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Environmental Impact Assessment Record of Determination

A90 Laurencekirk Bypass

Contents

Project Details

Description

The works are required to maintain the safety and integrity of the A90 carriageway Laurencekirk Bypass. Numerous accidents have been recorded in this area dating back to 2017 in relation to wet/damp conditions. The works will improve the road user experience by improving the drainage and negating any future ponding/flooding in this location.

The work will involve the remediation and replacement of damaged pipework within filter drains, the relocation of existing manholes within the running lanes at junctions and the renewal and widening of existing filter drains. Works are to be carried out within both the Northbound (NB) and Southbound (SB) verges, central reserve and junctions.

The following plant and machinery will be required:

- Tipper truck;
- Excavator;
- Grab machine;
- Sweeper; and
- Hand tools.

The following materials will include:

- Filter material;
- PVC pipes;
- Pre-cast concrete manholes;
- Site mixed concrete;
- Vehicle fuel;
- Lubricant; and
- Oil.

The total area of works is approximately 69,636m^2 (6.9ha) across both sides of the dual carriageway and its associated verges.

The proposed construction is programmed to be undertaken within the 2026/2027 financial year for a duration of approximately three months and overnight working will be required.

Traffic Management (TM) in the form of alternating single lane closures will be utilised throughout the scheme. Junction closures and diversions will be used where works are located within 50m of junctions.

Location

The works are located on the A90 carriageway just outside Laurencekirk, Aberdeenshire over an area of approx. 69,636m^2 with the National Grid References (NGR) detailed below. The scheme location is also illustrated below in Figure 1.

- Scheme Start: NO 70807 70184
- Scheme End: NO 72699 72374

Figure 1. Scheme Location.

Description of local environment

Air quality

The scheme is located within the rural setting of Aberdeenshire with the surrounding landscape consisting mainly of areas of agricultural industry/holdings and small areas of woodland with the town of Laurencekirk to the west.

There are approx. 30 residential properties within 200m of the works with the closest properties located on Kirkburn Road approx. 90m northwest.

The following community facilities/business of note have been identified within 500m:

- Laurencekirk Cemetery is located approx. 15m northwest.
- Laurencekirk Primary School is located approx. 200m northwest of the works.
- A play space is located approx. 130m northwest of the works.

Baseline air quality is likely influenced primarily by traffic along the A90 road network, with agricultural activities contributing as a secondary source. The Average Annual Daily Flow (AADF) in 2024 for the A90 carriageway located just outside the scheme extents (site no. 80048), accounted for 17,215 vehicles, with 2,399 of these being Heavy Goods Vehicles (HGV).

Aberdeenshire Council has not declared any Air Quality Management Areas (AQMA). There are no real-time air quality monitoring stations 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 one designated culturally significant asset within 300m of the scheme extents which is the Johnston Lodge - Beattie Lodge Category B Listed Building (Ref- LB37234), located approx. 120m northwest of the works.

These resources have also identified the following non-designated culturally significant assets within 100m:

- Conveth Mains (Ref- NO77SW0068) Historic Environment Record (HER) located approx. 120m northwest.

- Keilburn (Ref- NO77SW0152) HER, located approx. 100m northeast.
- Conveth (Ref- NO77SW0178) HER, located approx. 85m north.
- Laurencekirk (Ref- NO77SW0177) HER, located approx. 30m north.
- Conveth Mains (Ref- NO77SW0065) HER, located approx. 10m west.
- Laurencekirk Cemetery (Ref- NO77SW0174) HER, located approx. 15m northwest.
- Beattie Lodge (Ref- NO77SW0024) HER, located adjacent to the SB carriageway at NGR- NO 71827 70729.

Landscape and visual effects

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, scrub and large areas of farmland. The mature trees and scrub provide a small area of screening from the A90 carriageway and the residential properties within the town of Laurencekirk. Aberdeenshire Council Core Path ID-ECPP (entitled 'Laurencekirk: Beattie Lodge') is located approx. 160m northwest of the works but will not have view of the works.

There are no National Scenic Areas (NSAs) or Garden and Designed Landscapes (GDLs) identified within 300m of the scheme extents (Scotland's Environment Mapping Resource) or visible from or within the works.

Scotland's Landscape Character Type Map lists the landscape character type present within the scheme extents to be 'Broad Valley Lowlands - Aberdeenshire' and can be categorised as the following:

- A broad and generally gently undulating strath with some flatter basins.
- Steep scarp of the Mounth uplands rising steeply to the north-west and low rounded ridge of Garvock Hill provides a lesser degree of containment along the south-eastern boundary.
- Predominantly intensive agriculture with distinctive patchwork of large open fields divided by ditches and fences interspersed with small conifer woodlands.
- More folded terrain at the foot of The Mounth uplands, with a number of small
- rounded hills and small incised valleys, supporting diverse policy woodlands and well-managed farmland.
- Mature beech woodlands and avenues with stone walls associated with estates at the base of slopes.
- Pockets of rowan and birch woodland along watercourses stand out within this expansive plain.

- Small traditional villages and numerous farms, constructed of warm red stone, dotted throughout the countryside.
- Landscape forms a major communications corridor accommodating the A90, the East Coast railway and transmission line.
- Striking contrast of open, expansive strath and adjacent uplands.

Scotland's Historic Land-Use Map lists the land directly surrounding the scheme extents as rectilinear farms and fields with small areas of managed woodland, urban and a cemetery.

There are a number of single point Tree Preservation Orders (TPOs) located within the town of Laurencekirk approx. 400m west of the works. There is also a TPO polygon located approx. 100m west.

Visual receptors of the works include users of the M90 carriageway and residential properties located on Kirkburn Street.

Biodiversity

The A90 carriageway verge within the scheme extents contains sporadic areas of dense, mature woodland and vegetation separating the carriageway from residential properties and agricultural land. Scotland's Ancient Woodland Inventory has identified three areas of ancient woodland within 500m of the work, which are:

- (ID: 22179) which is an area of Long-Established (of plantation origin) ancient woodland located on both sides of the carriageway at NGR- NO 71298 70389;
- (ID: 21843) which is an area of Long-Established (of plantation origin) ancient woodland located on both sides of the carriageway at the southern scheme extent;
- Denlethen Wood (ID: 22175) which is an area of Long-Established (of plantation origin) ancient woodland located approx. 450m west.

NatureScot's Sitelink has not identified any European designated sites within 2km of the works or further with hydrological connectivity. It has also not identified any nationally designated sites within 200m of the works.

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 not recorded the presence of any INNS within 500m also.

Field survey

As works will be undertaken within the carriageway verges, a field survey was deemed appropriate and was undertaken by two Amey Ecologists on 8th and 9th December 2025.

Geology and soils

The scheme is not located within 200m of any Geological Conservation Review sites (GCRs), or Site of Special Scientific Interest (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 that of 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:

- Cromlix Mudstone Formation - Mudstone. Sedimentary bedrock formed between 407.6 and 393.3 million years ago during the Devonian period.

Superficial Deposits:

- Superficial deposits - Mill of Forest Till Formation - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

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	• Filter material; • PVC pipes; • Pre-cast concrete manholes; • Site mixed concrete;	• Primary sources. • New metal components will contain a percentage of recycled content, with exact percentages dependent on supplier.

Activity	Materials Required	Sources
	• Vehicle fuel; • Lubricant; and • Oil.	• Filter stone will contain a percentage of recycled content from previous schemes. • Any excavated material will be reused as backfill where possible. • A concrete mix using cement replacement will be used.

Wastes

Anticipated wastes from the works are listed in Table 2 below.

Table 2: Key Waste Produced by Activities

Activity	Waste Produced	Disposal
Construction	• Vitrified clay pipes; • Silted Type B filter material; • Verge material; and • Cast iron manhole covers.	• All waste will be disposed of in accordance with the Environmental Authorisation (Scotland) Regulations 2018 (EASR). • Any excess excavated material taken off site can potentially be used for future schemes. Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.

A Site Waste Management Plan (SWMP) will not be required for these works as they will be under £350,000.

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 A90 carriageway, within the scheme extents (estimated count point ID: 80048), accounted for 17,215 vehicles, with 2,399 of these being HGVs.

There are approx. 80 residential properties within 300m of the works with the closest properties located on Kirkburn Road approx. 90m northwest.

The following community facilities/business of note have been identified within 500m:

- Laurencekirk Cemetery is located approx. 15m northwest.
- Laurencekirk Primary School is located approx. 200m northwest of the works.
- A play space is located approx. 130m northwest 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 the scheme extents is located just outside the settlement of Laurencekirk in Aberdeenshire, forming part of the main strategic trunk route between Dundee and Aberdeen. This inland section of the A90 passes through the Mearns area and serves as a key north–south corridor linking communities such as Forfar, Stonehaven and Laurencekirk with major urban centres including Dundee and Aberdeen. Laurencekirk itself lies approximately 40 km south of Aberdeen and provides local services and amenities, while a wider range of facilities, employment opportunities and transport connections are accessible in larger centres such as Aberdeen and Dundee.

There are approx. 150 residential properties within 500m of the works with the closest properties located on Kirkburn Road approx. 90m northwest.

The following community facilities/business of note have been identified within 500m:

- Laurencekirk Cemetery is located approx. 15m northwest.
- Laurencekirk Primary School is located approx. 200m northwest of the works.
- A play space is located approx. 130m northwest of the works.
- Burnside Care Home is located approx. 310m west of the works.
- There are a number of farms and farmland within 500m of the works.

There are no pedestrian footways within the scheme extents.

The A90 carriageway within the scheme extents is not street-lit and contains no bus stops but does contain one layby on the southbound side of the carriageway within the scheme extents. Access to Burnside house is located on the southbound side of the carriageway within the scheme extents.

Aberdeenshire Council Core Path ID- ECPP (entitled 'Laurencekirk: Beattie Lodge') is located approx. 150m northwest of the works.

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

Road drainage and the water environment

SEPA's Water Classification Hub has not identified any watercourses classified under the Water Framework Directive (WFD) within 500m of the works.

A small unnamed (unclassified) stream, Kirk Burn is culverted under the A90 carriageway within the scheme extents at NGR NO 72183 71130.

A small unnamed (unclassified) stream is located within 500m of the northern end of the scheme.

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 scheme is located within the Laurencekirk Groundwater body (ID: 150653) which has 'Good' overall condition according to the WFD.

Drainage for the carriageway at this location is utilised in the form of filter drains and top entry gullies.

The A90 carriageway within the 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 have 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, and 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.

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

Cultural Heritage

Impacts

- There is potential for impact to cultural heritage assets within the scheme extents, however due to the minor nature of the works and works taking place on already engineered ground, no impacts on cultural heritage have been identified as a result of the works.

Mitigation

- Should the nature of the works change, the Amey ET&S team will be contacted prior to works commencing.
- Should works encounter any materials of archaeological interest (i.e. discoloured soils or material finds such as ceramics or bone) works should cease and the Amey E&S Team should be contacted.
- All plant, machinery and materials will be stored within the carriageway boundary at all times.

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

Landscape and visual effects

Impacts

- There will be no operational impacts on visual receptors as works entail the replacement of filter drains with slight enlargement on 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.
- Due to sufficient distancing there will be no impact to any areas of ancient woodland or TPOs.
- Misdirected site lighting could cause temporary disturbance to any surrounding visual receptors.
- Plant, vehicles, machinery and operatives operating within the verge have the potential to visually impact the soft-state ground and vegetation present, thus altering it visually.

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.
- Vegetation cutback (where required) will be kept to a minimum.
- Where any damage to the soft state verge occurs, reinstatement will take place in line with the current surroundings to limit any potential lasting visual impact. Plant, machinery and vehicles will be contained within the pavement boundary where possible to avoid such impact on the surrounding soft-state verge.

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

- During night-time programming, misdirected site lighting and additional noise could cause temporary disturbance to any surrounding nocturnal species.
- Due to the scheme being contained within the highway boundary, the ancient woodlands identified within 500m of the scheme extents will not be impacted by the works.
- Works within 5m of rhododendron or 1m of buddleia or Japanese rose may result in further spread of these species.
- In the absence of mitigation, any vegetation clearance required to facilitate the works may negatively impact any nesting birds.

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, all works will be stopped until the animal passes by. The protected species will not be approached and 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.
- Hand tools will be used when excavating within route protections zones (RPZs).
- No vehicles, machinery or materials will be parked/stored on any soft verges.
- Works within 5m of rhododendron or 1m of buddleia or Japanese rose will be avoided. Where works cannot avoid these buffers, an Invasive Species Method Statement will be in place to prevent the spread of these species.
- As works are due to take place within the breeding bird season (March to August inclusive) a suitably qualified/experienced ecologist will carry out a nesting bird check before works can proceed. Nesting bird checks will be undertaken within 48 hours prior to any vegetation clearance works taking place. If works are delayed such that more than 48-hours has passed since the nesting bird check took place, then an updated nesting bird check will be undertaken.
- If any active nests are identified, then a 5m buffer (or as defined by the site ecologist, depending on the species present and site conditions) will be set around the nest and vegetation clearance works stopped within this buffer until

an ecologist has determined that the nest has become inactive (which may take up to six weeks depending on the bird species present).

- General construction safeguards will also be followed and will include as a minimum:
  - There will be a slow start up of equipment if required to gradually increase levels of noise and vibrations onsite, as sudden noises can be more disturbing;
  - Where equipment can be used with hoods, doors or sleeves to reduce noise levels, these will be used wherever possible;
  - Open excavations will be fenced off and/or covered to avoid animals becoming trapped or injured. A mammal ladder (e.g. wooden plank) will be erected to allow any animals that may become trapped to escape. All excavations will be checked each morning to ensure no animals have become trapped overnight and an ecologist contacted for advice will any animals be encountered;
  - An Amey briefing on Protected Species will be provided to all on-site operatives and will include any site-specific requirements.
- Additional mitigation measures in Noise and Vibration and Road drainage and the water environment sections will be implemented.

With mitigation measures in place, no significant effects are predicted on biodiversity. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Geology and soils

Impacts

- Excavation of filter drain material will result in soil disturbance within the verge, which can create adverse conditions, including localised erosion and polluted soils.
- There is potential for spills, leaks or seepage of fuels and oils associated with machinery to escape if not controlled which may negatively affect the soil environment.
- An upgrade to the drainage assets within the scheme extents will reduce soil degradation via surface runoff via a reduction in flooding of the A90 carriageway.
- The generation of concrete dust can raise the pH of soil resulting in erosion and soil infertility.

Mitigation

- 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 completed, 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

- The works will result in contribution to resource depletion through use of virgin materials.
- GHG emissions will be generated by material production and transporting to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion 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.
- 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.

- For vegetation removal waste, SEPA's guidelines on Low risk waste activities will be followed.
  - Waste plant matter will be treated at the place where it is produced to make it easier to transport or to produce mulch for use at the place of production. Further, in forestry maintenance work brash will be cut, chipped or shredded and left on the ground at the place where it is produced.

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 during night-time hours, which could cause disturbance for nearby sensitive receptors (such as residential properties within 300m).
- Those living alongside diversion routes will be impacted by the scheme with increased traffic levels on local roads generating additional noise.

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:
  - On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.
  - 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.
  - A 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
  - The site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements.

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

- Amey's environmental briefing on Noise and Vibration will be delivered to operatives prior to the start of construction.
- Amey's ET&S team has contacted Aberdeenshire Council's Environmental Health Team to notify of the works and discuss any noise related concerns.
- 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 in accordance of BS 5228:2009+A1:2014, 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 for the works will involve diversion routes and the re-routing of traffic. Nearby residents of surrounding settlements may experience travel disruption due to presence of TM, which may lead to increased journey lengths and 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.
- Potential for restricted access to farmland adjacent to the works, laybys and residential property Burnside.

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 scheme due to the nature of the works (e.g. minor, transient etc.) combined with the relevant pollution control measures detailed below.
- The drainage works will improve the carriageway drainage at this location, improving road conditions and reducing surface water flooding.

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 are not allowed to enter road drainage unchecked.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g. debris, dust and hazardous substances). This will include, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers/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.
- All workers will be briefed using the Amey Water Pollution Prevention Briefing.
- If the mixing of concrete/ postcrete on site is required, site operatives will apply suitable controls to prevent the mixture escaping to the surrounding environment:
  - All mixing will take place a minimum of 10m away from watercourses and drains where possible.
  - All drains within proximity to any mixing will be securely covered or sealed off.
  - No washout from concrete mixing will be allowed to enter the water environment and must be taken off site for appropriate treatment.

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.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

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 filter drain replacement 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 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.

Aberdeenshire 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 November 2025.
- Consultation with Aberdeen Council's Environmental Health team in November 2025.
- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in December 2025.

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:

<u>Characteristics of the scheme:</u>

- Construction activities are restricted to the existing highway 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 replacement of the drainage components plus slight enlargement, 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 improving the carriageway drainage this will provide this part of the A90 carriageway with safer conditions, and positive operational impacts for road users.

Location of the scheme:

- The scheme will be confined within the existing highway boundary and as a result will not require any land take or alter any local land uses or habitats.
- Works are not located within an area designated for its specific landscape character or quality.

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 November 2025
- Preliminary Ecological Walkover December 2025

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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