will be taken off site and processed for recycling where appropriate and replaced.
- Excavated material/soil will be reused on site where possible.

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 are required during night-time hours, which could cause disturbance for the nearby amenity users. 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

- Due to night-time programming, Dumfries and Galloway Council have been notified.
- The 10 residential properties within 300m of the scheme will be notified of the works via a letterdrop.
- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- The Amey Noise & Vibration briefing will be delivered to all site operatives before works start.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Impacts

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- 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.
- The works will improve the quality of the road and therefore will benefit road users.
- Core paths and footways will not be impacted by the works and so therefore there will be no impacts on Walkers, Cyclists and Horse-riders (WCH).

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.
- Residential properties within 300m that are likely to be impacted will be notified.

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

- If not adequately controlled, debris and run off from the works could be suspended in the surface water.
- In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the water environment.
- Should flooding occur, this may delay the scheduled works.
- The works will have a long-term benefit to road users and pedestrians as the works are being undertaken to improve drainage.

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.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The Amey control room will be contacted if any pollution incidences occur.
- 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.

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 distance and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

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 as well as filter stones and drainage upgrades, 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

Amey's Southwest Programme of Works notes there are no other works being undertaken within close proximity to the scheme during the same time period.

The Scottish Road Works Commissioner notes there are no other works being undertaken within close proximity to the scheme during the same time period.

Dumfries and Galloway Council Planning Portal notes there are no other works being undertaken within close proximity to the scheme during the same time period.

As there are no other works being undertaken within close proximity to the scheme and within the same time period, no cumulative impacts are expected to occur.

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:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Amey Environment and Sustainability Team in June 2024.
- A Habitat Regulations Appraisal (HRA) has been undertaken by the Amey Environment and Sustainability Team in June 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>

- 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 in-combination effects have been identified.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.

- The risk of major accidents or disasters is considered to be low.
- 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. No impacts on the environment are expected during the operational phase as a result of works.
- By removing the carriageway defects this will provide this part of the A75 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions, and positive operational impacts for road users.

Location of the scheme:

- The scheme is located within the Fleet Valley NSA, however, there will be no impacts.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.

- The Solway Firth SPA is located approximately 1.2km south, Laggan Burn flows under the scheme extents and into the designated site. A HRA has been undertaken which concluded that no Likely Significant Effects (LSE) are likely to occur.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No in-combination effects have been identified.

References of supporting documentation

- An ESA of the scheme, undertaken by the Amey Environment and Sustainability Team in June 2024.
- A Stage 1 HRA has been undertaken by the Amey Environment and Sustainability Team in June 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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