



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M90 Moncreiffe to Bridge of Earn Southbound

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Project Details

Description

Resurfacing works are being undertaken to remove previously identified structural defects and tired surfacing that pose a risk to road users along the on the M90.

Construction will involve the installation of concrete inlays at various depths ranging between 30mm – 300mm, covering an area of approximately 21,000m². These depths will be based on defects, with a minimum of a surface course treatment with localised binders, and deeper treatment where cores suggest.

The existing surface will be planed to the required depths and then resurfaced using a paver to restore the material to its original thickness. A hot-applied bitumen sealant will be applied to the joints between the new and existing surfaces at both ends of the scheme. No verge works will be undertaken at this time.

Construction activities include:

- Implementation of Traffic Management (TM);
- Milling out of existing material by road planer;
- Loader used to collect and move excess material within work area;
- Waste material will be removed from site;
- New materials will be laid including: binder, bituminous asphalt and tack bond, and compressed using a road paver and compacted by a roller;
- Road joints will be sealed to prevent water ingress using a bitumen sealant;
- Mechanical sweeper to collect loose material;
- Road markings and road studs will be applied where necessary likely using thermoplastic; and
- TM removal.

The plant and machinery required will include:

- Roller wagon;
- Paver planer; and
- Mechanical sweeper.

Construction is programmed to be undertaken in July 2026 with an exact date to be confirmed. Works will last approximately one week during nighttime hours. Traffic Management will consist of slip and lane closures.

Location

The works are located along a 1.7km stretch of the M90 Southbound (SB) carriageway between Moncreiffe Hill and the Bridge of Earn, Perth and Kinross. The scheme can be found at the following National Grid Reference (NGR) points:

Start: NO 12260 20104

End: NO 13519 18994

Please also see Figure 1: Scheme Location Plan below, which highlights the scheme extents.

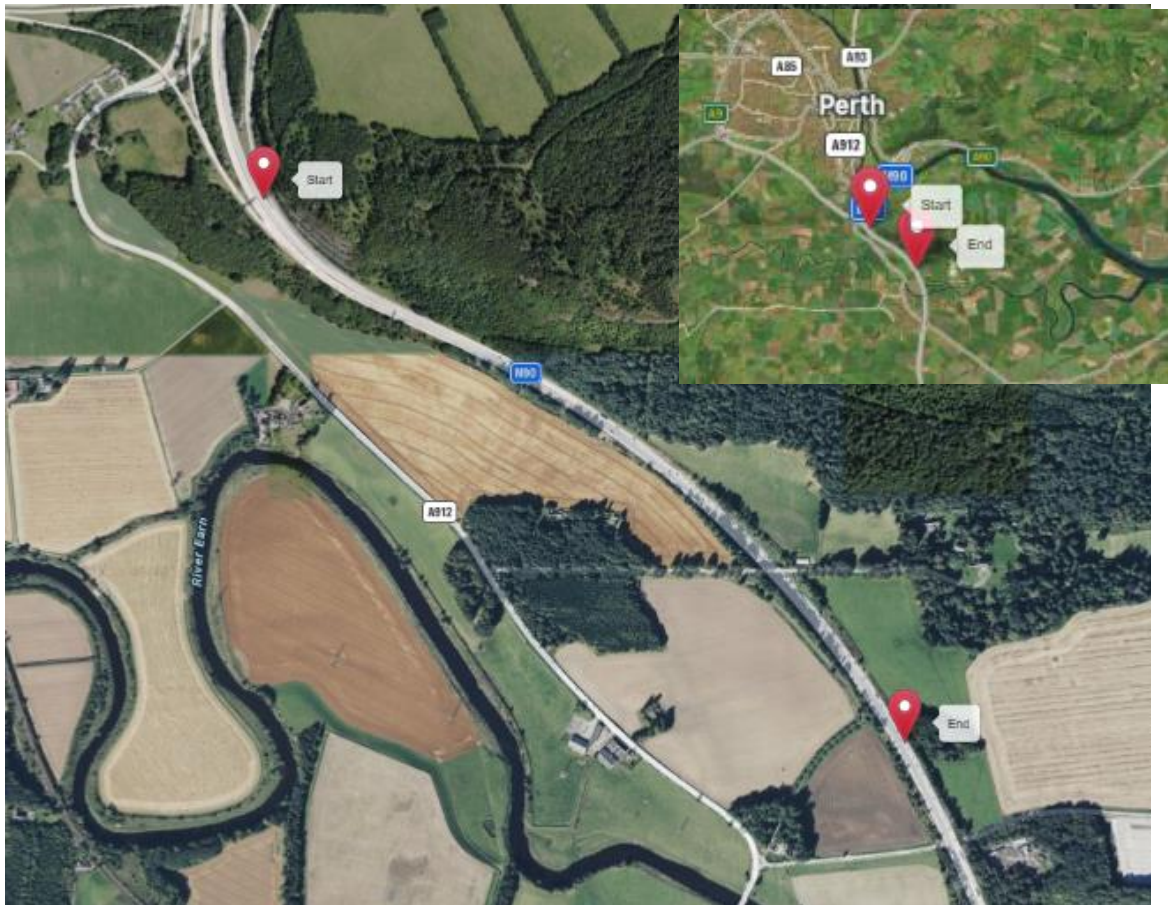


Figure 1. Scheme Location Plan - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal Mail copyright and database right [2026]. Contains National Statistics data © Crown copyright and database right [2026].

Description of local environment

Air quality

The scheme is located along the M90 between Moncreiffe and the Bridge of Earn, Perth and Kinross. Dense deciduous woodland borders most of the southbound verge, with shrubs and grasses located adjacent to the southern extend of the scheme. A narrow strip of woodland borders the northbound verge, with open agricultural fields beyond. The wider surroundings consist of agricultural fields to the south and west, and a large area of woodland to the east. The city of Perth is located approximately 1.5km north of the scheme.

There are two properties within 200m of the scheme, both located approximately 190m southwest of the centre of the scheme on an unnamed road branching from the A912. There are no other sensitive air quality receptors within 200m of the site.

Baseline air quality environment is primarily influenced by traffic along the M90, with additional contributions from agricultural activities. The nearest manual count point ([40813](#)), located within the scheme extents, recorded an Annual Average Daily Flow (AADF) of 35,860 in 2024, with 3,307 of these being Heavy Goods Vehicles (HGVs).

Perth and Kinross have declared one Air Quality Management Area (AQMA), [Perth AQMA](#), which is located 580m northwest of the scheme. This indicates that local pollutant levels such as Nitrogen Dioxide and Particulate Matter (NO₂, PM₁₀, PM_{2.5}) within the scheme extents are currently within acceptable limits set by the Scottish air quality objectives.

There are no sites registered on the [Scottish Pollutant Release Inventory](#) (SPRI) or [air quality monitoring stations](#) located within 1km of the scheme.

Cultural heritage

A desk-based assessment was undertaken using [Pastmap](#). A study area of 300m was used for designated cultural heritage assets of which there are five. Please see below:

- Moncreiffe Hill, Fort 800m NW of Moncreiffe House (ID: SM9438) is a Scheduled Monument (Prehistoric domestic and defensive fort) located 280m northeast of the scheme.
- Horsemill Farmhouse (ID: LB4504) is a Listed Building (Category B) from the early 19th century. It is located 215m southwest of the scheme.
- Moncreiffe Estate, Gamekeeper's Cottage and Kennels (ID: LB51440) is a Listed Building (Category C) from the early 19th century. It is located 150m southwest of the scheme.
- Moncreiffe Estate, Dovecote (ID: LB4502) is a Listed Building (Category B) from 1729 located 210m east of the scheme.
- Moncreiffe Estate, The Stables (ID: LB4536) is a Listed Building (Category B) from the 18th century. It is located 300m west of the scheme.

A study area of 200m was used for non-designated cultural heritage assets. Please see below:

- Moncreiffe House is a National Record of the Historic Environment (NRHE) (ID: 28012) and Historic Environment Record (HER) (ID: MPK3199). It is located within the scheme extents from NO 12994 19603 to NO 13284 19354.
Moncreiffe House, Kennels is a NRHE (ID: 113164) and HER (ID: MPK8246) located 155m southwest of the carriageway.

Landscape and visual effects

The scheme is located along the M90 between Moncreiffe and the Bridge of Earn, Perth and Kinross. Dense deciduous woodland borders most of the southbound verge, with shrubs and grasses located adjacent to the southern extent of the scheme. A thin strip of woodland borders the northbound verge, with open agricultural fields beyond. The wider surroundings consist of agricultural fields to the south and west, and a large area of woodland to the east. The city of Perth is located approximately 1.5km north of the scheme. Due to the dense vegetation and the semi-rural location of the scheme, no properties will have a view of the works. However, there is an overbridge with a pathway above the works at NO 13266 19344.

There are three [Core Paths](#) within 500m of the scheme:

- EARN/104 runs parallel to the east of the scheme, located 15m away at its closest point.
- EARN/139 runs parallel to the west of the scheme, located 160m away at its closest point.
- EARN/144 is located 360m north of the scheme.

Additionally, [National Cycle Network Route](#) 775 runs parallel to the west of the scheme, located 160m away at its closest point. There are no [Bridleways](#) within 500m of the scheme location.

There are no [Tree Preservation Orders](#) (TPOs) within 500m of the scheme. Furthermore, according to [Scotland's Environment Web Map](#), there are no National Scenic Areas (NSAs) or Gardens and Designed Landscapes located within 500m of the scheme extents. However, there are four Ancient Woodland located within 500m:

- Wallacetown/Waltree Woods (ID: 18950) located adjacent to the scheme.
- Wallacetown/Waltree Woods (ID: 18951) located adjacent to the scheme.
- Unnamed woodland (ID: 18955) located 180m southwest of the scheme.
- Sandyknowes Plantation (ID: 18957) located 255m southeast of the scheme.

Scotland's [Historic Land Use Assessment Map](#) has highlighted that the land within the scheme has historically been used as '[Motorway and Major Roads](#)'. The land surrounding the scheme has been used as '[Managed Woodland](#)', '[Designed Landscape](#)', and '[Cultivated Former Parkland](#)'.

The [Scottish Landscape Character Type \(LCT\) Assessment Map](#) shows the landscape within the scheme extents is [Broad Valley Lowlands – Tayside](#) (LCT 384). This LCT is formed within broad straths with complex landforms, and contains large arable landscapes with small rivers and small towns / villages.

Biodiversity

[NatureScot's Sitelink](#) resource does not highlight any European designated Sites designated for nature conservation in the form of Special Protection Areas (SPA) or Ramsar Sites located within 2km or sharing connectivity with the scheme extents. Sitelink has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 1km of the scheme extents.

However, the [River Tay Special Area of Conservation](#) (SAC) (EU Site Code: UK0030312) is located 1.35km north of the scheme.

The NBN Atlas also has records of multiple Invasive Non-Native Species (INNS) and target species within proximity to the scheme, with rosebay willowherb (*Chamerion angustifolium*), creeping thistle (*Cirsium arvense*), Himalayan balsam (*Impatiens glandulifera*), and giant hogweed (*Heracleum mantegazzianum*) found within 500m of the scheme.

Additionally, a search using Transport Scotland's Asset Management Performance System (AMPS) online mapping tool has identified rosebay willowherb (*Chamerion angustifolium*) and common ragwort (*Jacobaea vulgaris*) on the verges of the southbound carriageway.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource, and the requirement for a site visit was scoped out. This was due to the works being contained to the carriageway boundary, and not involving vegetation clearance. Consequently, the works are of a low-risk nature.

Geology and soils

[NatureScot's SiteLink](#) notes there are no Geological Conservation Review Sites (GCRS), geological SSSIs or Local Geodiversity Sites (LGS) within 500m of scheme extents. The closest GCRS is Corsiehill Quarry, Perth (ID: 9479) which is located approximately 3.5km north of the scheme extents.

There are also no landfill sites within 200m of the scheme extents according to the Scottish Environment Protection Agency's (SEPA's) [Landfill sites and Capability Map](#).

[The British Geology Viewer](#) notes the soil geology within the scheme extents consists of the following:

Superficial deposits:

- Till, Devensian-Diamicton. These sedimentary deposits are glacial in origin and were formed during the Quaternary period.

Bedrock geology:

- Ochil Volcanic Formation-Pyroxene andesite. These igneous rocks are volcanic in origin and form through fluid flows of lava with feeder dykes and sills.
- Craighall Conglomerate Formation-Conglomerate. These sedimentary rocks are fluvial in origin and form when rivers flow from upland valleys onto lowland plains.
- Glenvale Sandstone Formation-Sandstone. These sedimentary rocks are fluvial in origin and range from coarse to fine-grained.

[Scotland's Soil Map](#) indicates that the soil within the scheme consists of 'Brown Earths' and 'Humus-iron podzols'. Furthermore, the [national scale land capability for agriculture](#) can be classed as '3.1', capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range, and '5.2' capable of use as improved grassland. This indicates that the ground surrounding the scheme cannot be classed as prime agricultural land.

All works are contained to the engineered layers of the existing carriageway, resulting in limited potential for disturbance to geology and soils. As such, geology and soils has been scoped out of requiring further assessment in line with DMRB Guidance document LA 109: Geology and Soils.

Material assets and waste

The following materials will be required for construction:

- TS2010 warm-mix asphalt (WMA) surface course;
- AC20 Bituminous Binder;
- AC32 Bituminous Base;
- Vehicle fuel;
- Road marking materials;
- Road studs;
- Oil; and
- Lubricant.

Resurfacing will use Transport Scotland's TS2010 warm-mix asphalt (WMA) specification with AC binder and base layers. 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.

All of the materials listed will contain a percentage of recycled material. For example, 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. The rest of the materials will come from primary sources.

This scheme is less than £350K therefore does not require a Site Waste Management Plan (SWMP).

The waste produced by the scheme will consist of road planings (inert bituminous materials), Road Markings, and Studs. On-site coring investigations and testing to

determine the presence of coal-tar within the surfacing of the carriageway within the scheme extent are yet to be undertaken.

Noise and vibration

For baseline data on the scheme's immediate surroundings and wider context, please refer to '[Air Quality](#)'.

Approximately five residential properties are located within 300m of the scheme, the closest located approximately 190m southwest of the centre of the scheme on an unnamed road branching from the A912. There are no other noise or vibration sensitive receptors present within 300m of the works.

Baseline noise and vibration conditions are predominantly influenced by traffic travelling along the M90, with additional contributions from nearby agricultural activities in the surrounding area. The nearest manual traffic count point (ID [40813](#)), located within the scheme extents, recorded an AADF of 35,860 vehicles in 2024, of which 3,307 were HGVs.

The [Transportation Noise Action Plan \(TNAP\) 2024 to 2028](#) and the [Agglomerations Noise Action Plan for Scotland](#) confirms that the scheme does not lie within a Candidate Noise Management Area (CNMA) or one of Scotland's five agglomerations (Aberdeen, Dundee, Edinburgh, Falkirk, and Glasgow).

According to [Scotland Noise Map](#), existing noise levels within the scheme extents range from approximately 74dB to 80dB (L_{day}) during daytime hours and from 68dB to 74dB (L_{night}) at night. At the nearest identified receptor, the properties on the unnamed road off the A912, baseline noise is recorded at around 59dB during the day and 52dB during the night, providing a representative indication of current acoustic conditions in the area.

Population and human health

A study area of 300m was used due to the like-for-like nature of the works, and their containment within the M90 carriageway boundary.

For baseline data on the scheme's immediate surroundings and wider context, please refer to '[Air Quality](#)'.

Approximately five residential properties are located within 300m of the scheme, the closest located approximately 190m southwest of the centre of the scheme on an unnamed road branching from the A912. There are no other residential properties, community assets, or businesses of note within 300m of the site.

There are three [Core Paths](#) within 500m of the scheme:

- EARN/104 runs parallel to the east of the scheme, located 15m away at its closest point.
- EARN/139 runs parallel to the west of the scheme, located 160m away at its closest point.
- EARN/144 is located 360m north of the scheme.

Additionally, [National Cycle Network Route](#) 775 runs parallel to the west of the scheme, located 160m away at its closest point. There are no [Bridleways](#) within 500m of the scheme location. There are no streetlights present within, or adjacent to the carriageway. There are no lay-bys within the scheme extents, however, a hard shoulder is present along the carriageway.

Due to the works being contained within the M90 carriageway boundary, there are no access points to residential properties or community facilities within the scheme extents.

Road drainage and the water environment

According to the [Scottish Environment Protection Agency's \(SEPAs\) Water Classification Hub](#), the closest watercourse is the River Earn (ID: 6800) which is located 350m southwest of the centre of the scheme. This river has 'Good' ecological health according to the Water Framework Directive (WFD). Furthermore, there are multiple unnamed watercourses within 500m of the scheme, however, none of which pass under the scheme extents. There is also an unnamed pond located 420m southeast of the scheme with no connectivity to the scheme.

According to [SEPA Flood Maps](#), the River Earn has a 'High' likelihood (10% annually) of flooding. However, this does not extend into the scheme extents. Within the scheme extents, there is a 'High' likelihood (10% annually) of surface water flooding within a small section toward the north of the scheme.

Surface water along the M90, within the scheme extents, is managed via roadside gullies located on the hard shoulder. [Groundwater](#) within the scheme consists of Bridge of Earn Groundwater (ID: 150510) which has an overall 'Good' ecological health according to the WFD.

The works do not fall within a [Nitrate Vulnerable Zone \(NVZ\)](#). This indicates that the concentration of nitrates in the water is not at risk of exceeding levels set by the [European Commission's Nitrates Directive \(91/676/EEC\)](#). Furthermore, the works do not fall within a surface [Drinking Water Protected Area \(DWPA\)](#). This highlights how according to the [Water Environment \(Drinking Water Protected Areas\) \(Scotland\)](#)

[Order 2005](#), the groundwater within the scheme is not intended to be consumed and is consequently not under tight controls regarding polluting activities.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009, as amended by the [Scottish Carbon Budgets Amendment Regulations 2025](#) sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for greenhouse gases including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

- 2026 - 2030: Average emissions to be 50% lower than baseline.
- 2031 - 2035: Average emissions to be 60% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline
- 2041 - 2045: Average emissions to be 94% lower than baseline.

These budgets are legally binding and will be supported by a new Climate Change Plan, which will outline the specific policies and actions required to meet the targets.

Transport Scotland remains 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, representing for 37% nationwide, and Transport Scotland are committed to reducing their emissions by 50% by 2030. To support this, Transport Scotland's Fourth Carbon Management Plan is committed to reaching Net Zero emissions across corporate activities by 2027. This will contribute to achieving 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 is working towards a contractual commitment to have carbon neutral depots on the North East Network Management Contract (NE NMC) network by 2028. Amey has set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

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

- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion along the M90. This may result in a temporary deterioration in local air quality. However, as works are overnight, the volume of traffic along the M90 at this time will be relatively minimal.
- On site construction activities such as planing of the surface and mobile machinery movement have the potential to produce an increase dust, emissions, and airborne particulate matter. This is likely to cause a slight and temporary deterioration in air quality within the local area.
- The resurfacing activities are scheduled to occur during nighttime hours and will be of a relatively short duration. As such, any emissions of dust or vehicle exhaust will be temporary and localised. Given the limited scope and timeframe of the works, no significant change in ambient air quality is predicted.

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 to prevent wind whipping);
 - Only cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction will be used, e.g. suitable local exhaust ventilation systems
 - Drop heights will be minimised from conveyors and other loading or handling equipment;
 - 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 anticipated upon completion of the works, and no further assessment is required in accordance with DMRB Guidance document LA 105: Air Quality.

Cultural heritage

Impacts

- Construction of the M90 carriageway is likely to have removed any archaeological remains that may have been present within the trunk road boundary. Therefore, the presence of unknown archaeological remains in the study area has been assessed as low.

- Works involve a direct replacement of existing road surface that is contained within the highway boundary with minimal verge works, ensuring no impact to the cultural heritage assets listed above.
- Works will temporarily impact the heritage setting of the area due to the presence of TM, plant, and machinery; however, this will only be for the duration of the works.
- There will be no impact to the HER located within the scheme extents as there is no physical structure present within the carriageway boundary.

Mitigation

- During construction, plant, vehicles, personnel, materials etc. will be contained to the hardstanding areas of the M90 carriageway as far as possible.
- The site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.
- If archaeological remains (ceramics, coins, bones, etc) or areas of discoloured soil are encountered during construction, the Amey Environmental team will be contacted, and works will cease until advice can be provided.
- If the nature of the works change, or additional excavation works be required, the Amey Environmental team will be contacted prior to works commencing.

Provided control measures are adhered to, there are no cultural heritage assets within the surrounding area that are likely to be impacted. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage Assessment, no further assessment is required

Landscape and visual effects

Impacts

- No residential properties identified will have a view of the works, nor will the National Cycle Network Route.
- Users of Core Path EARN/104, and the pathway over the works at NO 13266 19344 will have a view of the works. Additionally, misdirected site lighting may cause disturbance to users of the pathways.
 - However, as the works are programmed for nighttime, there is unlikely to be many pathway users at this time.
- There will likely be a short-term impact on the landscape character and visual amenity of the site due to the presence of construction plant, vehicles, and TM.
 - However, as the works are relatively minor, short in duration, and undertaken on a like-for-like basis, no permanent alterations to landscape features and views are anticipated.

- Due to night-time programming, temporary construction lighting may result in short-term disturbance for residential properties in close proximity to the works, including those on the unnamed road.

Mitigation

- The design and look of the current landscape will remain the same as much as possible to retain the current landscape.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Plant, vehicles, and materials will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable). Should damage to the landscape occur, reinstatement will be carried out.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects identified with the works are unlikely to be significant. Furthermore, as the majority of works within view of sensitive receptors are like for like, no permanent impact is expected. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- Increased noise levels and potential light spill from construction lighting have the potential to disturb any commuting protected species in the vicinity.
 - However, as the works are short-term and transient in nature, and given the low likelihood of protected species being present within the immediate area, any impact is expected to be minimal.
- Works will be confined to the carriageway boundary, involving a like-for-like resurfacing and no earthworks. Furthermore, all materials and equipment will be stored on hardstanding areas. As such, there is limited potential to spread or introduce INNS or impact target species.
- As the scheme location falls within 2km of a European designated site, a HRA Stage 1 is required. The HRA concluded that the proposed scheme does not carry the potential to cause Likely Significant Effects (LSE) to the European Site mentioned.

Mitigation

- Due to nighttime programming any artificial lighting required will be hooded and directed specifically at the work area to minimise light spill and disturbance to

nocturnal species. In the unlikely event that any protected species are encountered during the works, all activity will cease immediately, and a member of Amey's Environmental Team will be contacted for further guidance.

- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- Any unscheduled removal of any vegetation/habitats will not be undertaken without prior notification of the Environmental team who will then draft the appropriate method statements.
- Toolbox talks will be given to all site operatives before construction works will commence.
- As the scheme location falls within 2km of the River Tay SAC, a HRA Stage 1 was undertaken. The HRA found that no Likely Significant Effects are predicted as a result of the works. This is due to the distance of the works from the designated site and their relatively minor nature (like-for-like and contained to carriageway boundary). Furthermore, the HRA states that any impacts on water, air, and noise will not occur as a result of standard control measures.

On the condition that the above mitigation measures and best practice are adhered to, no significant effects on biodiversity are predicted. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

Impacts

- Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.
- 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, which will reduce the need for further materials and wastes.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay

- The works will result in contribution to resource depletion through use of virgin materials.
- Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.
- Warm-mix asphalt (WMA) will be used as it reduces fuel and energy consumption, and reduces GHG production during mixing and installing phases.

Mitigation

- As this scheme does not have an estimated bid greater than £350,000 a Site Waste Management Plan will not be developed.
- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.
- Environmental Authorisations (Scotland) Regulations (EASR) classes waste asphalt as a Low-Risk Waste Activity (LRWA) under '[LRWA 3 - Treating asphalt road planings in a milling machine](#)'. This means that uncontaminated road planings arising from the works do not require authorisation and will be fully recycled in accordance with SEPA's guidance on road planings.
- All special waste, such as Asphalt Waste Containing Coal Tar (AWCCT) (if found following on site investigation) will be disposed of at a licenced facility. Consequently, AWCCT must be transport by suitable licenced contractor and must be accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN must be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- 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.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- Construction activities associated with the proposed works have the potential to generate noise and vibration at nearby sensitive receptors, including residential properties located along the unnamed road to the southwest of the works. This may occur through the use of pavers, planers, roller wagons and other plant during nighttime working hours.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- There are no anticipated impacts on noise and vibration following the completion of works.

Mitigation

- Perth and Kinross Council's Environmental Health Department has been notified of the works due to the nighttime programming.
- Quiet working methods will be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. Where night-works are to be undertaken, the noisiest works will be undertaken before 23:00 where possible.
- A soft start to the works will be implemented, whereby plant/machinery is turned on sequentially as opposed to simultaneously.
- Materials being dropped from height will be minimalised.
- 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.
- No plant, vehicles or machinery will be left idling when not in use.
- Amey's environmental briefing on Noise and Vibration will be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted on Noise and Vibration as the works will be transient. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Impacts

- Construction site lighting during nighttime hours could cause disturbance for residential properties in close proximity.
- Land take is not required for this scheme therefore there will be no impact as a result of permanent or temporary land acquisition from private land, businesses, agriculture, Walkers, Cyclists or Horse riders (WCH) and/or community facilities as a result of the scheme.
- Vehicle travellers and nearby receptors will benefit from the improved road surfacing due to reduced road noise as a result of the scheme.
- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- No access / egress points to properties or community facilities will be impacted due to the works or the presence of TM.
- The core paths and National Cycle Network Route in proximity to the works will not be impacted during the works.

Mitigation

- A letter drop will be undertaken for properties within 300m of the scheme to notify all residential properties of the works.
- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area via radio and letterbox drop, in an effort to minimise disturbance to vehicular travellers and agricultural businesses in the local area.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

With best practice mitigation measures in place, no significant effects associated with 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

- Given that the works are minor and restricted to the carriageway boundary, the likelihood of debris entering a watercourse directly is considered negligible.

- However, 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 negative effect on the surrounding local water environment.
- There is a small potential risk of fuel and oil spills, leaks, or seepage from plant and machinery entering drainage systems and adjacent watercourses if not adequately controlled, which could result in deterioration of water quality and adverse impacts on the aquatic environment.
- Should flooding occur within the scheme extents, 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 following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can 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 (available 24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior 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, and run-off/drainage can be adequately controlled to prevent pollution.
- All operatives will follow of [SEPA's Guidance for Pollution Prevention](#) (GPP) documents.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual effect on the local water environment during construction is considered to be not significant. In accordance with DMRB Guidance document LA 113: Road Drainage and the Water Environment, no further assessment is required.

Climate

Impacts

- Due to the relatively minor nature of the proposed scheme, impacts on climate will be minimal with regard to national objectives.
- Construction of the scheme will result in the emission of GHGs. The use of fuel for plant and machinery during construction will require the exploitation of fossil fuels, while some materials required for the scheme will be from primary sources and require transportation to site.
- The nature of the proposed scheme requires HGVs resulting in local air quality degradation and GHG emissions, combined with combustion fuel usage.
- Energy will be required for the scheme in the form of non-renewable fossil fuels for transport of materials and personnel, and for plant operation. The use of non-renewable fuels to power plant and machinery will be a contributing factor to GHG emissions.
- If confirmed at the detailed design stage, the use of HMA will lead to an increase in energy consumption and an increase in Carbon dioxide due to the heating requirements, compared to WMA.

Mitigation

Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works, and vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.

The full extent of carbon emissions relating to these works is unknown until construction is complete. However, as the proposed scheme is of a relatively minor nature with minor associated emissions, it has been determined that the scheme will not significantly influence Scotland's ability to meet its carbon budgets.

Consequently, with best practice mitigation measures in place, the residual significance of effect on climate is considered to be not significant. 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

A review of [Scottish Road Works Commissioner's Interactive Map](#) and [Amey's current programme of works](#) confirms that no other roadworks are scheduled to take place at the proposed location or during the planned timeframe for the investigation activities.

Additionally, a search on [Perth and Kinross Council's Road Closures and restriction webpage](#) has not identified any roadworks, or approved or pending planning applications that would conflict with the proposed works.

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 deemed neutral and there will be no significant effects on the environment.

The following environmental surveys/reviews/consultations have been undertaken:

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in March 2026.
- Habitats Regulation Appraisal (HRA) Stage 1 undertaken by Amey's Environmental Team in March 2026. The HRA states that the proposed scheme does not carry the potential to cause Likely Significant Effects (LSE) to the European Site.
- Consultation with Perth and Kinross Council's Environmental Health Department undertaken by Amey's Environmental Team in March 2026.

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 one hectare in area.

The scheme is not situated in a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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:

- 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 carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- 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 significant effects on the environment are expected during the operational phase as a result of works. 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 will decrease post construction.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- Warm-mix asphalt (WMA) will be used as it reduces fuel and energy consumption, and reduces GHG production during mixing and installing phases.

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.
- 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 within a sensitive area.

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during nighttime hours with traffic management in place.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- The risk to major accidents or disasters is considered low.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.

- Road planings will be recycled where possible, in accordance with Environmental Authorisations (Scotland) Regulations (EASR).
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications. Measures will be in place to ensure appropriate removal and disposal of waste

References of supporting documentation

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in March 2026.
- Habitats Regulation Appraisal (HRA) Stage 1 undertaken by Amey's Environmental Team in March 2026.

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 2026

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