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Environmental Impact Assessment Record of Determination

A90 Inchture to Weston Southbound

Contents

Project Details

Description

The works are required to maintain the safety and integrity of the A90 carriageway south of Inchture, Perth and Kinross. This section of carriageway is currently exhibiting various areas of cracking, crazing and potholes, as well as wear and tear of road markings, missing road studs, channels and edgings.

Works will involve carriageway resurfacing utilising TS2010 surface course to varying depths dependent on condition, ranging from 40mm to 100mm across the length of the scheme.

The proposed construction activities for resurfacing will involve the following:

- Milling of existing bituminous material by road planer;
- Hand-held jackhammer and compressor for breaking up surfaces not accessible by planer;
- Loader/excavator used to collect and move excess material;
- Base/binder material laid and compressed (where required);
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Mechanical sweeper to collect loose material;
- Heavy Goods Vehicle (HGV) for removal and replacement of material; and
- Road markings replaced using an extrusion tool.

Materials required for works are:

- TS2010 surface course;
- AC32 base;
- AC20 binder;
- Bitumen;
- Road paint; and
- Road studs.

The total area of works is approximately 13,890m^2 (1.39ha) across the southbound (SB) side of the dual carriageway.

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, proposed for April 2026. Traffic Management (TM) will be in the form of lane closures with contraflow. Works will be undertaken during nighttime working hours for approximately seven days.

Location

The works are located on the A90 carriageway, just south of Inchture, Perth and Kinross. The National Grid References (NGR) for the works locations are detailed below and illustrated in Figure 1:

- Scheme Start- NO 26684 27790
- Scheme End- NO 25024 26661

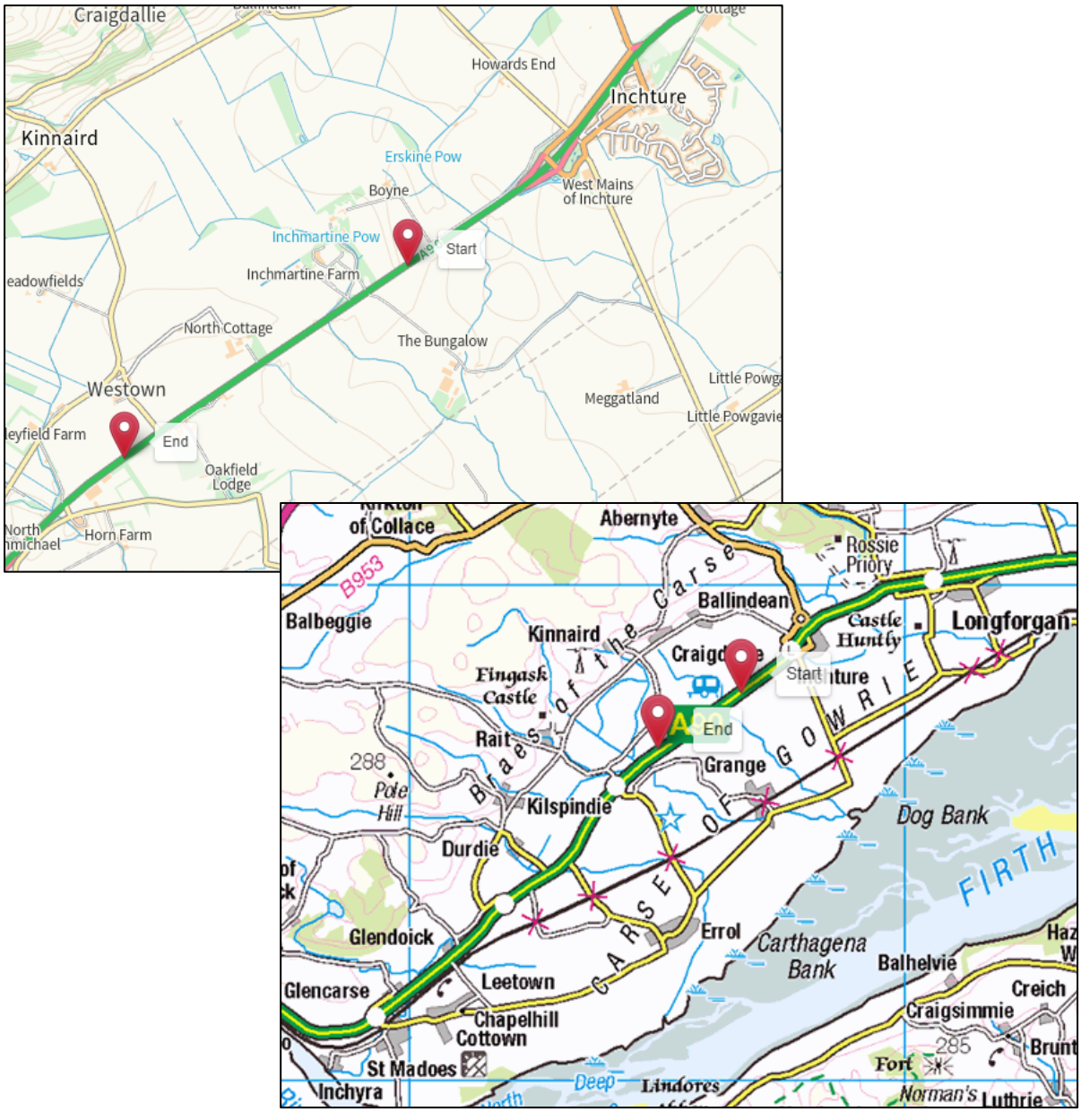

Figure 1. Scheme Location.

Description of local environment

Air quality

The scheme is situated in a rural area of Perth and Kinross, where the surrounding landscape primarily comprises of agricultural land interspersed with small woodland patches.

There are nine residential properties within 200m of the works with the closest property, Douglaslea located approx. 18m southeast of the works.

The primary factor affecting baseline air quality is traffic along the A90 road network, with agricultural activities contributing as a secondary source.

The Average Annual Daily Flow (AADF) in 2024 for the main A90 carriageway just south of the scheme extents (site no. 10768), accounted for 34,762 vehicles, with 3,406 of these being HGVs.

Perth and Kinross Council has declared one Air Quality Management Area (AQMA) over 12km away in the city of Perth. No real-time air quality monitoring stations are present within 200m of the scheme extents.

The Scottish Pollutant Release Inventory (SPRI) has not identified any polluting facilities within 1km of the scheme extents.

Cultural heritage

A desktop Study using Scotland's Environment mapping resource and Pastmap has identified the following designated culturally significant assets within 300m of the works:

- Middlebank Farmhouse Including Ancillary Building, Boundary Walls, Gatepiers and Gates (Ref- LB10955) a Category B Listed building, located approx. 140m northwest of the works.
- Middlebank, Unenclosed Settlement Ne of (Ref- SM7204) a Scheduled Monument, located approx. 120m northwest of the works.
- Inchmartine, Lodge House and Gatepiers (Ref- LB11767) a Category B Listed Building, located approx. 30m northwest of the works.
- Inchmartine, Ice House (Ref- LB11609) a Category C Listed Building, located approx. 140m northwest of the works.

It has also identified the following non-designated culturally significant assets within 200m:

- Errol, Middlebank Farmhouse (Ref- MPK14171/ 226315) a Historic Environment record (HER)/ National Record of the Historic Environment (NRHE), located approx. 140m northwest of the works.
- Middlebank (Ref- MPK5252/ 30394) a HER/ NRHE located approx. 20m northwest of the works.
- Inchmartine House Standing Stone (Ref- MPK4655/ 30416) a HER/ NRHE located approx. 110m northwest of the works.
- Inchmartine House (Ref- MPK11547/ 167368) a HER/ NRHE located approx. 30m northwest of the works.
- Inchmartine House, Estate Bridge (Ref- MPK5346/ 30405) a HER/ NRHE located approx. 130m northwest of the works.
- Inchmartine House, Icehouse (Ref- MPK14015/ 226451) a HER/ NRHE located approx. 140m northwest of the works.
- Westown Milestone (Ref- 226622) a NRHE located approx. 50m west of the works.

All works will be located within the existing carriageway boundary and will not impact any areas of land that have not previously been subjected to engineering activity.

It has been determined that the proposed scheme does not carry the potential to cause direct or indirect impact to cultural heritage. As such, impact has been assessed as being 'no change' and cultural heritage has therefore been scoped out of further assessment.

Landscape and visual effects

Landscape

The area surrounding the A90 carriageway within the scheme extents consists of sporadic residential properties, small areas of dense vegetation in the form of mature trees and scrub and large areas of farmland. The wider surrounding landscape is predominantly characterised by farmland.

There are no distinctive cultural landscape or historical landscape features within the scheme extents.

There are no National Scenic Areas (NSAs) or Garden and Designed Landscapes (GDLs) identified within 500m of the scheme extents (Scotland's Environment Mapping Resource) or visible from or within the proposed works.

There are no Tree Preservation Orders (TPOs) within 500m of the works.

Scotland's Landscape Character Type Map lists the landscape character type present within the scheme extents to be that of 'Firth Lowlands' characterised by the following:

- Predominantly flat, fertile area.
- Enclosed by the abrupt change of slope to the steep Sidlaws escarpment to the north and emphasising the overriding horizontal landscape character by the flat plain of the Firth of Tay to the south.
- Estuarine reed-beds and mudflats creating a softer natural fringe to River sides, which contrasts with the intensively managed adjacent geometric mosaic of fields.
- Large rectangular fields of intensively farmed arable crops.
- Decaying structure of hedges and hedgerow trees which has increased the openness of the landscape.
- Well-settled, with settlement typically on break of slope dry sites such as at Longforgan, and subtly raised 'island' sites within the Carse. New housing which extends beyond the historical settlement boundary is significantly visible in the landscape creating prominent suburban edges widely visible across the Carse, such as at Inchture and Longforgan.
- Urban influences including main roads (with some upgraded junctions which are prominent features in the level Carse), main east coast railway line and pylon lines which are highly visible with a repetition of towers in straight lines cutting through the flat landscape.
- Views north to Braes of Gowrie, and south across River Tay, which reads as a thin band due to foreshortened views, to Fife.

  Scotland's Historic Land-Use Map lists the land surrounding the scheme extents as rectilinear farms and fields.

Visual

Residential properties which will have view of the works, include the following:

- House number 2, located approx. 40m northwest of the works at the southern scheme extent.
- The 5 residential properties at Middlebank Holdings, all located within 30m of the southbound side of the carriageway.
- The two residential properties at Middlebank Farm, located approx. 110m north of the works.

Transient visual receptors include road users (motorists, public transport users) travelling along the A90, who will experience brief and intermittent views of the scheme.

Biodiversity

The area surrounding the A90 carriageway within the scheme extents consists of sporadic residential properties, small areas of dense vegetation in the form of mature trees and scrub and large areas of farmland. The wider surrounding landscape is predominantly characterised by farmland.

NatureScot's Sitelink has identified the Firth of Tay and Eden Estuary Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar, located approx. 3.35km southeast at its closest point. The proposed works area is hydrologically connected to the designated sites via Bogmill Pow which discharges into Powgavie Burn, ultimately flowing into the Firth of Tay. A Habitats Regulations Appraisal (HRA) has been undertaken for these sites.

The NBN Atlas resource has not identified the presence of any Invasive Non-Native Species (INNS) or Transport Scotland Target Species within 500m of the scheme extents. The Amey Environment NE INNS Map resource has also not recorded the presence of any INNS within 500m but has however, identified the following Transport Scotland Target Species within the verges of the A9 carriageway within the scheme extents:

- Rosebay willowherb (*Chamerion angustifolium); and*
- Common ragwort (*Jacobaea vulgaris*).

A competent senior ecologist has reviewed the scheme and the surrounding habitat using desktop resources, and a site visit was subsequently scoped out. This was concluded due to the transient nature of the works and their confinement within the carriageway boundary.

Geology and soils

The scheme extents are not located within 200m of any Geological Conservation Review sites (GCRs), or SSSIs designated for their geological significance (NatureScot's Sitelink).

The National Soil Map of Scotland lists the soil present within the scheme extents to be Brown Soils. This resource states the surrounding land to be a '2' with regard to the Land Classification for Agriculture- Land capable of producing a wide range of crops.

Bedrock Geology:

- Glenvale Sandstone Formation-Sandstone. These sedimentary rocks are fluvial in origin. They are detrital, ranging from coarse- to fine-grained and form beds and lenses of deposits reflecting the channels, floodplains and levees of a river or estuary (if in a coastal setting).

Superficial Deposits:

- Raised Tidal Flat Deposits Of Holocene Age-Silt and clay. These sedimentary deposits are shallow-marine in origin. They are detrital, generally coarse-grained forming beaches and bars in a coastal setting.

Material assets and waste

Materials

Materials required are detailed within Table 1 below.

Table 1: Key Material Required for Activities

Activity	Materials Required	Sources
Construction	• TS2010 surface course • AC20 bituminous binder • AC32 bituminous base • Fuels and oils • Road paint • Road studs	• 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. • 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. • Some material may be derived from primary resources, such as the road paint.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, the binder and base courses used for resurfacing will contain a percentage of recycled material.

Wastes

There is a possibility that coal tar may be found during investigation stages. Anticipated wastes from the proposed works are listed in Table 2 below.

Table 2: Key Waste Produced by Activities

Activity	Waste Produced	Disposal
Construction	• Asphalt planings • Road paint • Road studs • Possibility of coal tar	• All waste will be disposed of following regulations of the Environmental Authorisation (Scotland) Regulations 2018 (EASR). • However, where planings meet SEPA's criteria, they will be fully recycled. • Any coal tar road planings will be treated as special waste.

A Site Waste Management Plan (SWMP) will be prepared prior to the works which will detail how resource use and waste arising from the works will be managed throughout the scheme. This is required due to the scheme exceeding £350,000 in value and will help control and reduce the amount of waste produced, resulting in less landfilled waste.

Noise and vibration

Baseline noise and vibration levels are likely to be influenced by vehicle traffic from the A90 carriageway and surrounding residential and agricultural activities. The AADF in 2024 for the main A90 carriageway just south of the scheme extents (site no. 10768), accounted for 34,762 vehicles, with 3,406 of these being HGVs.

There are approx. 20 residential properties within 300m of the works with the closest property, Douglaslea located approx. 18m southeast of the works.

There are no other Noise Sensitive Receptors (NSR) within 300m of the works.

Scotland's Noise Map has indicated modelled night-time noise levels (Lnight) in the areas surrounding the carriageway to be around 60-65 dB within 70m.

The scheme is not located within a Candidate Noise Management Area (CNMA) as defined within the Transportation Noise Action Plan.

Population and human health

The A90 carriageway within this section lies just south of Inchture in Perth and Kinross, forming part of the main strategic trunk route between Perth and Dundee. This stretch of the A90 passes through a predominantly agricultural landscape and serves as a key east–west corridor linking communities such as Longforgan, Errol and Inchture with major urban centres including Dundee and Perth. Inchture itself provides local services and amenities for nearby rural settlements, while a broader range of employment opportunities, facilities and transport connections are readily accessible in larger centres such as Dundee and Perth.

There are approx. 40 residential properties within 500m of the works with the closest property, Douglaslea located approx. 18m southeast of the works.

Go Golf Driving Range is located approx. 80m southeast of the works.

South Valleyfield Certificated Site Camping and Caravanning Club is located approx. 440m west of the works.

Single access points to fields and private properties are present within the scheme extents.

There are no National Cycles Network Routes or Core Paths within 500m of the scheme extents.

Road drainage and the water environment

SEPA's Water Classification Hub has identified Grange Pow (ID: 64020) River, located approx. 460m south of the works. This water has been an overall classification of 'Moderate' ecological potential.

Bogmill Pow is culverted directly beneath the A90 carriageway within the scheme extents.

SEPA's Flood Map has identified a number of small areas at 'High' risk (10% chance each year) of surface water flooding throughout the scheme.

The A90 carriageway within the proposed scheme extents is located within the Strathmore and Fife (including Finavon) Scottish Government Nitrate Vulnerable Zone (NVZ). NVZs are areas designated as being at risk from agricultural nitrate pollution. Areas such as the Strathmore and Fife (including Finavon) NVZ either result or would likely result in a concentration equal or exceeding 50mg/l of nitrates in either surface or groundwater as a result of agriculture.

Climate

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 GHGs 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 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% 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, and Transport Scotland 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 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

- On site construction activities carry the 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, particularly on diversion routes.
- The impacts identified will be temporary for the duration of the works only and therefore no permanent change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

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 (stockpiles will be covered or fenced to prevent wind whipping);
    - Cutting, grinding or sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
    - Drop heights from conveyors and other loading or handling equipment will be minimised;
    - Vehicles carrying wastes and materials will be covered when entering and leaving the work area to prevent escape of materials during transport;
    - Equipment will be readily available on site to clean any dry spillages and spillages will be cleaned up 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 predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Landscape and visual effects

Impacts

- There will be no operational impacts on visual receptors as works entail the like-for-like resurfacing of the A90 carriageway within the scheme extents.
- Visual receptors identified have the potential to be visually impacted by the scheme during construction due to the presence of TM, plant, vehicles, machinery and operatives.
- The general setting of the area may be impacted during construction due to the presence of TM, plant, vehicles, machinery and operatives.

Mitigation

- Asset installation will be of a minimal visual impact (if any due to the like-for-like nature of the scheme) and will be in keeping with the current setting of the A90 carriageway within the scheme extents.
- Visual screening will be used where possible to minimise visual impacts on surrounding receptors.
- Where possible, vehicles, plant and machinery will be stored out of sight from nearby visual receptors. All site areas will be well-kept and tidy.
- Temporary site lighting will be directional and pointed at the works area only.

The residual effect on landscape and visual effects is deemed to be not significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects no further assessment is required.

Biodiversity

Impacts

- Increase in night-time noise may result in temporary disturbance/nuisance for nocturnal species if active in proximity.
- There is no carriageway lighting throughout the scheme and any temporary lighting for the works may affect the foraging or commuting routes of nocturnal protected species which may be active in the surrounding area.
- The proposed works are unlikely to impact the identified Transport Scotland Target species as all works are restricted to the carriageway boundary.
- A Habitats Regulations Appraisal (HRA) was undertaken and has concluded that there will be no Likely Significant Effects (LSE) on the Firth of Tay and Eden Estuary SPA, SAC and Ramsar due to the following:
    - The proposed works will not lead to a reduction of habitat area as the scheme works will be restricted to the existing carriageway only.
    - The proposed works are unlikely to lead to a disturbance given the ample alternative suitable habitat within the surrounding area.
    - The proposed works will not lead to an increase in habitat or species fragmentation.
    - The proposed works will not lead to any loss of habitat / species.
    - The proposed works will not be located within the SPA. The proposed works will not cause any obstruction to the passage of any qualifying species.

Mitigation

- Operatives will remain vigilant for the presence of protected species within or near the works. If a protected species is seen in or near the scheme, the area will be temporarily isolated until the animal has moved on. Any sightings will be reported to the E&S Team.
- Directional lighting will be used for all construction activities where works are required at night to minimise the impact of temporary lighting on foraging and commuting nocturnal species. This will include avoiding light spill onto watercourses and adjacent woodland parcels.
- Impacts 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 vehicles, machinery or materials will be parked/stored on any soft verges.
- As part of the Network Management Contract, Amey, on behalf of transport Scotland, has been asked to keep a record of various target species, including Rosebay willowherb and Common ragwort. Works should not cause the spread

of this species, if works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.

- Additional mitigation measures in Noise and Vibration and Road drainage and the water environment will be implemented.

It has been determined that the proposed scheme will not have direct or indirect significant effects to local Biodiversity.

Geology and soils

Impacts

- All works are contained to the engineered layers of the existing carriageway and immediate verges, resulting in limited potential for soil disturbance.
- There will be no impacts upon the surrounding agricultural land.
- There is a potential for soils from accidental spills or leaks of fuels and oils from construction plant and machinery. However, with mitigation in place the impact is considered minor and temporary.

Mitigation

The following mitigation measures will be in place during the works:

- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, reinstatement will be undertaken.
- Pollution prevention measures outlined in the Road Drainage and the Water Environment section will be followed during construction.
- In the event of a major spill, SEPA will be contacted.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable (e.g., to backfill removed trial holes etc.).
- Excavated soils will not be stored on site, and will be appropriately contained/covered, and protected from the elements.
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- After the works have been complete, excavations will be backfilled with soils/materials and reinstated to the original ground level (where relevant/required). The area will be left level and free from debris.
- Dust suppression systems, such as dampening down or use of collection vacuums, will be used when cutting concrete.

With mitigation measures in place, no significant effects are anticipated on geology and soils. Therefore, in line with DMRB Guidance document LA 109: Geology and Soils no further assessment is required.

Material assets and waste

Impacts

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- 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.
- There is potential for the works to contribute to resource depletion through use of transportation of primary materials such as aggregates.
- There will be an increase in waste sent to landfill sites if waste materials are not recycled or reused.

Mitigation

- 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.
- 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.
- All waste will be managed in accordance with the Environmental Authorisations (Scotland) Regulations 2018, under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy.
- Waste will be transferred to SEPA-authorised facilities by carriers with valid waste carrier registration. A waste transfer note (WTN) will be completed for removal of waste from site and retained for two years, in line with statutory Duty of Care requirements.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- All special waste will be transported by a suitable licenced contractor and 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 will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.

With best practice mitigation measures in place, the residual significance of effect on material assets and waste is considered to be not significant. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- Noise heavy works will likely be required (temporarily) during night-time hours, which could cause disturbance for nearby sensitive receptors (such as residential properties within 300m).
- TS2010 road surfacing offers enhanced durability and noise reducing properties compared to standard surfacing materials. As a result, both road users and nearby receptors are expected to benefit from the improved surface quality over the long term.
- Post-construction, the works are not expected to alter existing baseline noise levels for any sensitive receptors.

Mitigation

Mitigation measures follow Best Practicable Means as outlined in British Standard (BS) 5228:2009+A1:2014. The standard provides specific detail on suitable measures for noise control in respect to construction operations, for example:

- Impacts 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.
- Plant and machinery will be switched off when not in use to reduce noise disruptions to the surrounding environment.
- Engine exhaust and vent silencers will be used where possible.
- The noisiest works will be scheduled for before 11:00pm where feasible.
- The delivery of materials to the scheme extents will be made during daytime and early evening hours where reasonably practicable, to reduce noise associated by traffic.
- Operatives will avoid extraneous noise whilst onsite and will be briefed using the Amey Noise and Vibration environmental briefing.

The following further mitigation measures related to noise and vibration will be in place:

- South Ayrshire Council Environmental Health Department has been notified of the works by the E&S Team, due to night-time programming.
- Residential properties within 300m will be notified in advance of the works via letter drop, providing details of timings, nature, and duration of the works.

With best practice mitigation measures in place, and due to the works being of a minor, temporary, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration and no further assessment is required.

Population and human health

Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- There will be no permanent or temporary impacts on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- Single access points to properties and private land have potential to be impacted by the scheme.

Mitigation

- TM will be advertised upon approach and in advance of the scheme. 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.
- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).
- 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 proposed timings, duration of the works.
- Single access points to properties and private land will be maintained at all times throughout the scheme.

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

- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems if not controlled, which may impact the water environment.
- If not appropriately controlled, debris and runoff from the works has the potential to enter nearby drains and watercourses and could detrimentally impact water quality.
- In the event of a flooding incident, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- The Strathmore and Fife NVZ will not be impacted by the proposed scheme due to the nature of the works (e.g. minor, transient etc.) combined with the relevant pollution control measures detailed below.
- The resurfacing works will not increase flood risk as they are limited to the existing impermeable carriageway surface, with no alteration to drainage infrastructure or surface water runoff patterns. No other post construction impacts are anticipated.

Mitigation

- Best practice, as detailed by SEPA's Guidance for Pollution Prevention (GPP5 and PPG6), will always be followed onsite. This will ensure that any potential debris/spills will not enter road drainage unchecked.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g. debris, dust and hazardous substances). This will include, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers/shielding boards.
- Any pollution incidences will be reported to the Amey control room.
- Operatives will conduct regular checks of the work site, especially in periods of heavy wind and rainfall.
- 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.
- Bunds will be provided around drums up to 205 litres with a buffer of 25% of their capacity, and around bulk storage to a capacity of 110% of the stored fuel/oil.
- All plant and fuel storage at the site compound will be located on hardstanding and sited more than 10m from any watercourse.
- All plant and fuel 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.

- No refuelling will take place within 10m of any watercourse, including field drains and road drainage.
- 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, and when run-off/drainage can be adequately controlled to prevent pollution.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's Guidance for Pollution Prevention (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.
- 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.
- All waste will be managed in accordance with the Environmental Authorisations (Scotland) Regulations 2018, under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy therefore potentially reducing future emissions.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be not significant. Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

As the works will be limited to the resurfacing of the carriageway, 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 proposed scheme will not 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 does not highlight any other works in the area at the time of construction.

Perth and Kinross Council's Planning Portal does not highlight any proposed developments or planning applications on the A90 carriageway within 2km of the scheme.

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, there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment of the scheme, undertaken by the Amey ET&S Team in February 2026.
- Consultation with Perth and Kinross Council's Environmental Health team in February 2026.
- A HRA was undertaken in January 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 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 boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No in-combination effects have been identified.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.

- The risk of major accidents or disasters is considered to be low.
- 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. No impacts on the environment are expected during the operational phase as a result of works.
- By removing the carriageway defects this will provide this part of the A90 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions, and positive operational impacts for road users.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.

Location of the scheme:

- The scheme has the potential for hydrological connectivity to the Firth of Tay and Eden Estuary SPA, SAC and Ramsar. A HRA has been undertaken concluding no significant impacts.
- Works are not anticipated to impact areas designated for their landscape character or quality and will not impact culturally significant designations present at the site due to its containment within the carriageway.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational adverse impacts are anticipated.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No in-combination effects have been identified.

References of supporting documentation

Environmental Scoping Assessment February 2026

Stage 1 HRA January 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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