



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

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Environmental Impact Assessment Record of Determination

A75 Planting End to Castle Kennedy

Contents

Project Details	4
Description.....	4
Location	5
Description of local environment.....	7
Air quality	7
Cultural heritage	7
Landscape and visual effects	8
Biodiversity	8
Geology and soils	9
Material assets and waste	10
Noise and vibration	11
Population and human health	12
Road drainage and the water environment.....	13
Climate	13
Policies and Plans	14
Description of main environmental impacts and proposed mitigation	15
Air quality	15
Impacts.....	15
Mitigation.....	15
Biodiversity	16
Impacts.....	16
Mitigation.....	16
Material assets and waste	17
Impacts.....	17
Mitigation.....	17
Noise and vibration	18
Impacts.....	18
Mitigation.....	18
Population and human health	18
Impacts.....	18
Mitigation.....	19
Road drainage and the water environment.....	19

Climate	21
Vulnerability of the project to risks	21
Assessment cumulative effects.....	21
Assessments of the environmental effects	23
Statement of case in support of a Determination that a statutory EIA is not required.....	23
References of supporting documentation	24
Annex A.....	25

Project Details

Description

The works are required to maintain the safety and integrity of the A75 carriageway between Planting End and Castle Kennedy east of Stranraer. This section of carriageway is currently exhibiting various areas of cracking, crazing and potholes, as well as wear and tear of road markings, missing road studs, channels and edgings.

The works will involve carriageway resurfacing utilising TS2010 surface course to varying depths dependent on condition, ranging from 40mm to 100mm across the length of the scheme.

The proposed construction activities, plant and machinery for resurfacing will involve the following:

- Installation of Traffic Management (TM);
- Milling of existing bituminous material by road planer;
- Hand-held jackhammer and compressor for breaking up surfaces not accessible by planer;
- Loader/excavator used to collect and move excess material;
- Base/binder material laid and compressed (where required);
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Mechanical sweeper to collect loose material;
- Heavy Goods Vehicle (HGV) for removal and replacement of material;
- Road markings replaced using an extrusion tool; and
- Removal of TM.

Materials required for works are:

- TS2010 surface course;
- AC32 base;
- AC20 binder;
- Bitumen;
- Road paint; and
- Road studs.

The total area of works is approximately 26,000m² (2.6ha) across both sides of the single lane carriageway.

The proposed construction is programmed to be completed within this financial year (April 2024 to March 2025) during day-time and night-time hours. The works are expected to last 10 days.

Traffic management (TM) to be utilised will be in the form of road closures.

Location

The works are located on the A75 carriageway Between Planting End and Castle Kennedy, east of Stranraer, over a length of 2.1km with an approximate area of 26,000m². The National Grid References (NGRs) for the scheme are detailed below and illustrated in Figure 1:

- Scheme Start: NX 12176 58681

- Scheme End: NX 10343 60163

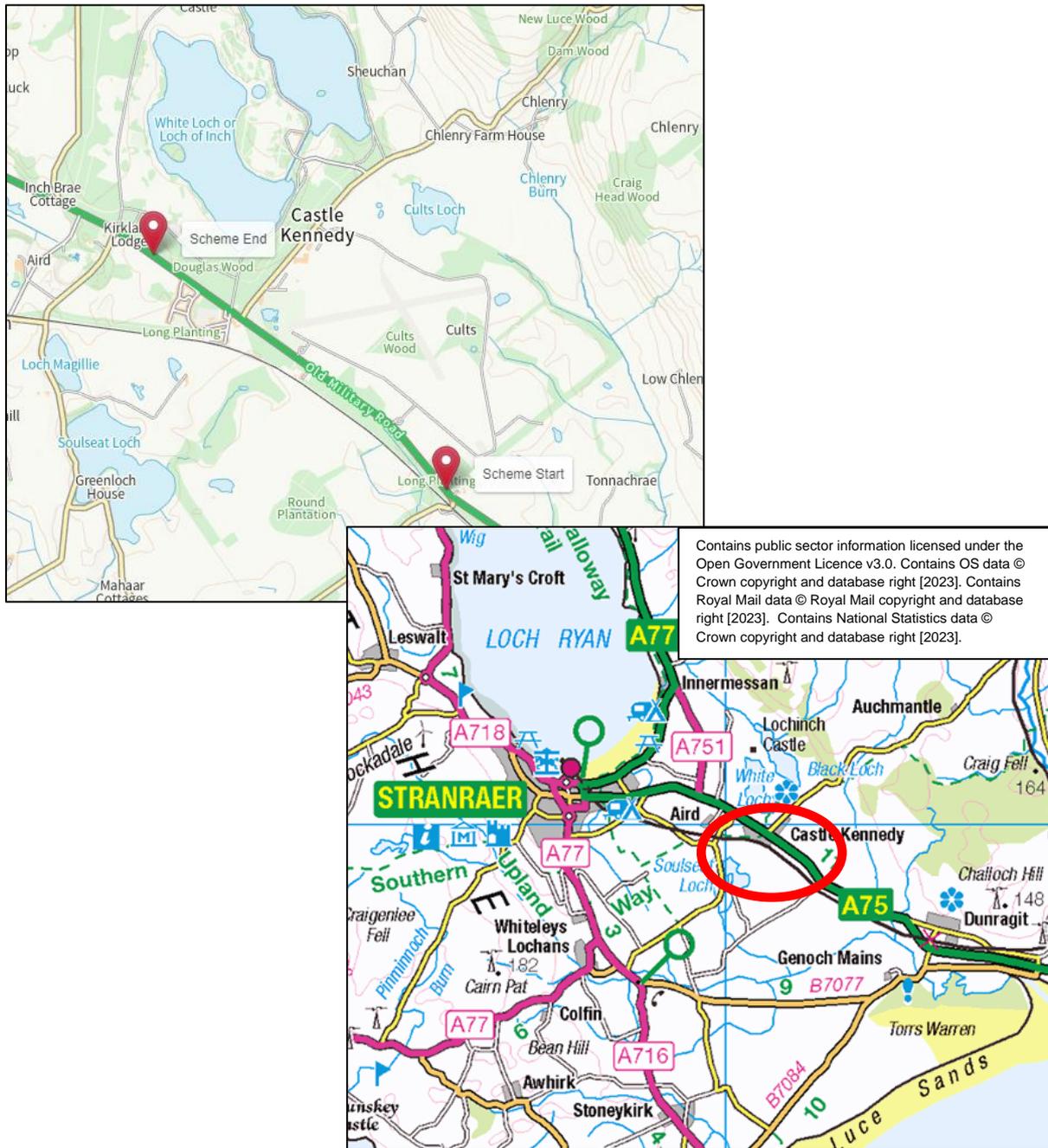


Figure 1. Scheme Location.

Description of local environment

Air quality

The works are located within the rural setting of Dumfries and Galloway southwest Scotland, surrounded by areas of agricultural land use with small areas of residential and managed woodland. Local air quality is likely to be influenced by residential and agricultural activities and vehicular traffic from the A75 carriageway.

There are approximately 50 residential properties within 200m of the works, with the closest properties located directly adjacent to the A75 located within the village of Castle Kennedy.

Castle Kennedy Primary School is located approximately 80m southwest of the works and a playing field is located approximately 100m southwest of the works.

The [Average Annual Daily Flow](#) (AADF) in 2022 for the main A75 carriageway within the scheme extents (site no. 10745), accounted for 6,713 vehicles, with an average of 5.5% HGVs.

No sites registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) have been identified within 1km of the scheme.

This scheme does not fall within an [Air Quality Management Areas \(AQMA\)](#).

Cultural heritage

A desktop study using [PastMap](#) has not identified any designated or non-designated features of cultural heritage within 200m of the works.

All works will be located within the existing carriageway boundary and will not impact any areas of land that have not previously been subjected to engineering activity. The works will be like for like in nature and will have no change to current visual settings of the road and surroundings.

It has been determined that the proposed scheme does not carry the potential to cause direct or indirect impact to cultural heritage. As such, impact has been assessed as being 'no change' and cultural heritage has therefore been scoped out of further assessment.

Landscape and visual effects

The A75 carriageway within the scheme extents is partially visible from residential properties at the scheme's western extent however, the 'cut' of the carriageway and natural screening including woodland and scrub limit the visibility of the carriageway from the surrounding residential areas.

The surrounding landscape has been classified as rectilinear fields and farms and urban areas using the [HLA Map](#).

A desktop study using [PastMap](#) online interactive map and [NatureScot's Sitelink](#) resource has not identified any areas designated for their landscape quality within, or within 1km of the scheme extents.

[NatureScot's Landscape Character Type mapping resource](#) has indicated the landscape character present within the scheme extents to be that of 'Coastal Flats.' [Scotland's Land Capability for agriculture map](#) lists the area surrounding the scheme extents as 3.1 on the land capability for agriculture class scale.

[Scotland's Ancient Woodland Inventory \(AWI\)](#) has not identified any areas of ancient woodland within 300m of the scheme extents. No [Tree Preservation Orders \(TPOs\)](#) have been identified adjacent to, or within 1km of the scheme extents.

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 or views are predicted.

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 immediate area surrounding the scheme extents contain areas of agricultural land use with small strips of woodland separating the fields from the carriageway.

[Scotland's Ancient Woodland Inventory \(AWI\)](#) has not identified any areas of Ancient woodland within 300m of the scheme extents. No [Tree Preservation Orders \(TPOs\)](#) have been identified adjacent to, or within 1km of the scheme extents.

A desktop study using [NatureScot's Sitelink](#) resource has identified The Loch of Inch and Torrs Warren Special Protection Area (SPA) located 315m northeast of the works. Due to the works taking place 315m from this SPA, a Habitats Regulations Appraisal (HRA) has been undertaken.

A desktop study has been undertaken using [SiteLink](#) and has also identified The Loch of Inch and Torrs Warren RAMSAR.

The NBN Atlas mapping resource has not identified the presence of Invasive Non-Native Species (INNS) within 1km of the scheme extents.

The Amey Sustainability Solutions SW INNS Map has not identified the presence of INNS within (or within 1km) of the scheme extents.

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

[The National Soil Map of Scotland](#) lists the soils surrounding the scheme extents as brown earth.

A desktop study using [NatureScot Sitelink](#) has not identified any Geological Conservation Review Sites (GCRS) or SSSI's designated for their geological features within 2km of the scheme extents.

A desktop study using the [British Geological Survey Map](#) has identified the local geology types as the following:

Bedrock Geology:

Loch Ryan Formation - Sandstone. Sedimentary bedrock formed between 298.9 and 252.2 million years ago during the Permian period.

Superficial Deposits:

Glaciofluvial Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the project does not carry the

potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated and geology and soils has been scoped out of requiring further assessment.

Material assets and waste

Table 1. Key materials required for activities.

Activity	Material Required	Origin/ Content
Site construction	<ul style="list-style-type: none"> • TS2010 surface course; • AC32 base; • AC20 binder; • Bitumen; • Road paint; • Road studs; • Oil; and • Lubricant. 	<p>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.</p> <p>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.</p> <p>Road studs will be obtained from recycled sources where possible.</p> <p>Road paint, oil and lubricant will be obtained from primary sources.</p>

Table 2. Key Waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site construction	<ul style="list-style-type: none"> • Road planings; • Studs; and 	Road studs will be recycled and reused where possible.

Activity	Waste Arising	Disposal/ Regulation
	<ul style="list-style-type: none"> Road kerbs. 	<p>On-site investigations of the carriageway (including coring and testing) was undertaken March 2024. No tar was identified.</p> <p>Any road planings not contaminated with coal tar generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p> <p>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.</p> <p>Due to the general size, nature and cost of the scheme, a Site Waste Management Plan (SWMP) will be required for the scheme.</p>

Noise and vibration

The scheme is located within the rural setting of Dumfries and Galloway outside the small village of Castle Kennedy, surrounded by areas of agricultural land use with small strips of woodland separating the fields from the carriageway.

The [AADF](#) in 2022 for the main A75 carriageway just outside the scheme extents (site no. 10745), accounted for 6,713 vehicles, with an average of 5.5% HGV. Baseline noise conditions at this location are likely influenced primarily by traffic travelling along the A75. [Noise Map Scotland](#) does not hold any data for this area.

There are approximately 80 residential properties within 300m of the works, with the closest properties located directly adjacent to the A75 located within the village of Castle Kennedy. These properties are Classified as Noise Sensitive Receptors (NSRs).

Castle Kennedy Primary school is located approximately 80m southwest of the works.

A playing field is located approximately 100m southwest of the works.

The works do not fall within a [Candidate Noise Management Area](#) (CNMA) as defined by the Transportation Noise Action Plan, Road Maps.

Population and human health

There are approximately 90 residential properties within 500m of the works, with the closest properties located directly adjacent to the A75 located within the village of Castle Kennedy itself.

A pedestrian footway is located on the westbound side of the A75 carriageway within the scheme extents at Castle Kennedy Village.

The following community facilities have been identified within 500m of the works:

- Castle Kennedy Primary School is located approximately 80m southwest of the works.
- A playing field is located approximately 100m southwest of the works.

No other community facilities or business have been identified within 500m of the works.

Access to residential properties at Castle Kennedy is located within the scheme extents.

[Core path](#) ID:6000 crosses the A75 carriageway within the scheme extents at NGR-NX 10835 59817.

There is street lighting within the scheme extents at Castle Kennedy.

There are no cycleways within the scheme extents however [National Cycle Network Route 73](#) is located approximately 50m southeast of the scheme start.

A bus stop is located within the scheme extents on the westbound sound of the carriageway within the village of Castle Kennedy.

Road drainage and the water environment

A desktop study using the [SEPA Water Classification Map](#) has identified White Loch (ID: 100336) located approximately 315m northeast of the works. This watercourse is classified as having 'Moderate ecological potential' under the Water Framework Directive (WFD).

Road drainage for the scheme is utilised in the form of top entry gullies and filter stones.

[SEPA's Flood Mapping system](#) has highlighted areas at high risk (10% chance) of surface water flooding within the scheme extents each year.

The scheme is located within the Stranraer and Lowlands [Nitrate Vulnerable Zone](#) as defined by the Scottish Government. NVZs are areas designated as being at risk from agricultural nitrate pollution. Areas such as the Stranraer and Lowlands NVZ either result or would likely result in a concentration equal or exceeding 50mg/l of nitrates in either surface or groundwater due to agricultural practices.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act included a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

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

committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry a potential to produce airborne particulate matter, dust and generate emissions that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- The use of vehicles, plant and generators will result in emissions which will temporarily impact local air quality.

Mitigation

- Best practice and measures as outlined in the '[Guidance on the assessment of dust from demolition and construction \(January 2024\)](#)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
 - The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
 - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles will be used to prevent wind whipping);
 - Cutting, grinding or sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
 - Drop heights from conveyors and other loading or handling equipment will be minimised;
 - Vehicles entering and leaving the work area will be covered to prevent escape of materials during transport;
 - Equipment will be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
 - When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.

- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

No significant effects are predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Biodiversity

Impacts

- A HRA has been undertaken and concluded that there will be no Likely Significant Effect (LSE) to The Loch of Inch and Torrs Warren SPA. The proposed scheme involves works to the A75 carriageway and will not directly impact the European Site. There will be no long-term disturbance to key species, no habitat or species fragmentation, no reduction in species density, no change in the key indicators and the habitat area of the designated sites will not be reduced as a result of the works. Site specific best practice will ensure no LSE to the European Sites.
- During night-time programming, misdirected site lighting and additional noise could cause temporary disturbance to any surrounding nocturnal species.
- There is potential for protected species to be active within the surrounding area and for the works to result in disturbance to these species.

Mitigation

- If a protected species is seen on or near the scheme, all works will be stopped until the animal passes by. The E&S team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- When in use, any artificial light will be directional and directed at the area of works as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland/structures).
- No vehicles, machinery, plant or materials will be parked/stored on any soft verges.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Operatives will avoid extraneous noise whilst on site and will be briefed using Noise and Vibration briefing.

With mitigation measures in place, no significant effects are predicted on biodiversity. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, 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.
- GHG emissions will be generated by material production and transportation to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- It is Amey policy to reuse or recycle as much waste material as possible. Where recycling is not feasible, waste material will be removed to a licenced waste facility.
- Where possible, different waste streams will be separated at the source.
- Waste will be stored in suitable containers and covered.
- A SWMP will be completed for the scheme.
- Any non-contaminated road planings arising from the works will be fully recycled in accordance with SEPA's guidance on the Production for Fully Recovered Asphalt Road Planings.

With best practice mitigation measures in place, no significant effects are predicted on Material Assets and 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 local amenity users will benefit from improved road surfacing as a result of the scheme.
- Noise heavy works will likely be required during night-time hours, which could cause disturbance for nearby sensitive receptors.

Mitigation

- 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.
- Rubber linings will be used in, for example, chutes and dumpers to reduce impact noise.
- The use of a soft start to the works, whereby plant/machinery is turned on sequentially as opposed to simultaneously.
- Amey's environmental briefing on noise and vibration will be delivered to operatives prior to the start of construction.
- Amey's E&S Team has contacted Dumfries and Galloway Council's Environmental Health Team to notify of the works due to night-time programming.

With best practice mitigation measures in place, and due to the works being of a minor, temporary, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration and no further assessment is required.

Population and human health

Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users. Further impacts regarding noise and vibration can be found in the Noise and Vibration section (above).
- TM for the works will involve a full weekend contraflow:

- Nearby residents of surrounding settlements may experience travel disruption due to presence of TM, which may lead to increased journey times.
- There will be no impact on land take from private land, businesses, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- Potential for restricted access to properties at Castle Kennedy adjacent to the scheme.
- There is potential for the pedestrian footway and core path within the scheme to be impacted during the works with potential restriction of use/access.

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.
- In case of footway closures, operatives will have measures in place to maintain access and allow pedestrians of all abilities to safely pass by the works. Any pedestrian diversions for the works will be clearly signed and accessible.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Site specific control measures regarding noise and vibration and air quality can be found in the relevant sections (above).
- Due to night-time programming, properties within 300m of the scheme extents will be notified in advance of the works. Pre-notification will include details of proposed timings, duration of the works and alternative access/egress routes for those affected by temporary roadblocks/closures.

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

- If not adequately controlled, debris and runoff from the works could enter surrounding surface water environment. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage system, thus 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 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 both during and following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This will 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 (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted frequently, especially during heavy rainfall and wind.
- Weather reports will be monitored prior to and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so.
- All operatives working on site will be informed of the location of White Loch prior to works commencing.
- All storage of materials/fuel and any refuelling activities will be more than 10m away from any drainage inlet at all times and placed on a hardstanding surface.
- Storage areas will be located away from areas that see high vehicular movement to prevent accidental disturbance.
- All oils and fuels will be returned to storage area after use.
- Bunds will be provided around drums up to 205 litres with 25% of their capacity.
- Bunds will be provided around bulk storage to a capacity of 110% of the stored fuel/oil.
- Amey's environmental briefing on water pollution will be delivered to operatives prior to the start of construction.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's Guidance for Pollution Prevention (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 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 like-for-like and limited to the resurfacing of the carriageway, 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 scheme will not 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 does not highlight any other works in the area at the time of construction.

[Dumfries and Galloway Council's Planning Portal](#) does not highlight any proposed developments or planning applications on the A75 carriageway within 2km of the scheme during the proposed timescale of the works.

Amey's current [programme of works](#) has not highlighted any other works on the A75 that will be undertaken in conjunction with the scheme.

No other nearby schemes which may result in a combined effect on nearby receptors have been identified.

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.

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 determined to be no change and there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- A design Initial Environmental Review of the scheme, undertaken by the Sustainability Solutions Team at Amey in March 2024.
- Habitat Regulations Appraisal was undertaken by the Sustainability Solutions Team at Amey 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:

Characteristics of the scheme:

- 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:

- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part in a sensitive area.
- 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.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational adverse impacts are anticipated.

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

- Initial Environmental Review – A75 Planting End to Castle Kennedy, March 2024.
- Habitats Regulations Stage 1 Screening Assessment- A75 Planting End to Castle Kennedy, 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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Published by Transport Scotland, July 2024

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