TRANSPORT SCOTLAND
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Environmental Impact Assessment Record of Determination

A90 Longforgan NB

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the northbound (NB) A90 carriageway to the north of the village of Longforgan, Perthshire.

The carriageway is presenting signs of continual deterioration with surface course and structural defects present throughout the bituminous carriageway material.

Addressing these defects will provide an extended pavement life and will improve road safety and ride quality.

Construction activities for this scheme will entail the resurfacing of the A90 carriageway at Longforgan (NB), with the construction activities as follows:

- Installation of Traffic Management (TM);
- Milling of carriageway to agreed depths;
- Crack and seat method on hydraulically bound materials (HBMs);
- Resurfacing of the carriageway to the existing road levels using TS2010 10mm aggregate (site class 1 & 3), AC20 binder, AC32 base and AC20 EME2 base/binder;
- Reinstatement of road markings, linings and studs; and
- Removal of TM.

The following plant/machinery/vehicles may be used throughout the scheme:

- Planer;
- Paver;
- Roller(s);
- 3CX JCBs;
- Badger guillotine;
- Bond coat truck; and
- Wagons.

The works are proposed to be undertaken on the 1st of September 2023 and are proposed to last for a total of 6 days. Works will be undertaken during both day-time and night-time hours. TM will involve day-time lane closures and a contraflow system in the evenings.

Location

The scheme is located within a semi-urban section of the A90 carriageway north of the village of Longforgan, Perthshire at National Grid References (NGRs) detailed below. The scheme location is illustrated in Figure 3:

- Scheme Start: NO 30515 30068
- Scheme End: NO 31755 30266

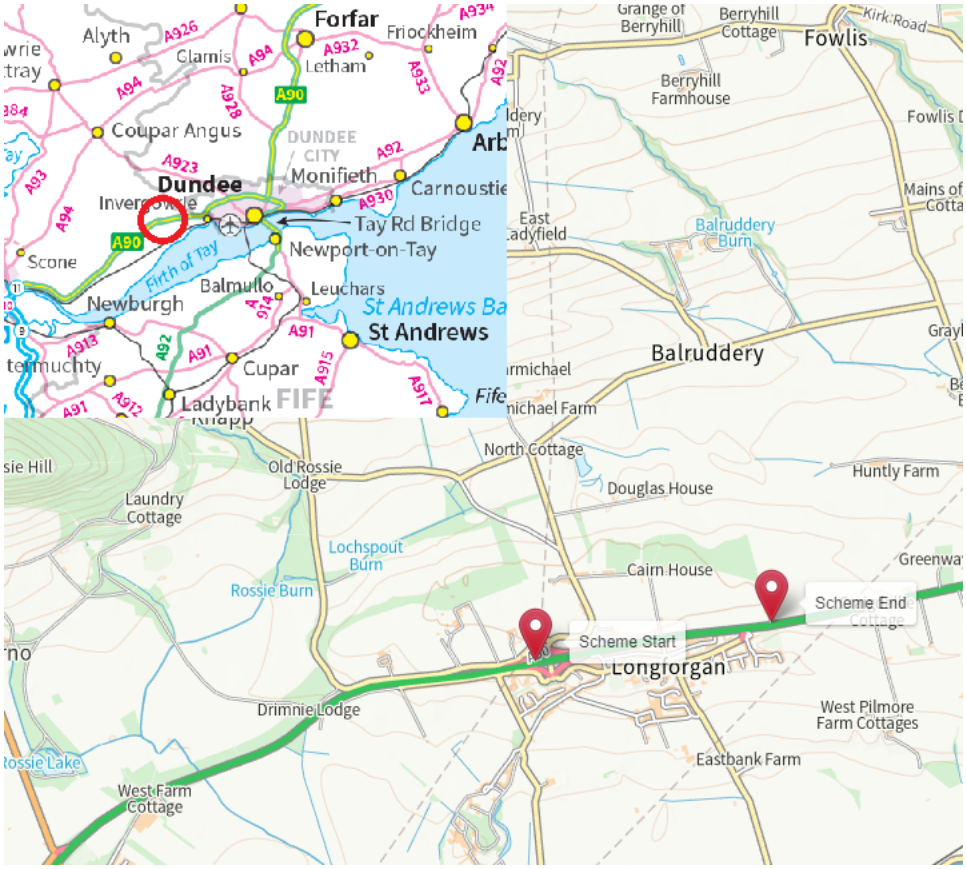

Figure 1: Location of the scheme within eastern Scotland.

Description of local environment

Air quality

The scheme is located within a semi-urban section of the A90 carriageway, north of the village of Longforgan, Perth & Kinross. More than 100 residential properties are located within 200m of the proposed scheme extents. The closest property to the scheme is located approx. 25m-30m from the northbound carriageway extents.

Non-residential air quality receptors, including Longforgan Parish Church (approx. 140m south), Longforgan Primary School (approx. 160m south), The Longforgan Coaching Inn Hotel (approx. 190m south, Longforgan Kennels and Cattery (approx. 45m north) and Longforgan Park (located approx. 30m south), are located within 200m of the scheme extents.

Perth & Kinross Council has declared two Air Quality Management Areas (AQMAs) at Perth City and Crieff High Street. Perth City AQMA is declared for its levels of particulate matter of a diameter less than 10 micrometres (PM_{10}) and nitrogen dioxide (NO_2) and is located approx. 19.1km west of the scheme extents. Crieff High Street AQMA is declared for its levels of PM_{10} and NO_2 and is located approx. 44.1km west of the scheme.

Dundee City Council has declared Dundee City as an AQMA for its levels of NO_2, PM_{10} and particulate matter of a diameter less than 2.5 micrometres ($PM_{2.5}$) and is located approx. 2.9km east of the scheme.

In 2021, this section of carriageway was estimated to have an Annual Average Daily Flow (AADF) of 31,228 vehicles, with 2,676 of these being Heavy Goods Vehicles (HGVs) (automatic count point 30774). With regard to other sources of air quality issues in the area surrounding the scheme, industries such as arable and pastoral agriculture are present within 200m.

Cultural heritage

A desktop study using the PastMap resource has identified the presence of multiple designated cultural heritage assets (approx. 30 listed buildings) within 300m of the scheme extents. The closest of these is Longforgan, Main Street Ashlea and Marywood Including Boundary Wall (Ref.: LB13288) which is located approx. 50m south of the scheme extents.

This resource has also identified the presence of undesignated culturally significant assets within 100m of the scheme extents including five Historic Environment Record (HER) sites, the closest of which is entitled Castle Huntly Holdings (Ref.: MPK6826) and is located approx. 55m north of the scheme extents.

The Longforgan Conservation Area encompasses the entire village of Longforgan and is located approx. 30m south of the scheme extents at its closest point.

Landscape and visual effects

The surrounding landscape has been classified as medieval towns, holdings and rectilinear fields and farms using the HLA Map. No designations regarding landscape and visual effects have been identified within 300m 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 are predicted.

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 contains areas of low-lying vegetation and sporadic areas of semi-mature woodland and scrub. The central reserve area is unvegetated. The area beyond the immediate carriageway boundary consists of residential areas (including the village of Longforgan), woodland and arable farmland.

Two areas of woodland, located approx. 400m north of the scheme extents, are classified under Scotland's Ancient Woodland Inventory (AWI) as Long-Established (of plantation origin). These woodland areas are unnamed.

A desktop study using NatureScot's Sitelink resource has identified the Firth of Tay and Eden Estuary Special Area of Conservation (SAC) (site code: 8257), Ramsar (site code: 8425) and Special Protection Area (SPA) (site code: 8501) present approx. 1.5km south of the scheme extents. This area also contains the Inner Tay Estuary Site of Special Scientific Interest (SSSI) (site code: 809) and Local Nature Reserve (site code: 8143) which are designated for similar ecological features.

The NBN Atlas resource has not identified the presence of Invasive Non-Native Species (INNS) within 0.5km of the scheme extents.

The Amey North East Network Maintenance Contract INNS Map has indicated the presence of INNS at the roadside of the schemes eastern extent (species unspecified)

Geology and soils

The National Soil Map of Scotland lists the soils surrounding the scheme extents as mineral podzols.

A desktop study using NatureScot's Sitelink has not identified any Geological Conservation Review sites or SSSI's designated for their geological features within 2km of the site extents.

A desktop study using the British Geological Survey Map has identified the local geology types as the following:

Bedrock Geology

- Dundee Flagstone Formation - Sandstone, siltstone and mudstone. Sedimentary bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.

Superficial Deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago 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, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

Table 1: Key materials for activities.

Activity	Material Required	Origin/ Content
Site Construction	• Bituminous surfacing materials (TS2010, EME2 binder/base); • Thermoplastic road markings; • Iron milled in road stud shoes, thermoplastic reflective inserts; • Vehicle fuel; • Oil; and • Lubricant.	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). 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.

Table 2: Key waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Road planings (inert bituminous materials); and • Remove iron/metal/plastic components.	Uncontaminated road planings generated as a result of the works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully

Activity	Waste Arising	Disposal/ Regulation
		Recoverable Asphalt Road Planings.' Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. Due to the general size, nature and cost of the scheme, a Site Waste Management Plan (SWMP) will be required.

Noise and vibration

Baseline noise levels in the area surrounding the scheme are likely to be influenced by vehicles on the A90 carriageway combined with background residential noise from nearby agricultural fields and the village of Longforgan.

In 2021, this section of carriageway was estimated to have an AADF of 31,228 vehicles, with 2,676 of these being HGVs (automatic count point 30774).

Scotland's Noise Map indicates that the modelled day-time noise levels (Lden) surrounding the A90 carriageway at the scheme location show levels of 65-75 dB within 50m and 60-65 dB within 90m, whilst modelled night-time levels (Lden) show 50-70 dB within 50m and 50-55 dB within 100m.

The scheme does not fall within a Candidate Noise Management Area (CNMA).

Approx. 100-200 residential properties are located within 300m of the scheme extents. These properties are mostly contained within the village of Inchture to the south of the A90 carriageway, with various farm properties to the north of the works.

The closest property to the scheme is located approx. 25m-30m from the northbound carriageway extents. Little natural screening is present between the residential properties within Longforgan and the scheme extents. Only sporadic areas of vegetation such as semi-mature trees and scrub are present between the carriageway and the properties. Boundary fences are present (sporadically) between the A90 carriageway and the properties within Longforgan.

Non-residential noise sensitive receptors including Longforgan Parish Church (approx. 140m south), Longforgan Primary School (approx. 160m south), The Longforgan Coaching Inn Hotel (approx. 190m south, Longforgan Kennels and Cattery (approx. 45m north) and Longforgan Park (located approx. 30m south) are located within 300m of the scheme extents.

Population and human health

Approx. 100-200 residential properties are located within 300m of the scheme extents. These properties are contained within the village of Inchture to the south of the A90 carriageway with various farm properties to the north of the works. The closest property to the scheme is located approx. 25m-30m from the northbound carriageway extents.

With regard to access roads present on the northbound carriageway, the western extent of the scheme contains an on-slip linking the village of Longforgan with the A90 carriageway. Access roads are also present (NB) for Castle Huntly Holdings (towards the western extent of the scheme) (alternative access points to these properties are available via Balrudderly) and for the Longforgan Kennels and Cattery at the schemes eastern extent (no alternative access routes available).

No crossover points, laybys, pedestrian footways or bus stops are present throughout the scheme extents. The A90 carriageway within the scheme extents is street lit.

No National Cycle Network routes are present within 300m of the scheme extents.

Perth and Kinross Council Core Path LFGN/140 is present at the scheme's western extent adjacent to the southbound carriageway. This core path links to Perth and Kinross Council Core Path LFGN/119 which runs beneath the A90 carriageway within the scheme's western extents before terminating at Castle Huntly Holdings. Various core paths are present within the village of Longforgan including LFGN/115 of which also runs parallel to the SB carriageway at the scheme's eastern extent.

Road drainage and the water environment

A desktop study using the SEPA Water Classification Map has not identified any watercourses classified under the water framework directive (WFD) within 500m of the scheme extents. Unclassified watercourses such as field drains, ponds and sustainable urban drainage systems (SUDS) ponds are located in and around the village of Longforgan, with the closest of these being located on the grounds of TSG UK Solutions approx. 30m north of the scheme extents.

SEPA's Flood Mapping System has not identified any sections of the northbound or southbound carriageway within the scheme extents that are susceptible to surface water or river water flooding.

The A90 carriageway within the scheme extents is drained via a mixture of verge and central reserve filter drainage and top-entry gullies.

Climate

Carbon Goals

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 initially included 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 (GHG) 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 are 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 NE NMC network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

Monitoring, Management and Opportunities

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

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

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – North East.

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.
- The scheme will not impact the AQMAs declared by Perth & Kinross Council and Dundee City Council due to distance and the general minor nature of the works.
- An increase in the use of HGVs during construction will likely have an impact on local air quality.

Mitigation

The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2014) published by the Institute of Air Quality Management (IAQM) will be followed:

- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- All vehicle engines will be switched off when stationary.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.

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

Cultural heritage

Impacts

- Works will be contained within the carriageway boundary and will not detrimentally affect the listed buildings, HER site and the Conservation Area listed above. The general distance from the scheme, combined with its unintrusive nature and noise and vibrations levels being similar to that of baseline levels during construction has allowed for this conclusion.

Mitigation

- Should the nature of the works change or additional excavation works be required, the Amey E&S team will be contacted prior to works commencing.
- Should works encounter any materials of archaeological interest (i.e. discoloured soils or material finds such as ceramics or bone) works will cease and the Amey E&S Team will be contacted.
- All site operatives will be informed of the locations of the cultural heritage assets listed above.
- Works and storage of plant/machinery/vehicles will be contained within the carriageway boundary at all times throughout the scheme.

No significant effects are predicted on cultural heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Biodiversity

Impacts

- During night-time programming, misdirected site lighting and additional noise from construction activities 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.
- There is potential for INNS to harm site operatives if contact is made with species.
- There is the potential for works (if uncontrolled) to spread INNS.

- Due to the general minor and unintrusive nature of the scheme, combined with the distance (1.5km) of the scheme from the Firth of Tay and Eden Estuary SAC, SPA and Ramsar sites and the Inner Tay Estuary SSSI and Local Nature Reserve listed above, no likely significant adverse effects on these sites have been assessed as a result of the works.
- The long established (of plantation origin) Woodland classified by Scotland's AWI will not be impacted by the scheme due to the general unintrusive (contained within the carriageway boundary) and temporary nature of the works and the distance of the works from the site.

Mitigation

- In the event that protected species are sighted on site, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the E&S Team. The E&S team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- All temporary lighting will be directional and pointed away from sensitive ecological receptors to minimise disturbance to nocturnal species.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundaries of the carriageway. No works and storage of plant, machinery, vehicles and equipment will be undertaken on the grass verges.
- Noise mitigation measures as outlined in the Noise and Vibration section below will be adhered to during the works.
- Mitigation measures detailed in the Road Drainage and the Water Environment section below will be adhered to during the works.
- The Invasive Plants toolbox talk briefing will be delivered to all site operatives before works start.
- If INNS are discovered within the scheme extents and could potentially be impacted by the works, the work will cease and the Amey E&S team will be notified.
- INNS species will not be cut or treated by site operatives.

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 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.
- Greenhouse gas (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.
- Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As such, 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.'
- All waste will be removed from the site by a licensed waste carrier. All waste documentation will be provided when requested.
- A SWMP will be prepared to include details on the quantity and type of waste produced, details of how the waste produced will be minimised, details of how materials unsuitable for reuse, recycling or recovery will be disposed of, a comparison against the Scottish Government's targets for waste reduction and recycling and details of compliance with waste duty of care legislation.

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 residential properties 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 residential properties within 300m of the scheme extents, and for the nearby amenity users.

Mitigation

- Due to night-time programming, the Amey E&S team will contact Perth & Kinross Council's Environmental Health Team prior to the commencement of the works.
- 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 timings and duration of the works and will also include a 24hr contact number should members of the public wish to contact the Amey control centre in relation to the scheme.
- 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.
- Operatives will be briefed with the Noise & Vibration toolbox talk prior to the works commencing.

With best practice mitigation measures in place, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration, no further assessment is required.

Population and human health

Impacts

- Perth and Kinross Council Core paths LFGN/115, LFGN/140 and LFGN 119 are unlikely to be affected by the scheme due to the pathway being present parallel to and beneath, as opposed to within, the scheme extents.
- Access to the A90 via the Longforgan on-slip, Castle Huntly Holdings and the Longforgan Kennels and Cattery (and the associated residential properties) are

likely to be impacted by the scheme. The TM in place will temporarily generate increased journey distances for those present within Castle Huntly Holdings and temporary restrictions to access at the Longforgan Kennels and Cattery.

- Construction site lighting during night-time hours could cause disturbance for surrounding residential properties.
- TM for the works will involve a lane 1 closure on the A90 carriageway with a contraflow system in place. This will likely result in temporary delays and longer journey times for road users and local residents.
- There will be no impact on land take from private land and/or community facilities as a result of the scheme as all works will be contained within the carriageway boundary.

Mitigation

- Due to night-time programming, properties with access points affected by the scheme will be notified in advance of the works. Pre-notification will include details of timings, duration of the works and alternative access/egress routes for those affected by temporary road closures.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. Alternative arrangements will be made regarding access to the A90 carriageway from Longforgan, Castle Huntly Holdings and the Longforgan Kennels and Cattery. These arrangements will be advertised within the local community and on approach to the scheme extents. The Longforgan Kennels and Cattery will be notified specifically due to the temporary loss of their only access point.
- 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 and away from residential areas.

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 be suspended in 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 surrounding water environment.
- Should flooding occur, this may delay the scheduled works.
- There is potential for the unnamed pond located within the ground of TSG UK Solutions to be adversely impacted by the scheme via pollution events such as chemical/material leakage.

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 .
- 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 the unnamed watercourse present within the property of TSG UK Solutions 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 damage.
- 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.
- All operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents, namely, GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's 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 time 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 being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, no significant effects are predicted on climate. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

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

It has been determined that the project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment cumulative effects

The Scottish Road Works Commissioner's Interactive Map has not highlighted any other works during the proposed timescale and at the location of the works.

Perth & Kinross's Planning Portal has not highlighted any relevant proposed developments or planning applications during the proposed timescale and at the location of the works.

Amey's current programme of works has not highlighted any other works on the A90 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 effect is deemed neutral and there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Amey Environment and Sustainability Team in June 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 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.
- At end of life, components can be recycled, reducing waste to landfill.
- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- 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.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

- 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.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary 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 area” 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 surfacing, 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 carriageway users 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.

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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