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# **Record of Determination**

## **A75 Carluith**

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## Project Details

### Description

This scheme is required to improve the ride and quality of this section of the A75 carriageway. The main drivers for this scheme from the visual survey are the long lengths of rutting and crazing which extend throughout the majority of the scheme. There are also several clusters of longitudinal cracking, as well as some isolated potholes. Filter drain is in poor condition and may require replacement. Road signs are likely to be replaced if required.

Works on this section of carriageway will include inlays of TS2010 at a 10mm depth and EME2 base and binder at a depth of 20mm. Construction activities will include:

- Re-surfacing:
  - 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;
  - HGV for removal and replacement of material; and,
  - Road markings replaced.
- Filter material replacement.
- Road signage replacement.

Dumfries & Galloway Council's Environmental Health team have been notified of these works (14/05/2021).

Scheme is programmed for August 2021. It is programmed to take place over 21 days and will be daytime working.

### Location

The scheme is situated on a semi-rural stretch of the A75 carriageway, running through the village of Carslith, Dumfries & Galloway. The National Grid Reference:

- Scheme start – NX 49098 54522
- Scheme end - NX 47671 56575

Image 1 – Scheme location



## Description of Local Environment

### Population and Human Health

The works are located on a semi-rural section of the A75 carriageway running through the village of Carsluith.

Baseline noise is likely to be primarily influenced by vehicle traffic from the carriageway and surrounding agricultural activities.

There are a large number of residential properties within close proximity to the scheme extents. The closest being approximately 20m from the A75 carriageway.

A footpath exists towards the scheme end adjacent to the southbound carriageway.

There are no Core Paths, Cycleways or Bridleways in proximity to the scheme.

A layby exists within the scheme extents.

There are a number of accesses to the local road network and agricultural land within the scheme extents.

Traffic Management (TM) for this scheme will involve a convoy system.

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

## Biodiversity

The scheme is situated on a semi-rural section of the A75 carriageway running through the village of Carsluith, Dumfries & Galloway. The surrounding environment consist primarily of agricultural land as well as small pockets of woodland and residential areas.

A desktop study using NatureScot's Sitelink online interactive [map](#) has identified a number of designated sites within close proximity to the scheme. The Cree Estuary Site of Special Scientific Interest (SSSI) exists approximately 5m from the carriageway at its closest point. This site was designated for mudflats and the coastal geomorphology of Scotland. The Solway Firth Special Protection Area (SPA) approximately 1km south of the scheme.

Amey's Invasive Non-native Species (INNS) Database has not identified any records of INNS within the scheme extents.

## Field Survey

A site survey was carried out in this area on 05/03/2021, the extent of the site was surveyed by members of the E&S team looking for signs of protected species activity. There was no evidence of activity within proximity to the scheme site.

## Land

The trunk road footprint consists of one northbound and one southbound lane. Road verges are vegetated with low lying grass and thin intermittent strips of scrub/trees. A mixture of agricultural fields and residential properties are present beyond the A75.

## Soil

The Geology of Britain [viewer](#) has highlighted the bedrock of Cairnharrow formation – Wacke with superficial deposits of raised marine beach deposits, late devensian - gravel, sand and silt.

Scotland's Soil [Maps](#) has identified the soil type in this area as Brown Earth Soils.

## Water

The Scottish Environment Protection Agency's (SEPA) Water Classification [Map](#) has highlighted the Bladnoch and Cree Estuary (Outer) approximately 250m from the scheme. This has been given an overall and ecological status of 'Good'. Carsluith Burn (unclassified by SEPA) flows below the carriageway within the scheme extents.

SEPA Flood Risk [Map](#) has identified a risk of surface water flooding on the carriageway within the extents. There is also a risk that coastal water flooding may impact the carriageway within the scheme.

## Air

The A75 is a key route connecting Stranraer and Dumfries. The average annual daily traffic (AADT) Flow for this section of carriageway in 2019 was 2,586 with 21.3% of these being Heavy Goods vehicles (HGVs).

Dumfries & Galloway Council has not declared any Air Quality Management [Areas](#) (AQMAs).

## Climate Change

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO<sub>2</sub> emissions by 80% before 2050 (from the baseline year 1990).

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

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

## Material Assets

Table 1 – Construction materials

Activity	Material Required	Origin/ Content
Site Construction	Road planings Binder Road paint/studs Filter material New road signs and posts	TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical 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 <a href="#">sources</a> .  Metal should contain a proportion of recycled content.

## Waste

Table 2 – Site waste

Key Waste Arising from Activities		
Activity	Waste Arising	Disposal/ Regulation
Site Construction	Road planings Road paint/studs Filter material Old Signage and sign posts	<p>Further on-site investigations of the carriageway condition are required, including Coring and Testing. Due to this, condition of surfacing could not be fully determined, including presence of coal tar. As such, presence of tar is not currently known for this scheme.</p> <p>Presence of tar should be confirmed prior to the commencement of the works.</p> <p>If testing does not identify any coal tar within the scheme extents, road planings generated as a result of the works may be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p> <p>If evidence of tar is identified during further site investigations, any tar-contaminated planings will require removal off site for treatment/disposal at a licenced waste facility.</p> <p>All materials that can be should be reused throughout the network in</p>



		line with applicable legislation.
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## Cultural Heritage

[PastMaps](#) has identified Bridge Cottage (Category C listed building) approximately 60m from the carriageway.

## Description of Main Environmental Impacts and Proposed Mitigation

### Population and Human Health

#### Impacts

- If works take place through the night there may be disturbance to the local residential properties.
- The footpath may be affected by the works during construction.
- The layby may be blocked by works during construction.
- Accesses within the scheme extents may be blocked within the scheme areas.
- Road users may experience a delay in travel time.

#### Mitigation

- If night works are required, a letter drop will be carried out to residential properties highlighted on the notification map detailing the timings of and the works activities.
- Safe alternate passage for pedestrians of all ability must be provided if the footpath is affected by works.
- Site operatives will grant local access if it is blocked.
- Appropriate signage must be put in place in advance of the traffic management.

Provided that mitigation measures and best practice are followed the residual impact on the population is deemed neutral.

### Biodiversity

#### Impacts

- The proposed works are restricted to the existing carriageway footprint and therefore will have no impact on the designated sites in proximity to the scheme.
- There is the possibility of protected species being active in this area.

## Mitigation

- Works must be kept to the existing carriageway footprint.
- Operatives must be vigilant for potential presence of protected species. If a protected species is sighted within proximity to the works location, work will be temporarily suspended, until it has moved on. Any sightings will be reported to the Environment and Sustainability Team.

Provided that Amey's best practice as well as the suggested mitigation measures are followed the residual impact on biodiversity is deemed to be negligible.

## Land

It has been determined that the proposed project will not have direct or indirect effects to the land around the scheme.

## Soil

### Impacts

- There may be a need for minor excavations while renewing the road signs.
- Removal and re-instatement of filter drain material may result in soil disturbance on the verge areas. Soil disturbance can create adverse conditions, including erosion and polluted soils.
- Soils and debris may mobilise and enter nearby drains, which may pollute local water.

### Mitigation

- Weather reports Will be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.
- Excavated materials will not be stored on site, and must be appropriately contained/covered, and protected from the elements.
- Excavated materials will not be placed, even temporarily, within the SSSI boundary (immediately south of the west bound carriageways).

Provided best practice and suggested mitigation measures are followed the residual impact to geology and soils will be neutral.

## Water

### 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.

- Adverse weather may result in unsuitable working conditions. In the event of flooding, works may be delayed.
- Potential for fuel/chemical spillages through the use of various plant and vehicles, which may adversely impact the water environment.
- Filter drainage will be renewed as part of these works.

## Mitigation

- Appropriate measures, as detailed in the Guidance for Pollution Prevention (GPP) 1 and 5 issued by [NetRegs](#), will be implemented to prevent pollution to the natural water environment (e.g. debris, dust sand and hazardous substances) via entering nearby drains.
- Visual pollution inspections of the working area must be conducted in frequency, especially during heavy rainfall and wind;
- Debris and dust generated as a result of the works must be prevented from entering the drainage system. This can be via the use of drain covers or similar;
- Weather reports will be monitored prior to and during the works with all construction activities temporarily halting in the event of adverse weather/flooding event. The works should only continue when it is deemed safe to do so and run-off/drainage can be adequately controlled to prevent pollution.

Provided mitigation is followed the residual impact of works on the water environment is deemed neutral.

## Air

### Impacts

- On site construction activities carry a potential to produce airborne particulate matter that may have a slight temporary impact on local air quality levels.

### Mitigation

- Plant and vehicles will not be left to idle and all machinery should be switched off when not in use.
- Dust suppression will be available on site if required.

Provided that Amey's good practice pollution control measures are followed no significant adverse effects are predicted.

## Climate Change

### Impacts

- Greenhouse gas emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials).

## Mitigation

- Where possible local suppliers will be used as far as practicable to reduce travel time and greenhouse gas emitted as part of the works;
- Vehicles/plant shall not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in Material Assets (Table 1).

It has been determined that the proposed project will not have direct or indirect significant effects to climate.

## Material Assets

### Impacts

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

### 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.
- The chosen material 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 should reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

## Circular Economy

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.

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

## Waste

### Impacts

- Transportation and recovery of planings will require energy deriving from fossil fuel,
- Limited quantity of waste from sweeping will arise requiring disposal.
- Special waste may be produced if coal tar is present.

## Mitigation

- Road planings generated will be recovered by a licenced contractor for reuse and/or recycling in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.
- Road sweeping waste will be treated at a licenced facility to separate useful materials such as stone/aggregate as far as reasonably practicable, recovering this waste and diverting it from landfill.
- If coal tar is present, then this will be treated as special waste and a SEPA consignment note is required and the waste will be disposed of at an appropriate and licenced facility.

## Cultural Heritage

It has been determined that the proposed project will not have direct or indirect significant effects to Cultural Heritage.

## Vulnerability of the Project to Risks

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

## Cumulative Effects

There are no schemes in close proximity to this one which will add to effects to the local environment.

## Assessments of the Environmental Effects

Provided that mitigation measures and best practice are followed the residual impact is deemed neutral.

Dumfries & Galloway Council's Environmental Health team have been notified of these works (14/05/2021).

## 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/is not 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 18,000m<sup>2</sup> area of existing carriageway.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- The chosen material, TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- Road planings will be fully recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- The design option (replacing the defective surfacing) conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location over approximately 20 years.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- The scheme is not situated in whole or in part in a “sensitive areas” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

Characteristics of potential impacts of the scheme:

- As the works will be limited to the like-for-like replacement of the carriageway pavement, 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 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.
- The successful completion of the scheme will afford benefits to road users.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.

## 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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