

Transport Scotland

Record of Determination A75 Mossyards



	Name	Organisation	Signature	Date
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Client:	Transport Scotland			

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EC DIRECTIVE 97/11

**ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 1999
(as amended)**

ROADS (SCOTLAND) ACT 1984

RECORD OF DETERMINATION

Name of Project:

A75 Mossyards

Location:

The scheme is centred around Mossyards Junction on the A75, located between Newton Stewart and Gatehouse of Fleet. The scheme is approximately 150m long and covers a total area of 5000m².

Description of Project:

The scheme is looking to address potential safety and junction capacity issues associated with the predicted high level of eastbound traffic turning right into Mossyards Caravan Park / Mossyard Bathing Water as a result of a proposed expansion to the Caravan Park. Currently the A75 carriageway is 2 lanes in width with no dedicated provisions for right turning vehicles. This can result in right turning traffic causing delays / hold ups to other road users traveling east. The queued traffic may also not be visible to following vehicles due to the crest in the road. A right turn lane would enable traffic to pass safely.

The scheme aims to address this issue by undertaking some minor road widening over 150m of the A75 (limited to a combined area of 310m² additional road cover over the scheme length) to facilitate the addition of a right turn lane. This will allow normal traffic flows to operate uninterrupted by right turning vehicles and reduce the potential for road traffic accidents within the scheme extents.

At present, an unclassified field drain flows under the A75 within the scheme extents and is channelled through a pipe culvert. The existing culvert is 14m in length and does not provide an adequate area for the additional road width required for a right turn lane.

To enable the road widening to occur, a new 17.5m culvert is being constructed under the A75, approximately 15m to the west of the existing culvert and the watercourse will be realigned to suit.

The works are programmed to commence in 18th January 2016, last for three to four weeks and will take place between the hours of 08:30 and 16:30. No night works are required for the completion of this scheme.

Please refer to Appendix 1 for a Location Plan and Scheme Extents drawing, Appendix 2 for a General Arrangements drawing and Appendix 3 for a Site Clearance drawing.

Project Procurement:

The Operating Company will undertake the ordered Operations. This will be undertaken in accordance with Schedule 1 of the 4th Generation Term Contract for Management and Maintenance of the Scottish Trunk Road Network South West Unit, for Schemes with an Estimated Bid Value of less than £350,000.

Description of Local Environment:

The following baseline descriptions have been numbered to follow the appropriate DMRB chapters for environmental assessment and do not reflect a ranking of sensitivity.

1. Air Quality

The following properties are located within 200m of the scheme location:

- Edenville (1 property)
 - Located approx. 10 – 20m from the works location.
- Hinton (1 property)
 - Located approx. 150m from the works location.

Dumfries and Galloway Council has not declared any Air Quality Management Areas, and there are no others located within proximity to the scheme location¹.

Nature Conservations Sites (within 200m) and Sites of Natural Heritage are discussed within the Nature Conservation section below.

2. Cultural Heritage

A desktop study using RCAHMS PASTMAP² has identified that no features of cultural heritage are found within 300m of the scheme location.

3. Landscape

A desktop study using SNH Sitelink³ identified that the scheme is partially located within the Fleet Valley National Scenic Area (NSA) (ID: 9125). Fleet Valley has been designated for its compact, working landscape of great charm, with a sense of timelessness arising from a rich heritage. It covers the gradation from coastal islands to upland hills, with traditional boundaries of dyke and hedge widespread, a significant abundance of trees and woodlands present and a variety and influence of water within the area⁴.

The A75 provides scenic views throughout the agricultural landscape, with views stretching down to the sea and up to Cairnharrow hill. The A75 is flanked by grass verges within the scheme extents, with drystone walls lining the carriageway boundary.

¹ <http://www.scottishairquality.co.uk/lagm/aqma> (accessed on 23rd October 2015)

² <http://pastmap.org.uk/> (accessed on 23rd October 2015)

³ <http://gateway.snh.gov.uk/sitelink/searchmap.jsp> (accessed on 23rd October 2015)

⁴ http://gateway.snh.gov.uk/sitelink/documentview.jsp?p_pa_code=9125&p_Doc_Type_ID=37 (accessed on 23rd October 2015)

Description of Local Environment:

Consultation with Scottish Natural Heritage (Appendix 4)

As the scheme entails working within, and carrying out minor alterations to features that are listed as Special Qualities for, the Fleet Valley NSA, Scottish Natural Heritage (SNH) were consulted with regarding the works (14th October 2015). An operations officer from SNH provided confirmation that this scheme would have no effect on the NSA or the qualities for which it has been designated, and therefore that SNH were content for the works to proceed as planned.

4. Nature Conservation

The scheme is located within a predominantly agricultural area where a mixture of arable and pastoral land uses are utilised. Small pockets of woodland can be found scattered throughout the wider landscape, however no such features are located in close proximity to the scheme.

A field drain, unclassified by SEPA, flows under the A75 within the scheme extents and later flows into the Fleet Estuary (ID: 200006)⁵. The Fleet Estuary is classified by SEPA as affording an overall status of Good, an ecological status of Good and a chemical status of Pass⁶.

A desktop study using SNH Sitelink⁷ identified no International or European designations within 2km of the scheme location and no National or Local designations within 300m of the scheme location (with exception of the Fleet Valley National Scenic Area, described above in Section 3 - Landscape).

The Scotland TranServ Animal Roadkill Database identified that one Badger *Meles meles* and one Deer have been killed on the A75 within proximity to the scheme location. These were as follows:

- Badger – Located 1.1km west – NX 53282 52273 – May 2014
- Deer – Located 0.6km west – NX 53735 52269 – May 2014

The National Biodiversity Network Gateway (between the years of 2000 and 2015) notes the presence of Red Squirrel *Sciurus vulgaris* within 1km of the scheme location⁸.

Field Survey

The site was first surveyed on the 17th October 2014 and a pre-construction survey undertaken on the 16th of December 2015 by Scotland TranServ's Environmental Team. A protected mammal species survey was undertaken to determine the requirement for protected species licencing, prior to construction, under the Habitats Regulations 1994 and Wildlife and Natural Environment (Scotland) act 2011.

This survey did not note any evidence to suggest the presence of protected species within the footprint of the scheme. It classified the field drain as providing an unfavourable habitat for Otter *Lutra lutra*, due to its heavily modified nature and its lack of appropriate cover. No invasive species were observed within the scheme extents.

⁵ <http://gis.sepa.org.uk/rbmp/> (accessed on 23rd October 2015)

⁶ <http://apps.sepa.org.uk/rbmp/pdf/200006.pdf> (accessed on 23rd October 2015)

⁷ <http://gateway.snh.gov.uk/sitelink/searchmap.jsp> (accessed on 23rd October 2015)

⁸ <https://data.nbn.org.uk/> (accessed on 23rd October 2015)

Description of Local Environment:

Consultation with Galloway Fisheries Board (Appendix 5)

The works will operate with a direct connection to, and will permanently alter, the unclassified field drain that flows underneath the A75 within the scheme extents. Due to this, consultation with Galloway Fisheries Trust (GFT) was undertaken. GFT confirmed that they are content for the works to proceed as planned.

5. Geology & Soils

A desktop study of the SNH Sitelink⁹ and Scottish Geodiversity Forum website¹⁰ confirmed that the site is not located within, or within proximity to, any geologically designated SSSIs or Local Geodiversity Sites (formerly known as RIGS).

A desktop study of online records from the British Geological Survey (BGS)¹¹ has identified that local geology is dominated by a sedimentary bedrock; predominantly wacke, with superficial deposits of till; predominantly diamicton.

6. Materials

Key materials required for the construction of the scheme:

- Road Construction and Resurfacing Works
 - Surface course - SMA10 PMB
 - Binder course – AC20 40/60
 - Base course - AC32 HDM
 - Sub-base course – Type 1
 - Bitumen
 - Road paint & studs
- Culvert and Watercourse Works
 - 17.5m uPVC pipe culvert
 - Prefabricated concrete headwalls
 - Type B stone bedding material
 - Topsoil
 - Grass seed
- Accommodation Works
 - Post and wire fencing
 - Cattle Grid
- General Construction
 - Vehicle fuel
 - Oil
 - Lubricant
- Mitigation Measures
 - Geotextile (sediment fence) and / or straw bales

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.

⁹ <http://gateway.snh.gov.uk/sitelink/searchmap.jsp> (accessed on 23rd October 2015)

¹⁰ <https://www.google.com/maps/d/viewer?mid=zBi3dJwnJKKE.kDSeWC4qsRaQ> (accessed on 23rd October 2015)

¹¹ <http://www.bgs.ac.uk> (accessed on 23rd October 2015)

Description of Local Environment:

All materials will be procured in accordance with Balfour Beatty Sustainable Procurement Policy.

Key wastes arising from the schemes construction (with intended disposal method):

- Road planings
 - All planings will be reclaimed in line with guidance.
- Waste topsoil
 - Reused on site as far as practicable, with surplus sent to a licenced facility.
- Post and wire fencing
 - Wood and metals will be recycled as far as practicable.
- Post and rail fencing
 - Wood and metals will be recycled as far as practicable.
- Existing pipe culvert
 - Sent to a licenced facility.

7. Noise & Vibration

The scheme is located within a predominantly rural location with background noise levels likely being influenced by traffic travelling along the A75 and day-to-day agricultural management practices. Two residential properties are located within proximity to the works location, with the closest being located approximately 10 - 20m from the works location. There are no other sensitive receptors within proximity to the scheme.

The scheme is programmed to operate exclusively throughout daytime hours (08:30 – 16:30), with there being no requirement for night-time works.

The scheme does not fall within a Candidate Noise Management Area (CNMA) or Candidate Quiet Area (CQA) as defined by the Strategic Noise Action Plan for the Transportation Noise Action Plan, Road Maps¹².

8. Effects on All Travellers

The scheme is located on a rural stretch of the A75, between Newton Stewart and Gatehouse of Fleet. The Annual Average Daily Traffic records a count of 4849 vehicles per day¹³, signifying a low flow for a Scottish trunk road.

There are no pedestrian, equestrian or cycling provisions within the scheme extents¹⁴¹⁵.

Traffic management will consist of individual lane closures facilitated by traffic signals. The carriageway will remain open at all times.

9. Community & Private Assets

The scheme is centred around Mossyards junction on the A75, which facilitates access to Mossyards Caravan Park and Mossyards Bathing Waters. Access to two further private properties is gained from the A75 within the scheme extents.

¹² <http://www.gov.scot/Publications/2014/07/4324> (accessed on 23rd October 2015)

¹³ <http://www.transportscotland.gov.uk/map-application> (accessed on 23rd October 2015)

¹⁴ <http://map.environment.scotland.gov.uk/seweb/map.htm?menutype=1> (accessed on 23rd October 2015)

¹⁵ <http://www.sustrans.org.uk/ncn/map> (accessed on 23rd October 2015)

<p>Description of Local Environment:</p>
<p>10. Road Drainage & the Water Environment</p> <p>A desktop study using SEPA's River Basin Management Plan Interactive Map¹⁶ noted that a field drain, unclassified by SEPA, is channelled below the A75 within the scheme extents. The field drain later discharges into the Fleet Estuary (ID: 200006), within the Mossyards Bathing Water Directive (ID: UKS7616080).</p> <p>The Fleet Estuary is classified by SEPA as affording an overall status of Good, an ecological status of Good and a chemical status of Pass¹⁷.</p> <p>Mossyard Bathing Water is a small sandy beach that links the mainland to Garvellan Rocks in the south-west corner of Fleet Bay. It lies directly adjacent to Mossyards Caravan Park and is popular with residents and local visitors. The water quality has been monitored since 1999 and was designated as a bathing water in 2008.</p> <p><u>Consultation with Scottish Environment Protection Agency</u></p> <p>The scheme qualifies as an activity that requires authorisation from the Scottish Environment Protection Agency (SEPA) under the Water Environment (Controlled Activities) (Scotland) Regulations 2011. The level of authorisation required for this scheme is a Simple Licence. The application process for this licence is currently on-going.</p>

<p>Description of the main environmental impacts of the project and proposed mitigation:</p>
<p>The following environmental impacts have been numbered to follow the appropriate DMRB chapters for environmental assessment and do not reflect a ranking of impact severity. Construction and operational impacts, including impact on Policies and Plans, are covered within each environmental topic heading where applicable.</p>
<p>1. Air Quality</p> <p>1.1 Impacts</p> <ul style="list-style-type: none"> • Dust and emissions from plant and vehicles may have a slight adverse impact to local air quality. • Dust and air pollutants generated by construction activities can cause or aggravate existing lung conditions (e.g. asthma) and / or cause eye irritation. <p>1.2 Mitigation</p> <p>Contractors are encouraged to minimise the level of emissions onsite by using best practice through the application of measures stated in project method statements and risk assessments, including:</p> <ul style="list-style-type: none"> • Construction vehicle idling time will be kept to a minimum during working hours: • Dust suppression techniques will be employed onsite to reduce the potential release of

¹⁶ <http://gis.sepa.org.uk/rbmp/> (accessed on 23rd October 2015)

¹⁷ <http://apps.sepa.org.uk/rbmp/pdf/200006.pdf> (accessed on 23rd October 2015)

Description of the main environmental impacts of the project and proposed mitigation:

airborne particulate matter.

- Plant and vehicles will be maintained to a high standard, and will be switched off when not in use.

It is also recommended that the contractor complies with SEPAs Pollution Prevention Guidelines (PPG), making specific reference to PPG1 'General guide to the prevention of pollution'.

With mitigation measures in place, it is anticipated that the residual impact for air quality will be neutral.

2. Cultural Heritage

A desktop study using RCAHMS PASTMAP¹⁸ has identified that no features of cultural heritage are found within 300m of the scheme location. This aspect has therefore been scoped out of the assessment.

3. Landscape

3.1 Impacts

- The widening of the existing carriageway will increase the footprint of the road within the scheme extents by 320m².
- The works will require minor relocation of the drystone walls that are located within the scheme extents.
- The scheme will require the realignment of an existing field drain that is channelled below the A75 within the scheme extents. This will involve the construction of a new field drain channel, located approximately 15m west of the existing one that will realign the field drain to meet the position of a newly constructed culvert under the A75. The field drain will then tie-in with the existing channel further downstream.
- Once the water flow has been diverted along the new channel, the existing channel and culvert are to be backfilled and made good. This will result in areas of bare soil being left temporarily exposed, until laid grass seed takes root.
- Throughout the construction phase of the works items of plant, presence of a workforce and traffic management are all likely to impact views to and from the local landscape.

3.2 Mitigation

- The duration for plant, machinery and equipment to be stored on / by the site will be limited as much as practicable.
- The damage to the surrounding environment will be limited as much as practicable, by only clearing vegetation where necessary.
- Where possible, materials will not be stored and vehicles will not be parked on, areas of grassland, as this has the potential to cause damage to the grass and soil structure.
- Any verges or grassed areas damaged by the proposed works will be re-instated to the required specification.
- Topsoil excavated from the construction of the new field drain channel will be appropriately stored and later re-used in the back filling of the existing field drain channel.

¹⁸ <http://pastmap.org.uk/> (accessed on 23rd October 2015)

Description of the main environmental impacts of the project and proposed mitigation:

- Any additional backfill material requirements will be of a good quality topsoil and conform to BS3882:2007.
- Exposed soils will be appropriately consolidated, treated with a pre-seed fertiliser, sown with grass seed and raked to incorporate grass seed into the seed bed.
- Grass seed will be sown in the months of April to September at the rate of 35g per m2 and will be specified appropriately e.g. roadside verge mix.
- The area will be left level and free from debris with any damage to existing vegetation replaced by the contractor.

With appropriate mitigation measures in place it is anticipated that the residual impact to the surrounding landscape will be slight.

4. Nature Conservation

4.1 Impacts

- Noise and vibration associated with the works may have a temporary adverse impact on the surrounding fauna.
- If not constructed correctly, the new field drain channel could have the potential to cause a permanent reduction in riparian habitat quality.
- Construction activities, if not adequately controlled, have the potential to give rise to fine sediments which, in the event of rainfall, could be mobilised in surface water. If allowed to enter waterbodies unchecked, surface run-off containing elevated levels of suspended solids can be detrimental to water quality and overall ecosystem function.
- Potential for spills, leaks or seepage of fuels and oils associated with plant may escape and reach drainage systems and watercourses, if not controlled.
- Wildlife active in the local area has the potential to fall into unattended open excavations.

4.2 Mitigation

- If any evidence to suggest the presence of a protected species (e.g. badgers) is discovered onsite, all work activities will be suspended immediately and the Environmental and Sustainability Team will be consulted.
- The new field drain channel will be constructed in line with design specification, resulting in a riparian habitat of equal or better quality, than the existing channel.
- Care will be taken to ensure there are no spillages or leaks of chemicals, fuels or other substances associated with the works that may enter the road drainage system or into the vegetation adjacent.
- In the event that an open excavation / trench is required to be left unattended, a means of escape should be made available to allow any animal to freely escape. This excavation / trench should be checked before any works begin in case of any trapped animals.
- Pollution Prevention Guidelines will be followed; PPG1 'General Guidance to the Prevention of Pollution', PPG5 'Works and maintenance in or near water' and PPG22 'Dealing with Spills'.
- Contractors will have spill kits available on site at all times, and all staff will be trained in procedures for dealing with spills.

With mitigation measures in place, it is anticipated that the residual impact for nature conservation will be neutral.

Description of the main environmental impacts of the project and proposed mitigation:

5. Geology & Soils

5.1 Impacts

- If excavated soils are not stored appropriately onsite they will potentially be susceptible to erosion from the elements. This could result in particulate matter becoming airborne, causing localised air quality issues and / or fine particles becoming mobile in surface water, causing degradation to the local water environment.
- Operatives, plant and vehicles have the potential to track mud onto the carriageway.
- Should any plant, vehicles or materials be stored on the verges and / or adjacent farmland, a potential for soil compaction is present.

5.2 Mitigation

- Excavated soils will be appropriately stored onsite, giving adequate protection from wind, rain, etc.
- Any excess soil deemed as waste will be taken offsite as soon as is practicable.
- All operatives, plant and vehicles will ensure that they are appropriately clear of mud before exiting the site. If required, wheel washing stations should be setup and street sweepers should regularly clean the carriageway during the day.
- Where possible, plant, vehicles and materials will not be stored on impermeable areas.

With appropriate mitigation measures in place it is anticipated that the residual impact to geology and soils will be neutral.

6. Materials

6.1 Impacts

- Contribution to resource depletion through the use of virgin materials.
- Greenhouse gas emissions generated by material production and transporting to and from site.

6.2 Mitigation

- Planings will be fully reprocessed by a licenced contractor for reuse and / or recycled in accordance with Guidance on the Production of Fully Recovered Asphalt Road Planings by the Quarry Products Association and Scottish Environment Protection Agency (SEPA).
- 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.
- Local suppliers will be used as far as practicable to reduce vehicle journey distances.

7. Noise & Vibration

7.1 Impacts

- Given the proximity of residential properties to the works location, it is anticipated that residents will experience some slight disruption with regards to construction noise.

7.2 Mitigation

- All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers which shall be maintained in good and efficient working order.
- Sources of significant noise will be enclosed with acoustic screening. If compressors are used they shall be sound reduced models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use and all ancillary pneumatic percussive tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.
- All machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum.
- Items of plant shall be maintained in good and workmanlike condition so that extraneous noises from mechanical vibration, creaking and squeaking shall be reduced to a minimum.
- Plant, equipment and processes developed for and / or used in the execution of the works shall produce the minimum noise commensurate with their required functions.
- Static machines shall be sited as far away as practicable from inhabited buildings.
- All materials and equipment shall, at all times, be handled as to minimise noise due to impact.

With mitigation measures in place, it is anticipated that the residual impact for noise and vibration will be neutral / slight.

8. Effects on All Travellers

8.1 Impacts

- Partial road closures may have the potential to cause minor delays to road users.

8.2 Mitigation

- Traffic management will be designed efficiently (in accordance with Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations) in order to minimise delays to road users.
- The works will be publicized well in advance to allow travellers the option of avoiding this route.
- Signage will be located well in advance of the road works and be clear to allow travellers to understand and avoid confusion.
- The impact on views will be minimised from the road by limiting the size and extent of working and storage areas as well as ensuring good housekeeping throughout the scheme extents.

With mitigation measures in place, it is anticipated that the residual impact for all travellers will be neutral.

9. Community & Private Assets

9.1 Impacts

- Traffic management has the potential to restrict / block access to local properties, businesses, access roads and areas of interest.

9.2 Mitigation

- Site operatives will ensure that access to private properties and Mossyards junction is granted and maintained, as and when required.

With mitigation measures in place, it is anticipated that the impact to the local community and access to private properties will be neutral.

10. Road Drainage & the Water Environment

10.1 Impacts

- The construction activities, if not adequately controlled, could give rise to fine sediments which, in the event of rainfall, could be mobilised in surface water. If allowed to enter the field drain unchecked, this could result in the degradation of water quality in Mossyards Bathing Waters.
- If not constructed correctly, the new field drain channel could have the potential to cause a permanent reduction in riparian habitat quality.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses, if not adequately controlled.

10.2 Mitigation

- No construction activities will be undertaken onsite prior to all the necessary permissions and licences having been granted.
- Best practice will be followed, with all works adhering to the measures set out in the CAR Licence, Method Statement, PPGs (specifically looking at PPG1 "General guide to the prevention of pollution", PPG5 "Works and maintenance in or near water" and PPG22 "Dealing with spills") and Scotland TranServ's Risk Control Measures.
- Construction activities will be efficiently programmed to minimise risk to the water environment. E.g. The new field drain channel and culvert will be constructed first, with the flow of water being diverted on their completion, allowing the existing channel and culvert to remain operational while construction works are being undertaken and allowing the works to operate with the minimum requirement for in-stream works.
- A Geotextile (sediment fence) and / or straw bales will be installed downstream of the tie-in point to ensure that there is no degradation of local water quality.
- The new field drain channel will be constructed in line with design specification, resulting in a riparian habitat of equal or better quality, than the existing channel.
- Spill kits will be readily available for use on site at all times.

With mitigation measures in place, it is anticipated that the residual impact to road drainage and the water environment will be slight.

Extent of EIA work undertaken and details of consultation:

The following environmental parameters have been considered within this Record of Determination:

- An initial site survey undertaken 17th October 2014 and a pre-construction checking survey on the 16th of December 2015
- An Initial Environmental Review of the scheme, undertaken by the Environmental and Sustainability Team at Scotland TranServ in November 2015

The following statutory organisations have been consulted:

- Scottish Environment Protection Agency (SEPA) (Ongoing)
- Scottish Natural Heritage (SNH)
- Galloway Fisheries Trust

Statement of case in support of a Determination that a formal EIA and Environmental Statement is not required:

This is a relevant project falling within Annex II that:

Is partially situated within Fleet Valley National Scenic 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 Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011. Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a full EIA.

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

Characteristics of the scheme:

- The scheme is limited to the widening of the existing carriageway over a 150m stretch of the A75, with a new culvert being constructed and the existing watercourse being realigned to suit.

Location of the scheme:

- The scheme is centred around Mossyards Junction in Dumfriesshire (NX 54467 52592).
- The scheme requires works to operate within the farmland adjacent to the A75, with all works taking place out with flowing watercourses and the total works area being limited to an area of 5000m².

Characteristics of potential impacts of the scheme:

- No significant residual impacts are predicted. Disruption due to construction activities are not expected to be significant and will be mitigated as far as is reasonably practicable.
- SNH and the Galloway Fisheries Trust were contacted regarding work activities and were satisfied that the works would not have any adverse effect on the environment.
- A Simple Licence from SEPA is currently being applied for by Scotland TranServ's Environmental Team.

File references of supporting documentation:

Appendix 1 – Location Plan and Scheme Extents Drawing

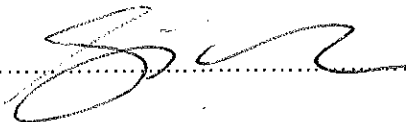
Appendix 2 – General Arrangements Drawing

Appendix 3 – Site Clearance Drawing

Appendix 4 – SNH Consultation

Appendix 5 – Galloway Fisheries Trust Consultation

I have determined, following discussions with the Project Manager, that an EIA/ES is not required for this project.

SIGNATURE:  Transport Scotland Environmental Advisor

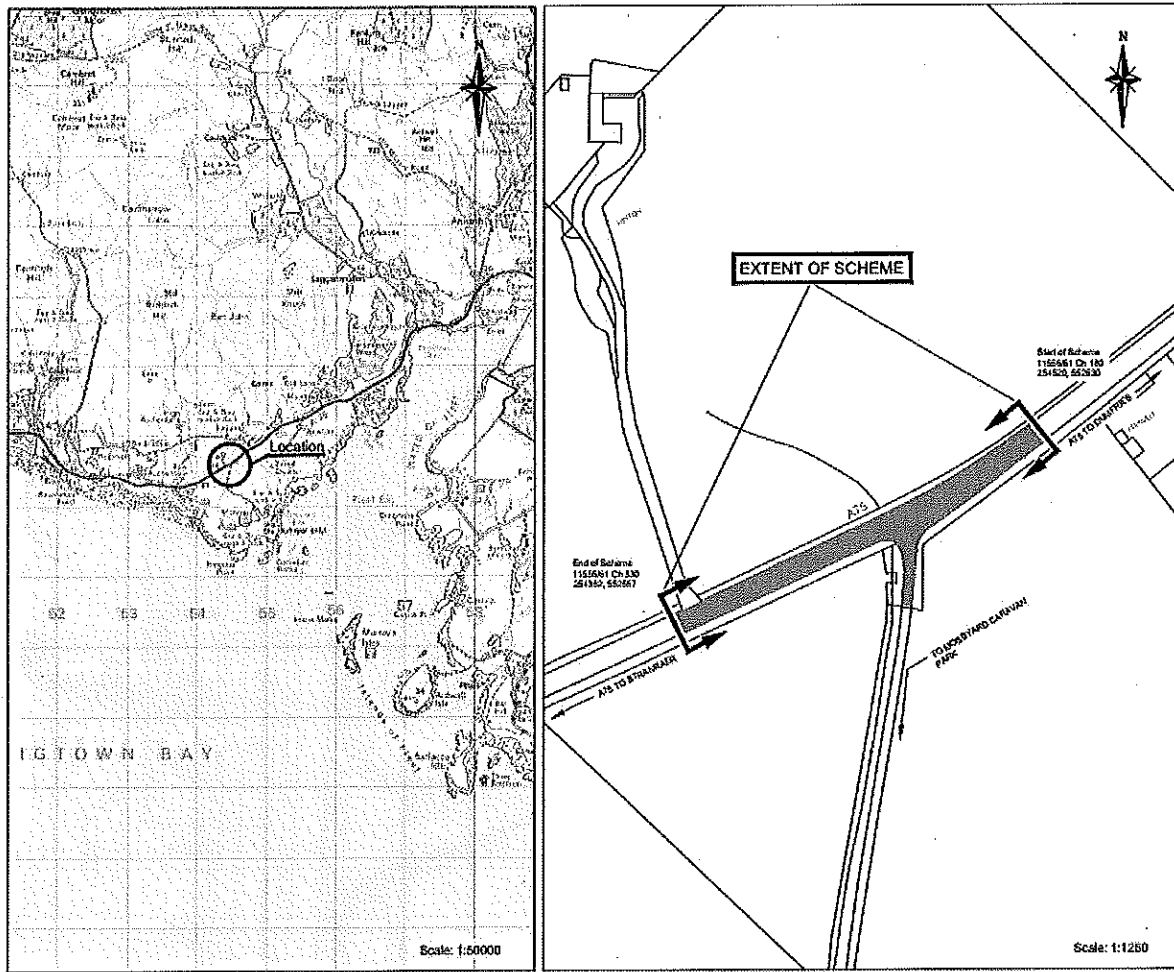
Date: 23 December 2015

Authorisation to publish Notice of Determination

SIGNATURE:  Director, Trunk Road and Bus Operations

Date: 23.12.15.

APPENDIX 1 : SCHEME LOCATION AND EXTENTS

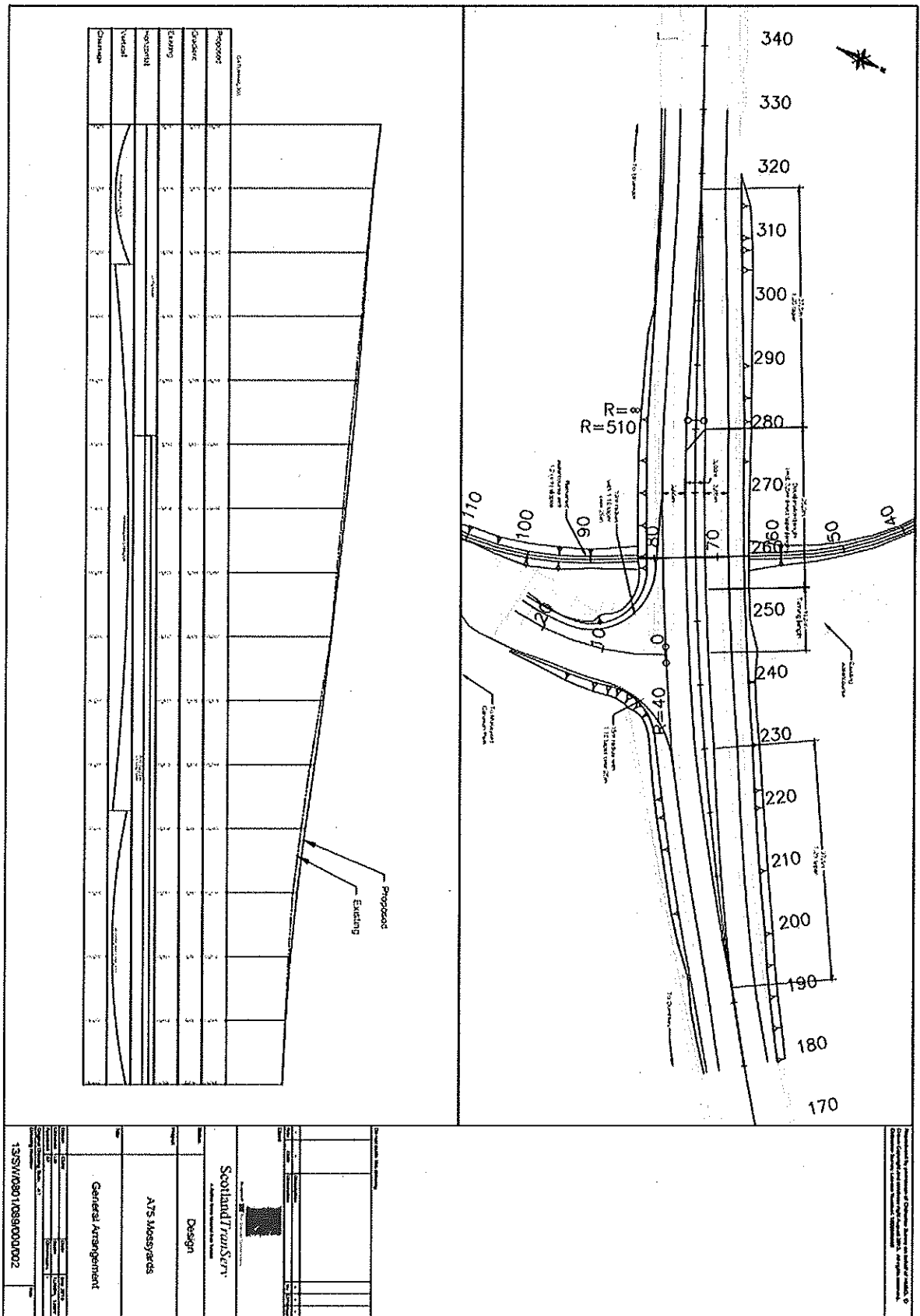


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APPENDIX 2 : General Arrangement Drawing



Transport Scotland

Record of Determination A75 Mossyards



APPENDIX 3 : Site Clearance Drawing

APPENDIX 4 : SNH Consultation



Scottish Natural Heritage
Dualchas Nàdair na h-Alba

All of nature for all of Scotland
Nàdair air fad airson Alba air fad

Mr Peter Wrigley
Scotland TranServ
150 Polmadie Road
Glasgow
G5 0HD

14 October 2015
Our ref: CNS/TR/S&W/A75/CDM137686
Your ref:

Dear Mr Wrigley

Fleet Valley National Scenic Area
Road widening project on A75 at Mossyard Caravan park

Thank you for contacting us re the above road widening project.

As you are aware the proposed development lies within the boundaries of the Fleet Valley National Scenic Area (NSA). We confirm that the proposal will not have an adverse effect on the integrity of the NSA or the qualities for which it has been designated. As a result we would have no objection to this development or any further comments to make in respect of this proposal if subsequently consulted by the Planning Authority.

We also confirm that no further permission or consent for this project is required by you from Scottish Natural Heritage.

If you have any comments or questions regarding this response please do not hesitate to contact me at the address below.

Callum Sinclair
Operations Officer
Southern Scotland
callum.sinclair@snh.gov.uk

APPENDIX 5 : Galloways Fisheries Trust Consultation

Peter – GFT are happy for the work to commence as long as the SEPA guidance is followed particularly to minimise any silt problems in the water course.

Regards

Jamie Ribbens BSc (Hons) MSc
Senior Fisheries Biologist

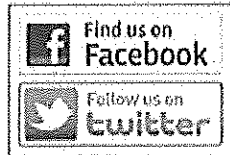
Galloway Fisheries Trust
Fisheries House
Station Industrial Estate
Newton Stewart
Wigtownshire
DG8 6ND

Tel: 01671 403011
Fax: 01671 402248

www.gallowayfisheriestrust.org



A Scottish Registered
Charity (No. SC 020751)



FACEBOOK: '[Galloway Fisheries Trust](#)'
TWITTER: '[Galloway FT](#)'