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# **Environmental Impact Assessment Record of Determination**

## **Finavon and River South Esk - Emergency Scour Repair**

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## Project Details

### Description

Amey has been commissioned by Transport Scotland to carry out emergency repair works to Finavon bridge within the River South Esk, beneath the A90 carriageway.

The works are urgently required following damage caused by severe rainfall resulting in high water levels of the River South Esk during Storm Babet in October 2023. This caused undermining of the north abutment and severe scouring of the river bed, which requires emergency temporary repairs to support the structure while permanent repair and scour protection designs are being undertaken. As part of these works, debris including drift wood will be cleared from the underpass adjacent to the River South Esk to restore access to a private property.

Works will be required to be undertaken within the river to install the rock bags along the river bed, while work from the bank will be carried out to install the concrete bags to the undermined north abutment.

These works will require the following materials:

- Two-ton rock bags;
- Concrete bags; and
- Reinforcing bars.

These works will require the following plant and vehicles:

- Crane to lower bags from the carriageway above;
- Excavator to place bags within the river bed;
- Small whacker plate to compact 6N fill; and
- Amey vehicles.

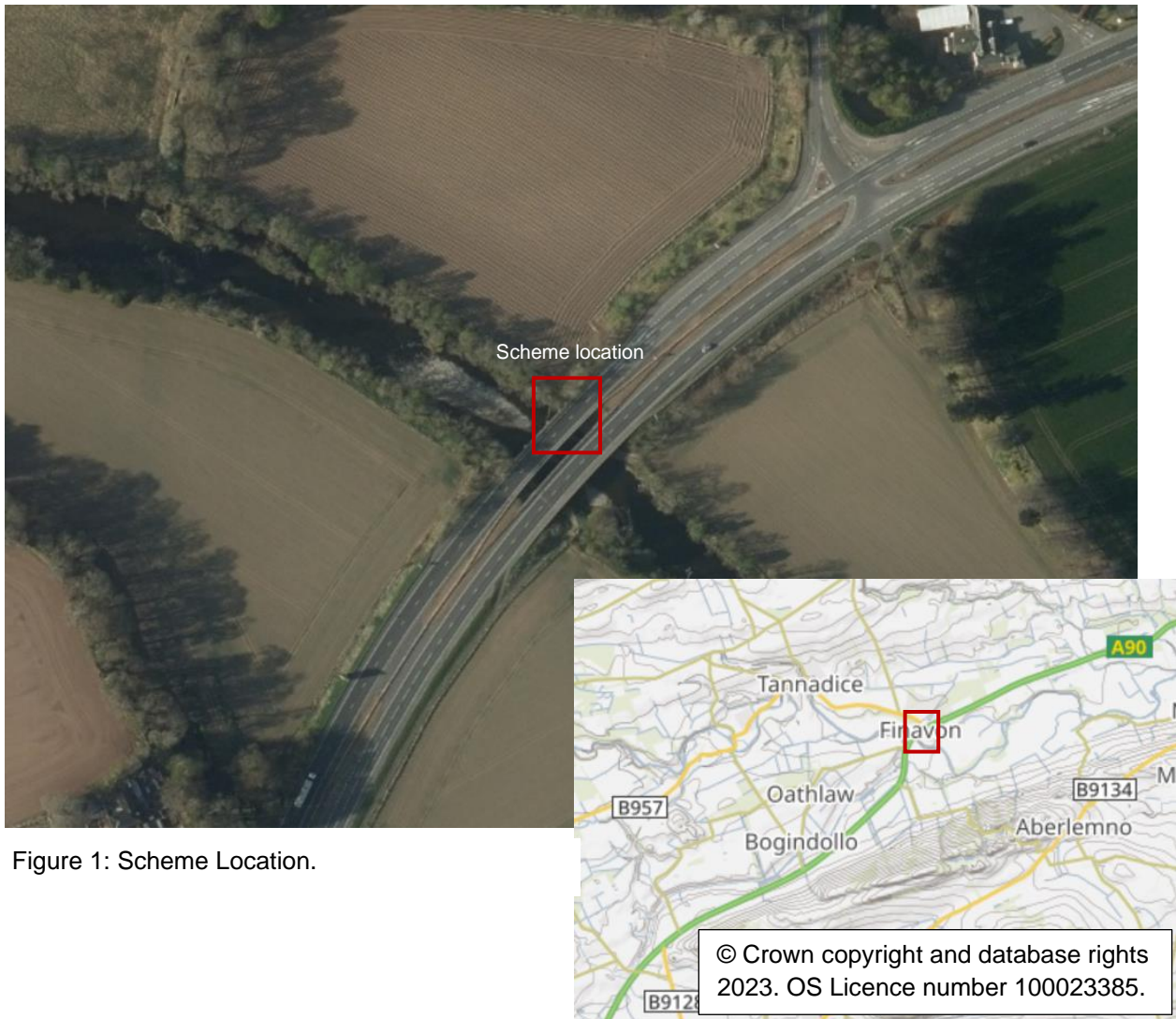
The works are required to be undertaken in December 2023, for the duration of approximately one week during day-time hours only.

Traffic management (TM) is already in place along this section of the A90 in the form a northbound (NB) lane closure and contraflow, with this remaining in place for the duration of these works.

Access steps have been established from the closed A90 carriageway lane to the below work site, with additional access required from an adjacent farmer's field.

## Location

The scheme is located within a rural area of Finavon, Angus at the National Grid Reference (NGR) NO 49319 57271, illustrated in Figure 1:



## Description of local environment

### Air quality

The scheme is located within a largely rural area of Angus, near Finavon. The A90 is a major north-to-south carriageway within eastern Scotland, running from Edinburgh to Fraserburgh. In 2022 the carriageway just north of scheme extents had an [Annual Average daily flow](#) (AADF) (manual count point: 80383) of 20,101 vehicles, with 2,963 of these being Heavy Goods Vehicles (HGVs).

There are eight residential properties within 300m of the scheme, the closest approximately 255m south (NO 49231 57047).

Baseline air quality levels are likely to be influenced by vehicles using the A90 carriageway. Angus does not currently have any [Air Quality Management Areas](#) (AQMAs).

There are no sites declared on the [Scottish Pollutant Release Inventory](#) (SPRI) within 1km of the scheme.

### Cultural heritage

A desktop study using the [PastMap](#) resource identified two designated features of cultural significance within 300m of the scheme, approximately 220m northwest. These are the Category B listed buildings of Tannadyce House Lodge (Ref: LB17727) and Tannadyce House Lodge Gates (Ref: LB17728).

No other designated, or undesignated sites of cultural significance are located within 300m of Finavon bridge, and due to the small-scale, and nature of the works it has determined that the project does not carry the potential to cause direct or indirect impact on these assets. As such, no significant impacts are anticipated, and cultural heritage has been scoped out of requiring further assessment within this RoD.

### Landscape and visual effects

The surrounding landscape has been classified as rectilinear fields and farms, cultivated former parkland and urban areas using the [HLA Map](#). The [Scottish Landscape Character Type](#) (LCT) of the surrounding landscape is defined as Type 384, 'Broad Valley Lowlands – Tayside'.

A desktop study using [PastMap](#) online interactive map and [NatureScot's Sitelink](#) resource has not identified any areas designated for their landscape quality within 300m of the scheme extents.

Scotland's [Ancient Woodland Inventory](#) (AWI) has identified two unnamed areas of long-established (of plantation origin) under the AWI surrounding the proposed scheme, approx. 165m north (ID: 5513) and approx. 600m northeast (ID: 5476).

No trees under a [Tree Preservation Order](#) (TPO) are within, or surrounding scheme extents.

Views from the road will continue to be visually impacted due to the presence of TM, and plant/machinery that may be stored on the A90 carriageway. However, the works are minor in nature with no permanent changes to the local landscape and thus no significant impacts are anticipated for landscape and visual effects, and this has been scoped out of requiring further assessment of this RoD.

## Biodiversity

The scheme is located at Finavon bridge which spans the River South Esk, a Special Area of Conservation (SAC).

A Habitats Regulations Appraisal (HRA) and Preliminary Ecological Walkover (PEW) have been undertaken along with consultations with relevant statutory bodies including the Scottish Environment Protection Agency (SEPA), NatureScot, Scottish Government Marine Directorate and Esk Rivers Trust.

The [National Biodiversity Network \(NBN\) Atlas](#) mapping resource has identified the Invasive-Non Native Species (INNS) of Himalayan balsam (*Impatiens glandulifera*) and Rhododendron (*Rhododendron ponticum*) within 1km of the scheme, with Transport Scotland's Asset Management Performance System (AMPS) also highlighting the presence of INNS, giant hogweed (*Heracleum mantegazzianum*), and Himalayan balsam within 1km of extents, the closest is giant hogweed, approx. 110m northeast along the A90 carriageway.

Scotland's [Ancient Woodland Inventory](#) (AWI) has identified two unnamed areas of long-established (of plantation origin) under the AWI surrounding the proposed scheme, approx. 165m north (ID: 5513) and approx. 600m northeast (ID: 5476).

## Geology and soils

A desktop study using [NatureScot Sitelink](#) has not identified any Geological Conservation Review Sites (GCRS), Local Geodiversity Sites (LGS) or Sites of

Special Scientific Interest (SSSIs) designated for geological features within 200m of proposed scheme extents.

The [National Soil Map of Scotland](#) has identified the soils within the scheme to consist of alluvial soils.

A desktop study using [British Geological Survey Map](#) identified bedrock geology of the scheme to consist of Scone Sandstone Formation (sandstone). This is sedimentary bedrock formed between 419.2 and 393.3 million years ago during the Devonian period. Superficial deposits of the scheme consist of alluvium (clay, silt, sand and gravel) with these sedimentary superficial deposits formed between 11.8 thousand years ago and the present during the Quaternary period.

## **Material assets and waste**

The proposed works are necessary to temporarily reinstate a section of undermining of the structure's north abutment and protect the piers within the river bed from further scour damage. Materials used for stabilisation works will consist of rock bags, concrete bags and associated reinforcing bars. Waste will largely be vegetation and debris material that will be cleared from the access beneath the bridge, adjacent to the river, and removed off site for disposal.

The rock bags are a more sustainable, suitable alternative as opposed to concrete, gabions, blockstone and rip rap revetments. Reinforcing bars may be made from recycled metal, thus reducing the amount of virgin materials required.

A Site Waste Management Plan (SWMP) is not required for the scheme.

## **Noise and vibration**

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

In 2022 the A90 carriageway just north of scheme extents had an AADF (manual count point: 80383) of 20,101 vehicles, with 2,963 of these being HGVs.

There are eight properties within 300m of the proposed scheme, with the closest approx. 255m south. Mature and semi-mature trees screens the identified sensitive receptors from the proposed scheme.

Baseline noise levels are likely to be influenced by high vehicular movement along the A90 and surrounding agricultural activities.

[Scotland's Noise Map](#) has indicated modelled day-evening-night noise levels (Lden) around the proposed scheme to range from 70-75dB within the carriageway, decreasing to 65-70dB approx. 15m from the carriageway boundary.

## Population and human health

There are eight residential properties within 300m of the proposed scheme, the closest approx. 255m south. One identified non-residential receptor is in proximity to the proposed scheme, namely, Finavon Hotel (210m northeast).

The A90 at Finavon bridge is not street-lit, there are no crossovers, pedestrian footways, [core paths](#), or [National Cycle Routes](#) (NCRs) within, or nearby to the scheme.

## Road drainage and the water environment

[SEPA Water Classification Hub](#) has identified the River South Esk (ID: 5799) as having an overall 'good ecological potential' under the Water Framework Directive (WFD). This watercourse has been identified as having a high likelihood (10%) of river flooding each year, with the surrounding land at a medium-high likelihood (0.5-10%) of river flooding.

Lenmo Burn (ID: 5806) located approx. 465m south of the A90 carriageway/scheme is classified as having 'moderate ecological potential' under the WFD, and similarly to the River South Esk has a high likelihood of river flooding each year. This watercourse is also identified as having a high likelihood of annual surface water flooding.

The A90 carriageway above the scheme is drained by top-entry gullies.

The scheme is not located within a [Nitrate Vulnerable Zone](#).

## 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<sub>2</sub> 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.

## **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 (DMRB) LA 101 and LA 104 were included to form this assessment.

## Description of main environmental impacts and proposed mitigation

### Air Quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts in relation to emissions generated from vehicles and emissions used during construction. However, considering the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- When not in use, plant and vehicles will be switched off and there will be no idling vehicles.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Drop heights to and from haulage vehicles will be minimised as far as is reasonably practicable.
- All plant and fuel-requiring equipment utilised during construction will be well maintained to minimise emissions.

With best practice mitigation measures in place, no significant effects are predicted for air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality, no further assessment is required.

### Biodiversity

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of the potential for disturbance to protected species and removal or pollution of habitats.

Works will take place within and within the boundaries of the River South Esk SAC, for which a Stage 1 HRA concluded that there is potential for likely significant effects (LSE) to occur on the qualifying features of the SAC, and thus a Stage 2 Statement to Inform Appropriate Assessment (SIAA) was undertaken.

The SIAA, in conjunction with consultation with appropriate statutory bodies, considers the use of additional site-specific mitigation to sufficiently reduce potential effect pathways on the SAC to negligible. The proposed works will not impact the conservation objectives of the SAC, as no long-term changes are anticipated after the conclusion of the works. Therefore, no Adverse Effects on Site Integrity (AESI) are expected as a result of the proposed remedial works.

Consultations with SEPA, NatureScot, Esk Rivers Trust, and Scottish Government Marine Directorate regarding licencing and permitting for the works have been undertaken.

Due to the nature of the scheme (in-river works), INNS are unlikely to be present within the scheme, however, they may be present in the surrounding area, and where access through a field is required. There is potential for INNS, to spread, and harm site operatives if any contact is made with species.

The areas of woodland identified under the AWI are unlikely to be impacted due to the nature and location of the proposed works.

Upon completion of the temporary works, the rock bags installed within the river will provide enhanced habitat for invertebrates, accrete fines, gravels and silts which allow vegetation to establish naturally over time.

With the following mitigation measures in place detailing general mitigation along with bespoke mitigation from the SIAA and are deemed to sufficiently reduce the residual impacts upon the SAC from the proposed scheme.

- Good bankside practice will be followed to minimise sediments from entering the river, such as ensuring mud on plant tyres is kept to a minimum, and the bank side is matted to reduce disturbance.
- An Ecological Clerk of Works (ECoW) will be on site for the duration of the works to monitor adherence to advised mitigation measures and any authorisation/consent. No work will be undertaken within 150m of the bridge without the ECoW present, in order to comply with licence conditions.
- There will be no attempts to cut, treat or remove INNS and if any INNS are encountered on site, the ECoW will be notified.
- Relevant toolbox talks for working with protected species and invasive plants will be delivered to all site operatives prior to works commencing through the daily site briefings.
- Site operatives will remain vigilant for the presence of any protected species throughout the works. In the event a protected species is seen in, or near the scheme, they will not be approached and works will be suspended until they have moved on.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any change to the proposed working methods will be reviewed by consultees where required.
- Please refer to the Road Drainage and the Water Environment section below for additional pollution control mitigation.

- Spans of the bridge will alternately be left open to provide unobstructed passage upstream while in-channel works occur to secure the rock bags under each span.
- The use of silt curtains placed across the river downstream from the bridge will address any residual impacts of siltation arising from the proposed works, whilst maintaining passage for aquatic species.
- Rock bag material to be placed within the watercourse will be washed off site prior to installation, to remove fine sediments.
- Licences obtained will be available on site and conditions strictly followed.

With best practice mitigation measures in place, the residual significance of effect to biodiversity is considered to be neutral, with a minor, temporary adverse impact during construction. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity no further assessment is required.

## **Geology and soils**

Works are not anticipated to disturb the soil environment further than has occurred following the flooding incident, however, if uncontrolled, minor soil disturbance may occur, in particular to topsoil and could create adverse conditions including further erosion and polluted soils. The following mitigation measures will be implemented on site:

- Spill kits will be kept for rapid deployment on the worksite wherever fuel or oil or machinery is present.
- The bank side will be matted to reduce disturbance to the bank and soils.
- Should the scope of works change, and any excavation works be required Amey's Sustainability Solutions Team will be contacted.
- Any damage to local landscape/soils will be reinstated on completion of works and will utilise appropriate and compatible imported soil types where required.
- See additional pollution mitigation measures in Road Drainage and Water Environment section below.

With mitigation measures in place, no significant effects are predicted on geology and soils. The residual significance of effect on geology and soils is deemed to be neutral. Therefore, in accordance with DMRB Guidance document LA 109: Geology and Soils no further assessment is required.

## **Material assets and waste**

There is potential for impacts as a result of resource depletion through use and transportation of new materials. However, rock bags are a more sustainable, suitable alternative as opposed to traditional concrete, gabions, blockstone and rip rap

revetments and materials will be sourced locally where possible. The following mitigation measures will be put in place:

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.

There is potential for impacts during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- 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.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Where possible, different waste streams will be separated at the source.
- Waste will be stored in suitable containers and covered.
- All waste will be transported by suitable licenced contractor and will be accompanied by correctly completed waste transfer notes (WTN)

With best practice mitigation measures in place, no significant effects are predicted for Material Assets. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste no further assessment is required.

## **Noise and vibration**

The noise-sensitive receptors will unlikely be impacted by construction activities as the works are not noise-heavy and all identified receptors are beyond 200m from scheme extents, however, the following mitigation measures will still be implemented:

- Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- A 'soft start' will be implemented on site each day, whereby plant/machinery is turned on sequentially as opposed to simultaneously.

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

## Population and human health

During construction, works may have slight temporary adverse impacts to local residents and vehicle travellers, however, all residential properties are located over 200m from the work site. Current northbound (NB) lane closures are in place and will remain in place throughout the scheme until the structure has been adequately stabilised. Therefore, restrictions will continue to be advertised on approach to the works in an effort to minimise disturbance to those travelling along this section of the carriageway.

With best practice mitigation measures in place there is no significant impact on population and human health. Therefore, in accordance with DMBR Guidance document LA 112: Population and Human Health no further assessment is required.

## Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation within and adjacent to the River South Esk. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain or flowing) during works have the potential to have a direct or indirect effect on this and surrounding waterbodies.

The installation of rock bags in the river will absorb flow velocity and energy, rather than reflect it, helping to reduce scouring, and minimising downstream impacts.

Consultations with SEPA, NatureScot, Esk Rivers Trust, and Marine Directorate regarding licencing and permitting for the works have been undertaken. Please refer to the *Biodiversity* section above for details.

The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- Any change to the proposed working methods will be reviewed by consultees where required.
- Good bankside practice will be followed to minimise sediments from entering the river, such as ensuring mud on plant tyres is kept to a minimum, and the bank side is matted to reduce disturbance.
- Rock bag material to be placed within the watercourse will be washed off site prior to installation, to remove fine sediments.

- Spill kits will be kept for rapid deployment on the worksite and any spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the SS Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- Weather will be closely monitored prior, and throughout the works in order to avoid and prepare for such events which may delay the proposed works, and so runoff/drainage can be adequately controlled to prevent pollution.
- Visual pollution inspections of the working area will be conducted frequently, especially during heavy rainfall and wind.
- All operatives will be briefed on [SEPA's GPP documents](#) (namely, GPP 1, GPP 5, PPG 6, GPP 8, GPP 21 and GPP 22), with particular attention to [GPP 5](#), prior to works.
- Only where necessary will plant/machinery be operated within the river.
- Plant/machinery will be cleaned before entering the watercourse, to prevent possible spread of INNS and reduce possible pollution, with wastewater suitably disposed of away from the watercourse.
- 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.
- All operatives working on site will be made aware of the River South Esk as a designated, protected area (SAC) prior to works commencing.
- Amey's briefing on Water Pollution Prevention will be delivered to all site operatives prior to works commencing.

Providing all works operate in accordance with site control measures including bespoke mitigation measures and SEPA's GPP documents, the residual significant effect on the water environment is considered to be neutral, with a minor adverse effect during construction. Therefore, in accordance with DMRB Guidance document LA 113 Road Drainage and the Water Environment, no further assessment required.

## Climate

Construction activities associated with the proposed scheme have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

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

The River South Esk at the scheme location has been recorded as being at high risk of surface water flooding, with the nature of the repair works further reinforcing this assessment. These works are required to stabilise the A90 510 Finavon bridge and prevent any further scour potential to the structure, and associated risk to the A90 carriageway.

Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall and will ideally be undertaken during periods of low water levels.

These measures, along with mitigation measures and standard working practices, will be adhered to on site. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

## Assessment of cumulative effects

The [Scottish Road Works Commissioner's](#) Interactive Map has not highlighted any works during the proposed timescale and at the location of the works.

[Angus Council's Planning Portal](#) has not highlighted any relevant proposed developments or planning applications during the proposed timescale 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.

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 minor, within slight temporary impacts during construction, and there will be no resulting significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Amey Sustainability Solutions Team in November 2023.
- A Habitats Regulations Appraisal report undertaken by the Amey Sustainability Solutions Team in November 2023.
- A Preliminary Ecological Walkover undertaken by the Amey Sustainability Solutions Team in November 2023.
- Consultations with relevant bodies SEPA, NatureScot, Marine Directorate and River Esk Trust undertaken by the Amey Sustainability Solutions Team in November 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) are situated in whole or in part in the River South Esk SAC, which is 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:**

- Support to the bridge will be provided following these temporary works, minimising further undermining and scouring of the structure.
- The construction works will be temporary and localised.

- The risk of major accidents or disasters is considered to be low.
- By reinstating areas of scour within the riverbed, and undermining of the abutment, this will aim to reduce risk of failure at the above A90 510 Finavon bridge and carriageway, which will result in safer conditions for road users.
- No impacts on the environment are expected during the operational phase as a result of works.

**Location of the scheme:**

- Works are located within the River South Esk SAC. No AESI are anticipated following best practice and bespoke mitigation measures outlined above.

**Characteristics of potential impacts of the scheme:**

- Measures will be in place to ensure appropriate removal and disposal of waste.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- Best practice and pollution prevention measures will be implemented with an ECoW on site.

## 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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