transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A90 Bullionfield BP to Craigdallie Cottage (Resurfacing)

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a section of the A90 (southbound) between Invergowrie and Longforgan. Resurfacing works are required as the carriageway is currently displaying various defects, such as routine patches and cracking.

The scheme is 1.35km in length, with an area of 1.2ha.

Construction activities and the associated plant and machinery required are as follows:

- Implementation of Traffic Management (TM) and marking out site (TM plant);
- Removal of existing surfacing and milling to agreed depths (planer, wagon, lorries);
- Resurfacing to the existing road levels using TS2010 aggregate, AC binder and AC base (paver, roller);
- Reinstatement of road markings, linings, and studs (lorries/wagons and plant); and,
- Removal of TM.

The proposed construction is programmed to be undertaken and completed within the 2025-26 financial year for approximately nine overnight shifts. TM will comprise of lane closures with a night-time convoy system in place.

Location

This section of the A90 carriageway is a dual carriageway located between Invergowrie and Longforgan, within Perth and Kinross, at the following National Grid References (NGRs) (Figure 1):

- Scheme start: NO 33785 30488
- Scheme end: NO 32449 30387

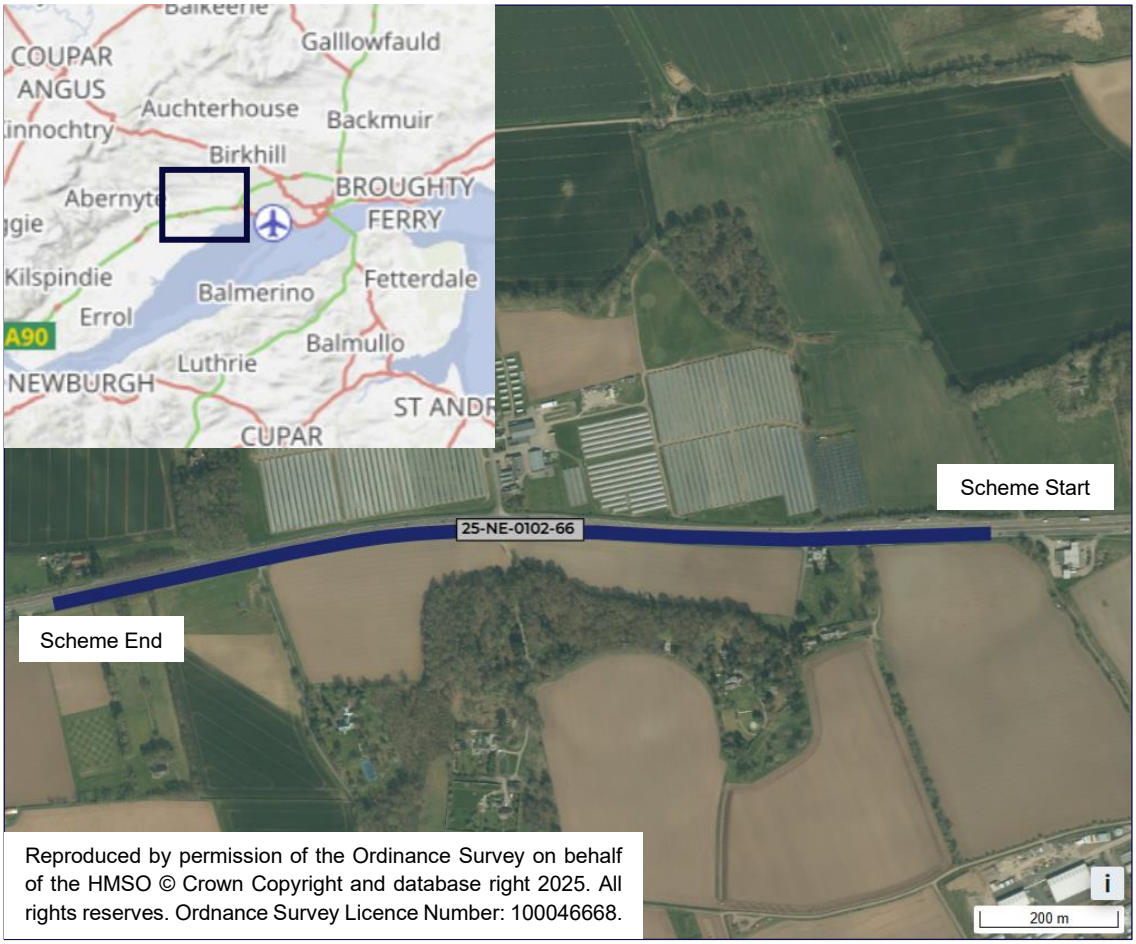

Figure 1. Scheme Location Map.

Description of local environment

Air quality

The scheme extents cover a largely rural stretch of the A90 carriageway west of Dundee between Invergowrie and Longforgan within Perth and Kinross. Baseline air quality surrounding the scheme extents is likely to be influenced primarily by traffic flow along the A90, with secondary sources from agricultural activities. Annual Average Daily Flow (AADF) along the A90 within the scheme extents (site number: 30774) was counted at 40,353 total vehicles, with 3,637 (9%) Heavy Goods Vehicles (HGVs).

Perth & Kinross Council have declared two Air Quality Management Areas (AQMAs), Perth City and Crieff High Street for exceedances in nitrogen dioxide (NO_2) and fine particulates (PM_{10}). These AQMAs are located over 20km from the scheme extents. There are no air quality monitoring stations (Air Quality in Scotland) or any sites on the Scottish Pollutant Release Inventory (SPRI) located within 1km of the scheme extents.

The scheme extents are located just out with the Dundee City AQMA, located approximately 15m north of the southbound carriageway. This AQMA encompasses the whole of the city declared for exceedances of annual NO_2 objectives in various areas across the city.

There are 13 air quality-sensitive receptors, comprising residential and agricultural holdings, business/recreational facilities, located within 200m and located sporadically along the A90 carriageway. The closest receptors are situated immediately adjacent to the southbound carriageway, approximately 5m from the scheme extents.

Cultural heritage

A desktop study using Historic Scotland Designations and Scotland's Environment Web has identified one designated cultural heritage feature within 300m of the scheme extents, the Scheduled Monument *Mylnefield, souterrains 290m and 385m E*, (Reference: SM6468) located 175m south of the scheme extents within rolling arable land.

No Listed Buildings, World Heritage Sites or Inventory Battlefields are recorded within 300m of the scheme extents.

Two non-designated records have been identified within 200m of the scheme extents:

- Mylnefield Canmore (Reference: 32014) located 160m southeast at NGR NO 3392 3039.
- Longforgan, Mylnefield Estate, Lodge (Reference: 365710) located 15m south at NGR NO 33541 30462.

Landscape and visual effects

Landscape

The scheme is located within a largely rural area, with the surrounding landscape consisting of grazing and arable agricultural land and sporadic residential and agricultural properties. No statutory or non-statutory landscape designations are located within 500m, or with a view to or from the scheme extents (Sitelink).

The scheme is located within the Firth Lowlands Landscape Character Type (LCT 385). This area is characterised by predominantly flat and fertile land, with large rectangular fields of farmed arable crops and urban influences such as main roads (i.e. A90) cutting through the landscape.

No Tree Preservation Orders are located within 500m of the scheme extents.

Two unnamed areas of long-established (of plantation origin) woodland classified under the Ancient Woodland Inventory are within 500m of the scheme extents, located approximately 50m north and south of the carriageway boundary.

Visual

Visual receptors of the scheme include:

- Residential receptors along the A90 carriageway, some of which have partial visual screening from vegetation; however, others have direct sight of the scheme and are located approximately 5m from the carriageway.
- Walker, Cyclist, Horse-rider (WCH) users of the Core Path (INGI/110 A90 footway, Main Street at TA Centre to Mylnefield Gardens access road) that travels along the A90 parallel to the scheme extents.
- Road users (motorists, public transport users) of the A90; however, such receptors are transient in nature.

Biodiversity

Protected areas

The Firth of Tay and Eden Estuary designated as a Special Area of Conservation (SAC), Ramsar, and Special Protection Area (SPA) is located approximately 1.2km south of the scheme extents. There is no direct hydrological connectivity between the scheme and the designated site.

The Outer Firth of Forth and St Andrews Bay Complex SPA is located approximately 9.8km east of the scheme extents. While the site is hydrologically connected to the Firth of Tay, there is no direct hydrological connection between the scheme and any European designed site. The SPA comprises a section of the River Tay estuary and North Sea (Sitelink).

There are no locally, or nationally designated biodiversity sites located within 300m of the scheme (such as Sites of Special Scientific Interest (SSSIs), or National Nature Reserves) (Sitelink).

No Tree Preservation Orders are located within 500m of the scheme extents.

Two unnamed areas of long-established (of plantation origin) woodland classified under the Ancient Woodland Inventory are within 500m of the scheme extents, located approximately 50m north and south of the carriageway boundary.

Due to the transient nature of the works and containment within the trunk road boundary an ecological field survey has been scoped out by a qualified ecologist.

Transport Scotland's Asset Management Performance System (AMPS) has not recorded any invasive or injurious species within 500m of the scheme extents. Common ragwort, an injurious weed and Transport Scotland Target species is recorded 240m east of the scheme extents, just prior to Bullionfield Filling Station.

Geology and soils

Geology

There are no Geological Conservation Review Sites (GCRS), or geological SSSIs located within 300m (Sitelink).

Bedrock geology is recorded as (British Geological Survey Geology Viewer):

- Sedimentary bedrock of the Dundee Flagstone Formation (sandstone, siltstone and mudstone) formed between 419.2 and 393.3 million years ago (Mya) during the Devonian period.

Superficial deposits are recorded as:

- Sedimentary superficial deposits of till, Devensian (Diamicton) formed between 116 and 11.8 thousand years ago during the Quaternary period.

Soils

The local soil type within scheme extents is recorded as brown earths (Scotland's Soils).

Material assets and waste

Materials

Materials required are as follows:

- Surfacing, binder and base materials (TS2010 aggregate, AC20 Binder and AC32 Base)
- Road marking materials/paint
- Road studs.

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

Wastes are anticipated to be carriageway planings which will primarily be recycled at a licenced facility, thereby reducing the amount sent to landfill and promoting circular economy practices. Coal tar was recorded within the scheme extents following coring investigations; however, it is below treatment depth and therefore no special waste will be produced.

A Site Waste Management Plan 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 will help control and reduce the amount of waste produced, resulting in less landfilled waste.

Noise and vibration

The scheme extents cover a largely rural area with baseline noise levels likely to be influenced primarily by traffic flow along the A90, and secondary sources from agricultural activities. For AADF details, please refer to the Air Quality section above.

There are approximately 16 noise-sensitive receptors (NSRs) located within 300m, comprising residential and agricultural holdings, business/recreational facilities (caravan park, farm shop and filling station). The closest receptors are situated immediately adjacent to the southbound carriageway, approximately 5m from the scheme extents.

Modelled day-evening-night (L_{den}) noise levels along the scheme extents is >70 to 75dB. L_{den} is a noise indicator for overall annoyance based upon annual average A-weighted long-term sound over 24 hours, with a 5 dB(A) penalty for evening noise (19:00-23:00) and a 10 dB(A) penalty for night-time noise (23:00-07:00). Modelled night noise levels (L_{night}) for the period 23:00-07:00 is >60 to 65dB (Scotland's Noise Map).

The works are not located within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) (TNAP).

Population and human health

There are approximately 14 residential receptors located within 300m, the closest receptors are situated immediately adjacent to the southbound carriageway, approximately 5m from the scheme extents. Access/egress to numerous private properties, housing and agricultural holdings is within the scheme extents.

No educational, religious, or healthcare land or assets are located within 300m of the scheme extents. However, recreational and business facilities are found within 300m including Arbuckles Farm Shop, a filling station and a caravan park. Access to these facilities is along the A90 northbound carriageway and therefore not within the scheme extents.

The Core Path (INGI/110) A90 footway, Main Street at TA Centre to Mylnefield Gardens access road travels along the A90 parallel to the scheme extents.

No land take (private property, agricultural land, business land, or community land) is required as all works will be contained to the carriageway boundary.

Road drainage and the water environment

Surface water

Road drainage along the scheme extents is in the form of filter drainage and gullies.

No watercourses are located within 500m of the scheme extents, including statutory main rivers designated under the Water Framework Directive (WFD) (SEPA Water Classification Hub).

Groundwater

The scheme is located within the Dundee groundwater body (ID: 150624) with a good overall condition under the WFD (SEPA Water Classification Hub).

The scheme is located within the Strathmore, Fife and Angus Nitrate Vulnerable Zone (NVZ).

Flood risk

No areas of the A90 carriageway within the scheme extents have been identified at risk of pluvial or fluvial flooding (SEPA's Flood Map).

Climate

Carbon Goals

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

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

- 2026 - 2030: Average emissions to be 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 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

Construction activities associated with the proposed works may temporarily impact local air quality in the surrounding area and pose a nuisance to nearby receptors. Construction activities will likely emit dust and particulate matter into the atmosphere, such as during milling of the carriageway surface. Furthermore, there will likely be an increased HGV and plant presence along this section of the carriageway during the construction period.

TM will likely cause delays, increased congestion and increased traffic emissions.

Post construction there will be no change to traffic flow characteristics (e.g. traffic composition, speed or flows).

Given the nature and scale of the works and the following mitigation measures, the risk of significant impacts on air quality is considered low. Any impacts will be temporary, for the works duration only.

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:

- Site layout will be planned (including plant and vehicles) 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, such as excavated material, will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
- Drop heights from conveyors and other loading or handling equipment will be minimised;
- Vehicles entering and leaving the work area will be covered/sheeted to prevent escape of materials during transport;
- Equipment will be readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

The following additional mitigation measures will be implemented:

- When not in use, plant and vehicles will be switched off and there will be no idling vehicles.
- All plant and fuel-requiring equipment used during construction will be well maintained to minimise emissions.

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

Cultural heritage

No designated cultural heritage features are identified within the scheme extents, with the closest asset, a scheduled monument located 175m from the scheme extents. There are no anticipated impacts to the identified designated and non-designated features as no land acquisition is required, and works are contained to the existing carriageway surface. Furthermore, vibration effects from the scheme are not anticipated to be significant due to the nature of the works.

Original construction of the A90 carriageway and associated infrastructure is likely to have removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area is low, with works restricted to the trunk road boundary.

The following mitigation measures will be in place:

- Plant and machinery will be stored within the carriageway boundary as far as reasonably practicable. Where areas out with the carriageway are to be accessed, it will be reduced as far as possible and ideally limited to access on foot.

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

Landscape and visual effects

There will likely be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, plant, vehicles and materials will be restricted to areas of made ground on the A90 (carriageway surface), and construction works are programmed to be undertaken overnight for nine working days, during overnight hours.

The works are not anticipated to impact the range, or sensitivity of views, or level of screening from any visual receptors. Upon completion of the works, no residual impacts are anticipated, as once complete the visual appearance will remain largely unaffected, with the improved road surface being the only discernible change.

The following mitigation measures will be in place:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.

No significant effects are anticipated upon the landscape and visual effects. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects no further assessment is required.

Biodiversity

Construction activities have the potential to have a temporary adverse impact on biodiversity in the area as a result of vehicle presence and the potential to disturb protected species from noise and artificial site lighting during night time working.

No invasive plants have been recorded within the scheme extents. Furthermore, there is no permanent (or temporary) land-take, accommodation works or site clearance, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce INNS or injurious flowering plant species.

There is no risk of direct pollution to surface watercourses, however there is a risk of indirect pollution to aquatic habitats from construction activities such as milling, especially if pollutants, sediment, or debris enter nearby drainage systems during periods of heavy rainfall (see Road Drainage and the Water Environment section for further details).

A HRA has been undertaken due to the potential for likely significant effects (LSE) to the European designated sites and the qualifying features. No direct impacts are anticipated to the designated sites, with the HRA concluding no LSE to the designated areas as:

- The habitat area of the designated sites will not be reduced as a result of the scheme.
- There will be no long-term disturbance to key species as a result of the scheme.

- No habitat or species fragmentation will occur as a result of the scheme.
- There will be no reduction in species density as a result of the scheme.
- There will be no change in the key indicators of conservation value.
- The scheme works will not reduce the ability of the designated sites to cope with climate change.

The following mitigation measures will be in place:

- A 'soft start' will be implemented on site each day. This involves switching on plant/vehicles sequentially, as opposed to simultaneously to ensure a gradual increase in noise for minimal disturbance.
- Site lighting will be directional and aimed away from sensitive ecological receptors, such as trees lining the carriageway.
- Plant, vehicles and materials will be contained within areas of engineered ground and not stored on grass verges as far as reasonably practicable. If required, reinstatement of any damaged areas will be undertaken upon completion of the scheme.
- Should a protected species be encountered or move on site, works will be temporarily stopped, and Amey's Environmental Team will provide advice.
- Please see Road Drainage and the Water Environment section below for further mitigation measures in relation to pollution prevention and control.

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

Geology and soils

Works are contained to engineered layers of the existing carriageway, and as such there is limited potential for soil disturbance.

In the absence of mitigation including pollution prevention control measures there is potential for soils to become polluted from the accidental spillage or leakage of fuels or oils from plant and machinery. However, any potential impact is not significant and does not carry the potential to affect the overall function or quality of the soil resource.

The following mitigation measures will be in place:

- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.

- Additional pollution prevention measures as outlined in the Road Drainage and the Water Environment section below will also be adhered to during construction.

With mitigation measures in place there is no significant effect anticipated on geology and soils. 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, primary materials such as aggregates, however, the binder and base courses used for resurfacing will contain a percentage of recycled material.

As TS2010 surfacing has increased resilience to defects and design life than other stone mastic asphalt (SMA) products, the requirement for maintenance of this section of road is reduced.

There is potential for impacts with regard to pollution from materials and wastes if they are not appropriately managed.

The following regulatory requirements will be adhered to:

- A Site Waste Management Plan 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 will help control and reduce the amount of waste produced, resulting in less landfilled waste.
- The Contractor is responsible for the disposal of road planings, and this will be registered in accordance with a Paragraph 13(a) waste exemption issued by the Scottish Environment Protection Agency (SEPA), as described in Schedule 3 of the Waste Management Licensing Regulations 2011.
- Waste will be disposed of at suitably licenced waste facility, as approved by the Scottish Environment Protection Agency (SEPA) with a valid waste carrier licence. A waste transfer note (WTN) will be completed every time waste is removed from the site and retained for two years.

The following mitigation measures will be implemented:

- Operators will have a duty of care to ensure the safe handling, storage, and transfer of waste. This includes maintaining proper documentation and ensuring that waste is only transferred to licensed carriers.
- Waste will be stored in suitable containers and covered.
- Where possible, different waste streams will be separated at the source.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.

- Good materials management methods (e.g., 'just-in-time' delivery) will be implemented wherever possible, to minimise/prevent the disposal of unused materials.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.

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

Noise and vibration

Construction activities and working methods associated with the proposed works such as milling have the potential to cause noise, and vibration impacts through the use of machinery (e.g. planer) and construction vehicles. This potential disturbance will likely impact NSRs surrounding scheme extents, however, this is not anticipated to significantly increase noise levels from ambient levels.

TM, and associated congestion may also contribute to increased noise levels during the construction period.

Upon completion of the works, no adverse noise and vibration impacts are anticipated as the renewed road surface will not change the traffic speed or flows, and ambient noise levels are expected to return to pre-construction conditions. Surrounding NSRs will benefit from improved road surfacing as a result of the scheme and reduced noise levels.

The relevant Best Practicable Means outlined in British Standard (BS) 5228:2009+A1:2014 'Code of practice for Noise and Vibration Control on Construction and Open Sites' will be implemented and followed in order to reduce noise and vibration disturbance. The standard provides specific detail on suitable measures for noise control in respect to construction operations; for example:

- Where reasonably practicable, quiet working methods will be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations.
- 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.
- Operations will be sequenced to minimise simultaneous use of high-noise equipment, and a 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.

- Plant and machinery will be regularly maintained to prevent excessive noise from worn parts or inefficient operation.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. Where night-works are to be undertaken, the noisiest works will be undertaken before 23:00 where possible.

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

- Amey's Noise and Vibration environmental briefing will be delivered to all site operatives before works start.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, TM arrangements timings and duration.
- Perth & Kinross Council Environmental Health Team has been contacted to notify of night-time programming.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents and vehicle travellers as a result of construction presence, and associated noise and delays due to TM.

No significant congestion issues are noted during the proposed construction hours; however, increased journey times will likely occur due to TM arrangements. These are not considered significant due to works being undertaken overnight, outwith peak traffic hours. Furthermore, no full road closures with diversion routes will be required to facilitate the works.

Residential and agricultural access points are located within the scheme extents, which may be impacted during construction and TM arrangements. However, the following specific measures will be in place to mitigate against significant impacts:

- Access/egress will be maintained/granted throughout the construction period.
- Construction lighting will be directional, to prevent illuminating surrounding properties to avoid a nuisance at night.
- Perth & Kinross Council Environmental Health Team has been notified of the works.

Local residents and road users will be informed of the proposed working schedule, in particular the times and durations of the works. This will include:

- Notification through a letter drop to properties within 300m will be issued prior to commencement of the works, due to night-time programming and road restrictions;
- Pre-construction notice of the works and journey planning via social media; and on approach to scheme extents.

Please see the Landscape and Visual Effects section above for an assessment of the visual impacts to visual receptors.

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

Road drainage and the water environment

During the works, there is potential for indirect impacts to the water environment from pollution events, such as the accidental spillage of fuels, oils, chemicals, and road planings and mobilisation of these in surface runoff and drainage systems.

No watercourses are located within 500m, therefore there will be no in-water works or abstraction or transfers of water from, or discharges to a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely.

There will be no impact to the NVZ as the works are contained to the carriageway surface, ensuring no disturbance to surrounding land and no potential for increased nitrate levels.

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.

The following best practice and pollution prevention and control measures will be in place:

- All operatives will be aware of SEPA's Guidance for Pollution Prevention (GPP) documents.
- 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 site operatives will be made aware of site spillage response procedures and in the event of a spill all works associated with the spill will stop, and the incident

reported. Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required.

- The Amey control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- In the event of a pollution incident, SEPA will be notified without delay.
- Weather reports will be monitored prior to and during the works with all construction activities temporarily halting in the event of adverse weather or a flooding event. The works will only continue when it is deemed safe to do so and runoff/ drainage can be adequately controlled to prevent pollution.
- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
  - Away (>10m) from surface water drainage systems; and
  - Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather.
  - Fuels stored within a drip tray, bund or other form of secondary containment with at least 110% of the maximum volume of a single container.
- Where refuelling on site is required, there will be designated refuelling areas, located more than 10m from surface water drainage systems, and within hard standing and bunds to prevent leaks or spills escaping.

With mitigation measures in place, no significant effects are anticipated 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

Construction activities associated with the proposed works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases (GHGs) through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. However, given the nature of the scheme, the volume of materials required to be imported on site is not significant.

The following mitigation measures will be in place:

- Where possible, materials and suppliers will be sourced locally to reduce GHG emissions associated with travel distance.
- Where waste is to be disposed of, this will be disposed at a local waste management facility where possible.
- Plant, machinery and vehicles will not be left idling when not in use.
- 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 anticipated on Climate. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

The A90 carriageway within the scheme is not identified at risk of pluvial or fluvial flooding. Works will, however, be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

The construction activities will be confined within the carriageway boundary, ensuring no increased risk or severity of major accidents or disasters impacting the environment.

Assessment cumulative effects

Perth & Kinross Planning Portal has not identified any extant planning applications surrounding the scheme extents that would result in any in-combination effects.

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

At present, Amey's programme of works has not identified any other works on the A90 that will be undertaken in conjunction with the scheme. Any future schemes will be programmed to consider already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

During construction, activities associated with the works may have minor temporary disturbances such as changes to noise and vibration and air quality, and potential disturbance to local wildlife.

The scheme is not anticipated to have significant environmental effects having regard to its nature, scale and location. The residual impacts arising from the works can be appropriately mitigated and thus no cumulative or in-combination effects are anticipated.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

The following environmental surveys, reviews and consultations have been undertaken:

- A Habitats Regulations Appraisal undertaken concluded no LSE to the European designated sites.
- An Environmental Screening Assessment undertaken in July 2025.
- Perth & Kinross Council Environmental Health Team have been notified of the works.

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:

- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- No impacts on the environment are expected during the operational phase as a result of works, with positive impacts on road users during the operational phase.
- No in combination effects have been identified.

Location of the scheme:

- Works are located within 2km of three European designated sites; however, the HRA concluded that there will be no LSE on the qualifying features.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole, or in part in a sensitive area.
- The scheme will be contained to the existing A90 carriageway surface and as such, no land take or vegetation clearance will be required. In addition, the scheme will not alter any local land uses or habitats.

Characteristics of potential impacts of the scheme:

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

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.

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, August 2025

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot