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Environmental Impact Assessment Record of Determination

A75 Ladyfield to Upper Mains

Contents

Project Details

Description

The resurfacing works are required to maintain the safety and integrity of a 3.5km section of the A75 carriageway (including both eastbound and westbound lanes) northwest of Annan. The carriageway is currently exhibiting various defects, including areas of cracking, potholing, fretting and rutting within the surface course.

Works will involve surface dressing of the carriageway across the full length of the scheme to address the surface defects, which will retain all existing pavement layers. Areas of localised deep treatment/structural inlays will be undertaken to resolve any issues extending into the lower layers of the pavement.

The treatment will involve use of hot rolled asphalt (HRA) and TS2010 surface course.

The proposed construction activities will entail the following:

- 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;
- Tack/bond coat laid;
- 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; and,
- Road markings replaced.

The works are currently scheduled to commence the 19th June 2023, with the exact construction dates yet to be confirmed. The scheme is currently proposed to operate under day-time weekday programming for a duration of three days.

The traffic management (TM) for the works will likely involve single lane closures, facilitated by a convoy system.

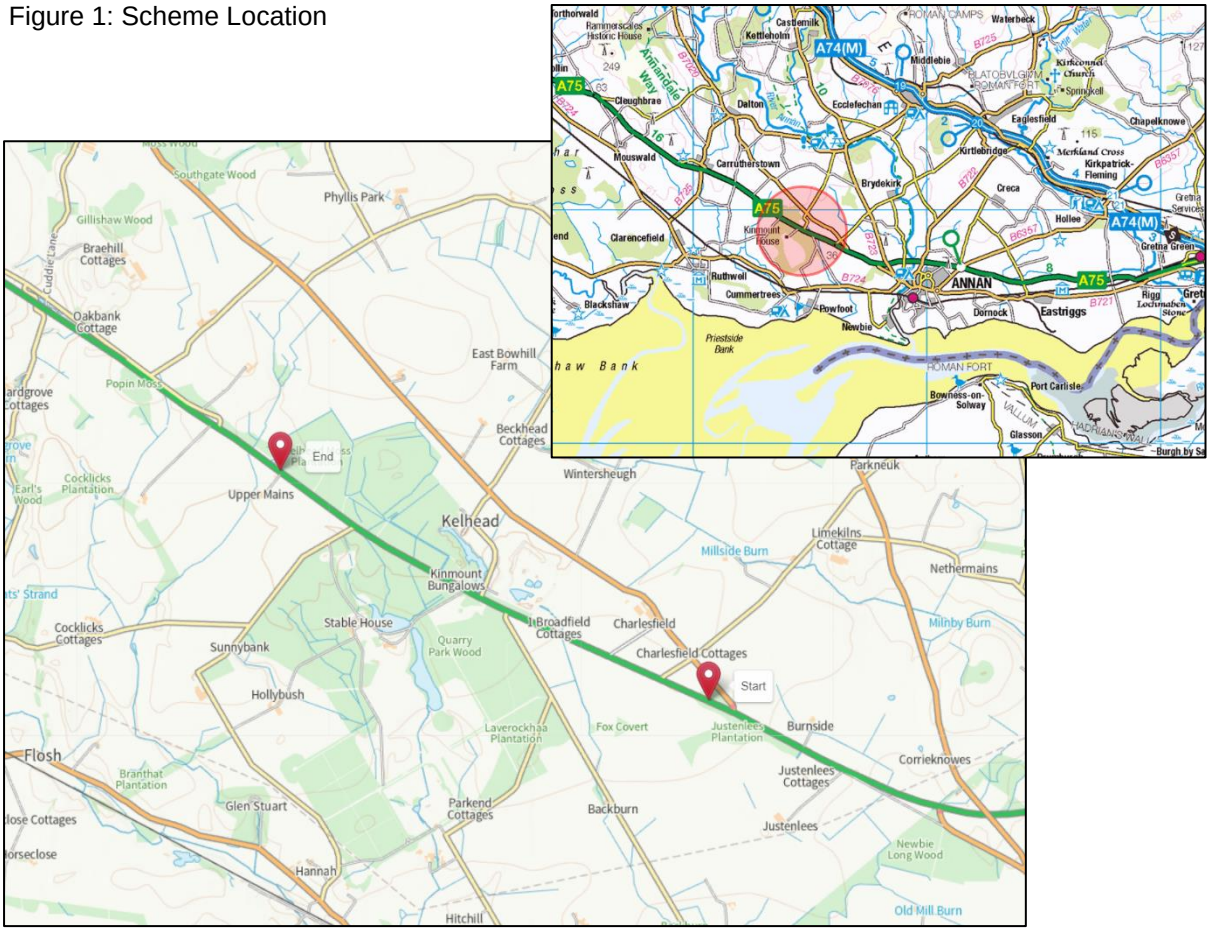
Location

The works are located on the A75 carriageway northwest of Annan, Dumfries and Galloway, and have the following National Grid References (NGR):

- Scheme Start: NY 16255 68310
- Scheme End: NY 13212 69938

The length of the scheme is approximately 3.5km, with a total works area of approximately 36,000m^2 (3.6ha).

Figure 1: Scheme Location



Description of local environment

Air quality

The scheme is located along a semi-rural stretch of the A75 carriageway, north west of Annan. There are sensitive air quality receptors within 300m of the works: Ladyfield located directly adjacent to the EB carriageway; Kinmount Bungalows located approximately 20m from the eastbound (EB) carriageway; Cottages prior to Upper Mains located approximately 40m from the westbound (WB) carriageway at the western scheme extent; and Burnside located approx. 170m from the EB carriageway at the eastern scheme extent.

The A75 is the main connecting route between Dumfries and Annan. The Average Annual Daily Traffic (AADT) in 2021 for the A75 carriageway at the eastern scheme extent is 10,257 vehicles per day, with 14.75% heavy goods vehicles (HGV).

Dumfries & Galloway Council has not declared any Air Quality Management Areas (AQMA).

As such, local air quality is likely affected predominantly by the moderate to high daily use of the carriageway by road vehicle users.

Cultural heritage

A desk study was undertaken using PastMap and has highlighted the following features of cultural heritage within 300m of the works:

- Kinmount East Lodge and Gatepiers (LB3545), a Category B Listed Building located adjacent to the westbound carriageway.
- Kinmount (Gatepiers and Quadrants at Main Drive), (LB3541), a Category B Listed Building located adjacent to the westbound carriageway.
- Kinmount, West Lodge (LB3546), a Category B Listed Building located 220m south-west to the westbound carriageway.
- Kinmount, Keeper'S Cottage (To West of Walled Garden) (LB3543), a Category C Listed Building located 280m south-west to the westbound carriageway.

The works will be restricted to the existing carriageway and will be like-for-like in nature, and as such will have no impact on these features of cultural heritage.

As such, impact has been assessed as being ‘no change’ and has been scoped out of requiring further assessment.

Landscape and visual effects

The works are located within a semi-rural area of the A75, with the surrounding environment consisting of grassed verges, low lying agricultural land and areas of broadleaved woodland.

A desktop study using PastMap has highlighted Kinmount Garden & Designed Landscape (GDL00244), which encompasses the wooded area within the walled boundary surrounding Kinmount Lodge, located adjacent to the westbound carriageway within the scheme extents.

No other areas designated for landscape character are located within, or within proximity to the works location.

Works will be like for like in nature, restricted to the existing carriageway boundary, and will not have any permanent visual change. Views of and from the road will be impacted by the presence of traffic management, plant and vehicles during construction. This is predicted to be a slight temporary impact locally, with no permanent change to views following the completion of works.

It has been determined that the proposed project will not have direct or indirect significant effects to landscape or visual effects and therefore scoped out of further assessment.

Biodiversity

The works are located on a semi-rural section of the A75 carriageway in Dumfries & Galloway. This section of the A75 carriageway is surrounded on both sides by a combination of wooded areas and agricultural land. There are several ponds within 250m of the carriageway.

A desktop study using Nature Scot Sitelink Online Interactive Map has not highlighted any National or European designated sites within proximity of the works location (2km radius).

Amey's Invasive Non-native Species (INNS) Database has identified Himalayan balsam *Impatiens glandulifera* growth within the scheme extents. Four instances of growth have been recorded on the westbound carriageway verge behind the walled boundary surrounding Kinmount House.

Geology and soils

The scheme is not located within, or within 2km proximity to, any geologically designated Sites of Special Scientific Interest (SSSIs) or any Local Geodiversity Sites (formerly known as RIGS).

The National Soil Map of Scotland identifies the local soils to consist of noncalcareous gleys and peaty gleys.

A desktop study using the British Geological Survey Map identifies local geology type for this section of the A75 as the following:

- Bedrock geology:
  - Yoredale Group - Mudstone, sandstone and limestone. Sedimentary bedrock formed approximately 319 to 337 million years ago in the Carboniferous Period. Local environment previously dominated by swamps, estuaries and deltas.
  - Eden Shales Formation - Sandstone and mudstone. Sedimentary bedrock formed approximately 252 to 299 million years ago in the Permian Period. Local environment previously dominated by lakes and lagoons.
  - Bees Sandstone Member - Sandstone. Sedimentary bedrock formed approximately 247 to 252 million years ago in the Triassic Period. Local environment previously dominated by rivers.
  - Kelhead Breccia Member - Conglomerate, angular, pebble-grade. Sedimentary bedrock formed approximately 252 to 299 million years ago in the Permian Period. Local environment previously dominated by rivers.
- Superficial deposits:
  - Gretna Till Formation - Diamicton. Superficial deposits formed up to 2 million years ago in the Quaternary Period. Local environment previously dominated by ice age conditions (U).

All works will operate on a like-for-like basis and remain restricted within the existing carriageway footprint. No excavations beyond the existing engineered footprint will be required as part of the works, and as such no soils will be impacted.

It has been determined that the proposed project will not have direct or indirect significant effects to local soils and therefore scoped out of further assessment.

Material assets and waste

Table 1 – Key Materials Required for Activities

Activity	Material Required	Origin/ Content
Site Construction	• Road surfacing (aggregate and binder); • HRA Surface Course • Bitumen; • High friction surfacing; • Siting/base material; • Binder; • Road paint; • Concrete; • Lubricant; • Vehicle fuel; Oil.	Material will come from a suitable source using as few virgin materials as possible. 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. TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical stone mastic asphalt (SMA). All materials that can be, will be reused throughout the network.

Table 2 – Key Waste Arising from Activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Road planings, • Studs.	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. All waste must be transported by suitable licenced contractor and must be accompanied by correctly completed waste transfer note. Any pavement 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'. 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. Road studs will be recycled and reused.

Noise and vibration

The works area is located along a semi-rural stretch of the A75 carriageway, within Dumfries and Galloway.

There are sensitive noise receptors within 300m of the works: Ladyfield located directly adjacent to the EB carriageway; Kinmount Bungalows located approximately 20m from the eastbound (EB) carriageway; Cottages prior to Upper Mains located approximately 40m from the westbound (WB) carriageway at the western scheme extent; and Burnside located approx. 170m from the EB carriageway at the eastern scheme extent. There is no natural screening from the carriageway at these properties.

Baseline noise level is likely to be primarily influenced by vehicle traffic from the carriageway, with secondary sources including activity from agricultural practices.

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

The A75 is the main connecting route between Dumfries and Annan. The Average Annual Daily Traffic (AADT) in 2021 for the A75 carriageway at the eastern scheme extent is 10,257 vehicles per day, with 14.75% heavy goods vehicles (HGV).

Population and human health

There are numerous accesses and egresses located within the scheme extents, giving access to the local road network, residential and agricultural properties and fields. There are no footpaths, Core Paths, bridleways or cycleways within the scheme extents.

A layby exists adjacent to the eastbound carriageway within the scheme extents. No carriageway lighting exists within the scheme extents due to the rural location.

Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA) Water Classification Map has not highlighted any classified watercourses in proximity of the scheme.

There are several unnamed and unclassified waterbodies near the Kelhead Quarry within 15 to 350m proximity to the scheme extents.

The Backkerr Burn, unclassified by SEPA, and several field drains/issues flow below the A75 carriageway within the scheme extents.

The Indicative River & Coastal Flood Map by SEPA has highlighted a small area at 0.5 to 10% risk of surface water flooding on the carriageway adjacent to Kinmount Bungalows within the scheme extents.

The drainage at this section of the A75 consists of over-edge drainage.

Climate

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_2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce 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, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS is committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a slight impact on local air quality levels.
- Dust generated during construction can negatively impact and irritate air quality receptors.
- Traffic management may increase traffic levels and congestion in local environments which may result in a slight increase in associated vehicle emissions within the surrounding road networks and local areas.

The impacts identified will be a temporary and localised for the duration of the works only and therefore no change is predicted on air quality.

Mitigation

All works will operate in accordance with current best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2014) published by the IAQM, which includes the following mitigation relevant to this scheme:

- All vehicles will have engines switched off when stationary; there will be no idling vehicles; and all fuel operated equipment will be regularly serviced and not generating excessive fumes.
- Works/plant use will be effectively managed to prevent dust creation. This will include, but not be limited to, the dampening down of cutting activities.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions, as per manufacturing and legal requirements.
- Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles will be minimised.
- Lorries will be sheeted when carrying dry materials.

Provided that best practice measures are followed as demonstrated in Amey risk control measures (RCMs), the proposed works will not have any direct or indirect significant impacts on the local air quality. This results in a neutral residual effect.

Biodiversity

Impacts

- There is potential for protected species to be active within, or within proximity to, the works area.
- Daytime programming will reduce this likelihood however cannot rule out potential.
- There is potential for INNS to spread if works are not effectively controlled and/or potential for INNS to be removed to accommodate an access route

Construction effects on biodiversity will be localised, and the works are temporary and like-for-like in nature. As no vegetation cutbacks are required, it is unlikely there will be any significant effects on the surrounding biodiversity. While construction works may cause short-term disturbance to local biodiversity, this will be temporary and will not result in a permanent adverse impact.

The impacts identified will be a temporary for the duration of the works only and therefore no change is predicted on biodiversity.

Mitigation

- Site operatives will remain vigilant for the potential presence of protected species within the local area.
- In the event of observing a protected species on the live working site, all works will temporarily stop until the animal has moved on. The control room will be contacted for environmental record.
- In the unlikely event that a mammal hole (larger than a rabbit) is observed in or adjacent to the working area, then works will stop and the duty supervisor/Environmental Manager contacted.
- All plant, materials, vehicles, and personnel will be restricted to the carriageway.
- Noise mitigation measures as outlined in the Population and human health section above will be adhered to during the works.
- Pollution prevention measures as outlined in the Road Drainage and the Water Environment section below will be adhered to during the works.
- All site operatives will be briefed on the location of the INNS growth.
- Appropriate mitigation measures will be implemented on site to prevent the spread of invasive non-native species. The following measures will be adhered when working within proximity of invasive plants:
    - Works will not disturb locations of INNS to prevent spread. Operatives will keep a 7 metres distance from the INNS. Where appropriate visual barriers may be placed to indicate distance.

- Site operatives will be briefed using the Amey Invasive Plants and protected species briefings prior to works, which will be provided within site documentation as included in the Initial Environmental Review (IER).

On the condition that best practice is adhered to, residual impact to local biodiversity is considered neutral as a result of the works.

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

Material assets and waste

Impacts

- The works will result in contribution to resource depletion through use of virgin materials.
- Greenhouse gas (GHG) emissions will be generated by material production and transporting 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.
- 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'.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Where there is potential for deeper treatment at areas of potential tar-containing material, any tar-contaminated planings will require removal off site for treatment/disposal at a licenced waste facility:
    - A SEPA consignment note is required.
    - SEPA are to be informed at least three days prior to the movement of special waste.
- 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.
- 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.

Temporary impact during construction is considered negligible adverse, with residual effect considered no change.

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

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- Works may result in increased noise compared to baseline levels during construction works. Due to daytime programming, impact to nearby residential properties is considered to be negligible.

Mitigation

- Plant/machinery will be fitted with silencers/mufflers. No plant, vehicles or machinery will be left idling when not in use.
- Plant and machinery will be switched off when not in use to reduce noise disruptions to the surrounding environment.

With best practice mitigation measures in place the residual effect to noise and vibration is considered to be neutral.

Population and Human Health

Impacts

- TM will involve single lane closures with convoy system within the scheme extents. This TM arrangement may have the following impacts:
    - Lane closures may cause delays to road users of the A75 carriageway and could potentially increase traffic levels on surrounding local roads. Impacts will be temporary during the construction phase only.
    - Local accesses may be temporarily obstructed.
    - The layby within the scheme extents will be inaccessible during the works.
- TS2010 road surfacing is shown to have superior durability features compared to standard road surfacing mixes; thus preventing the need for reoccurring routine maintenance and associated levels of disruption.
- TS2010 road surfacing should improve the skid resistance of the carriageway.

Mitigation

- Any closures/diversion routes and any proposed restrictions/travel time impacts will be advertised locally in advance of the works. Diversion routes will be clearly signed.
- Accesses will remain clear were reasonably practicable. Where any obstruction occurs, operatives will grant local access as required.
- There will be temporary adverse construction impacts due to noise/disruption, however, the scheme will improve safety and quality for road users in the long-term.

It has been determined that the proposed project will not have direct or indirect significant effects on population and human health provided that mitigation measures and best practice is followed, the residual effect on population and human health is deemed neutral.

There are not anticipated to be any permanent impacts on population and human health following the completion of works.

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.
- Road paint and thermoplastic is acutely toxic to fish, plants and any animal dependant on the watercourse.
- Should flooding occur, this may delay the scheduled works.

There are not anticipated to be any permanent impacts on road drainage or the water environment following the completion of works.

Mitigation

- Best practice, as detailed by SEPA Guidance for Pollution Prevention (GPPs), in particular GPP1, GPP2, GPP5, PPG6, GPP8 and GPP22, will always be followed onsite. This will ensure that any potential sediments / spills are not allowed to enter road drainage unchecked.
- 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, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers.

- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Debris and dust generated as a result of the works will be prevented from entering nearby watercourses and the road drainage system, via the use of drain covers or similar.
- 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.
- Weather reports will be monitored prior to and during all construction activities. In the event of an adverse weather/flooding event, all activities shall temporarily stop, and only reconvene when deemed safe to do so, and when run-off/drainage can be adequately controlled to prevent pollution.

Providing all works operate in accordance with site control measures and SEPA Guidance for Pollution Prevention (GPP), the residual effects for road drainage and water environment is considered neutral.

Climate

Impacts

- Greenhouse gas emissions will be emitted through the use of machinery, material production, materials used (containing recycled and virgin materials), and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and greenhouse gas emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions being emitted.
- Further actions and considerations for this scheme are detailed in the Material Assets and Waste section.
- To support the journey towards carbon neutral and zero waste potential opportunities for enhancement utilising circular economy principals within assessment of material assets will be included.
- Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from activities are recorded using Transport Scotland's Carbon Management System

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

Vulnerability of the project to risks

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

If flooding should occur, there is potential for the works to be delayed.

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 Alert Portal does not highlight any proposed developments or planning applications on the A75 carriageway within proximity to the scheme.

Amey's current programme of works has highlighted there are similar works on the A75 however this scheme is located 4km west of this scheme and is unlikely to be undertaken at the same time.

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

The following environmental surveys / reviews have been undertaken:

- A design Initial Environmental Review of the scheme, undertaken by the Environmental and Sustainability Team at Amey in May 2023.

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 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 36,000m^2 (3.6ha) area of existing carriageway.
- Works will operate under daytime programming.
- 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:

- No significant residual effects are predicted. Disruption due to construction activities are temporary, localised and not expected to be significant and will be mitigated as far as is reasonably practicable.
- 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.
- The successful completion of the scheme will afford benefits to residential properties in proximity, due to improved condition and ride quality of the carriageway surface.

- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.
- No impacts on the environment are expected during the operational phase as a result of works.

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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