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Environmental Impact Assessment Record of Determination

A90 Candy Farm to Bridge of Fiddes (Resurfacing)

Contents

Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the A90 carriageway (northbound) located south of Drumlithie as the existing carriageway is displaying surface defects and structural defects such as routine patches, rutting, and cracking.

Treatment will include inlays ranging from 110mm to 280mm to remove deterioration and reinstate binder layers, with deeper partial reconstructions (350mm) applied in localised patches where more extensive deterioration is present. The scheme will replace the existing pavement with new asphalt surface course and AC binder layers to ensure consistency, durability and long-term performance. Road studs and lining will be refreshed as part of the scheme.

The following plant and machinery will be required:

- Planer
- Paver
- Miller
- Wagon
- Roller
- Traffic Management (TM) plant.

The scheme is approximately 2.08 kilometres (km) long, with a total area of approximately 1.15 hectares (ha).

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, proposed for June 2026. A contraflow system will in place with works undertaken during night-time working hours for three weeks.

Location

This section of the A90 northbound carriageway is a dual carriageway located south of Drumlithie within Aberdeenshire, at the following National Grid References (NGRs) (Figure 1):

- Scheme start: NO 78399 79763
- Scheme end: NO 80136 80708

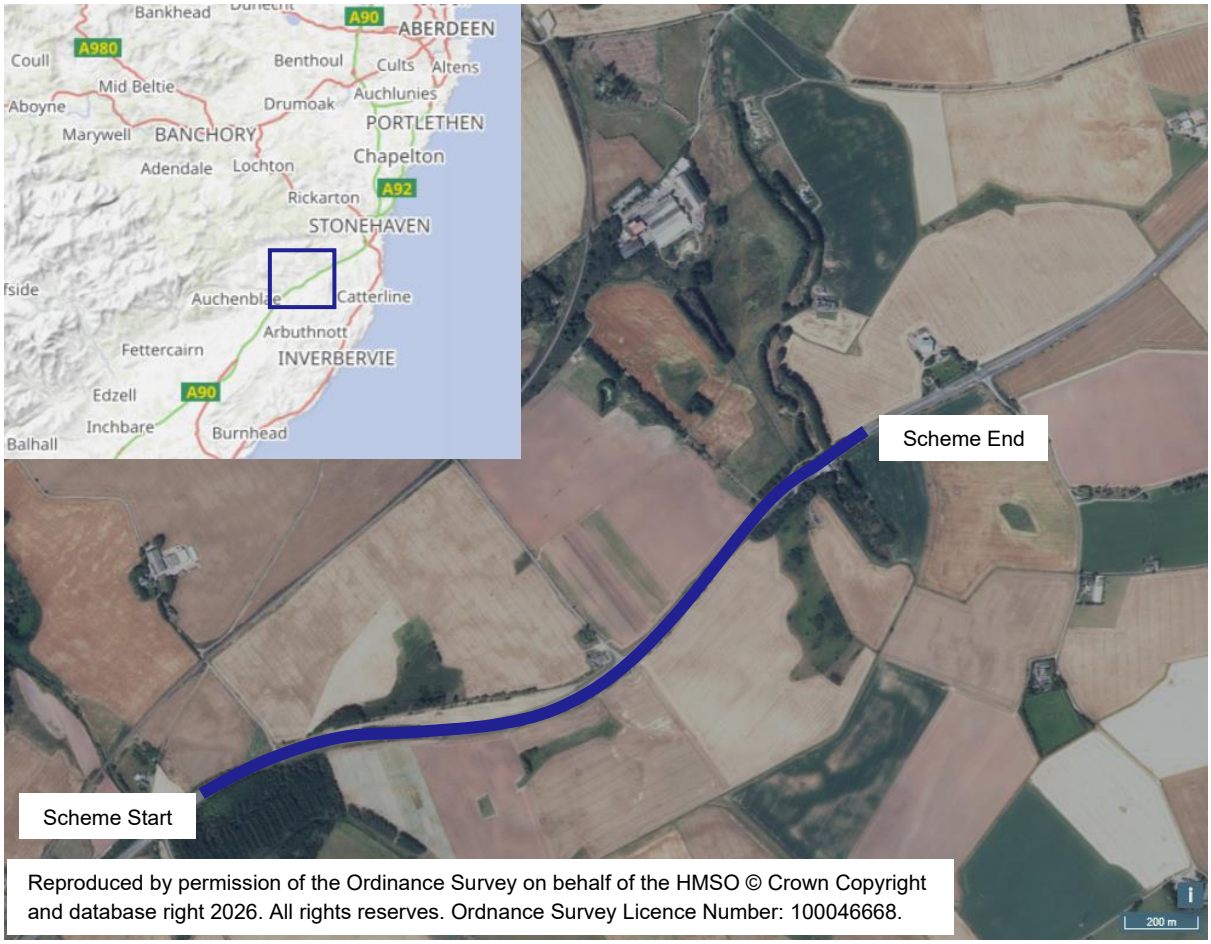

Figure 1. Scheme Extents and Location Map.

Description of local environment

Air quality

The scheme extents cover a rural stretch of the A90 carriageway, south of Drumlithie between Laurencekirk and Stonehaven within Aberdeenshire. Baseline air quality is likely to be influenced primarily by traffic flow along the A90, with secondary sources from surrounding agricultural activities.

Annual Average Daily Flow (AADF) in 2024 along the A90, approximately 295 metres (m) west of the scheme extents (site number: 80050) was counted at 10,550 total vehicles with 1,931 (18.3%) Heavy Goods Vehicles (HGVs).

Aberdeenshire Council have no currently declared Air Quality Management Areas (AQMAs), and there are no real-time 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.

There are four air quality-sensitive receptors located within 200m, including residential and agricultural properties. The closest receptor is a residential property associated with Candy Farm, located 20m north of the scheme extents at grid reference NO 79413 80077.

Cultural heritage

A desktop study using PastMap has been undertaken, where an asset has been listed more than once, its highest statutory designation has been recorded. This refers to designations including World Heritage Sites, Scheduled Monuments, Battlefields and Listed Buildings.

No statutory cultural heritage features are located within the scheme footprint; however, one is located within 300m of the scheme:

- A Category B Listed Building, *Bridge of Mondynes Over Bervie Water* (LB9645), located 207m west (grid reference NO 78216 79666).

Historic Environment Records (HERs) and National Record of the Historic Environment (NRHE) provide local and national level information on Scotland's historic environment. There are approximately six located within 200m, with one located within the scheme extents:

- Fiddes HER (NO78SE0090), which almost entirely covers the A90 carriageway within the scheme extents (centred at grid reference NO 7948 8043). This area has been identified as an HER following a desk-based assessment and walkover survey of the area in 2017 prior to instalment of new electricity cabling. No new sites were identified along the cable route or within a 100m buffer zone.

Landscape and visual effects

Landscape

The scheme lies within a rural setting, characterised by grazing and arable agricultural land, woodland and dispersed residential and agricultural properties.

There are no areas of Ancient Woodland or trees designated under a Tree Preservation Order directly lining the A90 carriageway along the scheme extents. No other areas designated for landscape features or quality, such as Garden & Designed Landscapes are located within 500m, or visible to or from the scheme.

The scheme falls within the Coastal Farmed Ridges and Hills - Aberdeenshire Landscape Character Type (LCT 24), defined by extensive broadly rolling farmland with scattered settlement.

Visual

There are approximately three stationary visual receptors associated with the scheme, with varying levels of visual exposure influenced by distance and vegetation. The closest receptor (Candy Farm) lies 20m from the A90 and has a direct, open view towards the proposed works. A second receptor (Fiddes Bridge House) is located approximately 30m from the works along the southbound carriageway, with no visual screening between the works area. The third receptor (Fiddes Bungalow) is set back over 500m from the scheme, however, due to its elevated position within rolling agricultural land, it retains wide views across the road towards the scheme.

Transient receptors include road users (motorists, public transport users) travelling along the A90, and Walker, Cyclist and Horse-rider (WCH) users of short paths dispersed along the A90. Two footways are located at the A90 Drumlithie Junction, one along the northbound carriageway adjacent to the scheme extents and another along the southbound carriageway. Neither footway forms part of the Aberdeenshire Council Core Path network, or the National Cycle Network.

Biodiversity

Protected areas

No European Sites are located within 2km or have hydrological connectivity with the scheme. No nationally designated sites, such as Sites of Special Scientific Interest (SSSI) are located within 500m of the works (Sitelink).

Field survey

An ecological field survey has been scoped out by a qualified ecologist due to the transient nature of the works, their containment within the carriageway surface, and absence of any protected species wildlife casualties along the scheme extents (Amey North East Environmental Data).

Invasive plants

Transport Scotland's Asset Management Performance System (AMPS) has recorded Japanese knotweed *(Reynoutria japonica),* an Invasive Non-Native Species (INNS) located within 500m of the scheme extents. This is recorded within adjacent agricultural land, approximately 11m from the scheme extents. No injurious weeds or Transport Scotland target species have been identified along the roadside verges of the scheme extents.

The National Biodiversity Network (NBN) Atlas has not identified any INNS species within 500m of the scheme extents.

Geology and soils

Geology

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

The underlying bedrock comprises sedimentary formations of the Cromlix Mudstone Formation, dating to the Devonian period (407.6-393.3 million years ago (Mya), and the Arbuthnott Garvock Group formed earlier in the Devonian period (419.2 Mya to 407.6 Mya) (British Geological Survey Geology Viewer).

Superficial deposits consist of diamicton associated with the Mill of Forest Till Formation deposited during the Quaternary period (116,000 to 11,800 thousand years ago).

The scheme is located within a moderately productive aquifer with locally flaggy sandstones, with siltstones, mudstones, conglomerates and lavas which yield moderate amounts of groundwater (GeoIndex British Geological Survey).

Soils

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

Contamination and Land use

The scheme lies within a rural area, with land use predominantly agricultural. The scheme is not located within a coal mining area as defined by the Coal Authority and Mining Remediation Authority. The closest record of a ceased mine is approximately 160m north (approximate grid reference NO 79959 80788) (GeoIndex British Geological Survey).

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

Material assets and waste

Materials

Warm-mix asphalt (WMA) will be used for the resurfacing works. Where practical, all materials will comply with Transport Scotland's amendment to the Specification for Highway Works, Clause 908TS Warm Mix Asphalt, which sets out performance requirements for WMA mixtures. The use of WMA supports reduced energy consumption and lower carbon emissions during production while still meeting TS2010 performance requirements for durability and long-term carriageway performance. Further detail is provided in the Climate section.

Other materials required will include road marking materials, road studs, vehicle fuel and oil.

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.

Coring investigations have not identified the presence of coal tar within treatment depths.

A Site Waste Management Plan (SWMP) will be prepared prior to the works due to the scheme exceeding £350,000 in value.

Noise and vibration

The scheme is located within a rural area, where baseline noise levels are primarily influenced by traffic on the A90, with secondary sources from agricultural activities. For AADF details, please refer to the Air Quality section above.

Modelled day-evening-night (L_{den}) noise levels along the scheme range between >75 to 80dB, and night noise levels (L_{night}) for the period 23:00-07:00 range from >65B to 70dB. At the closest receptor (Candy Farm) located 20m from the scheme extents (NO 79413 80077), L_{night} is recorded between >60-65dB (Scotland's Noise Map).

There are seven noise-sensitive receptors (NSRs) located within 300m, including residential and agricultural properties

The works are not located within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan 2024-2028 (Road Maps) (TNAP).

Population and human health

The scheme lies within a rural area of Aberdeenshire, between Laurencekirk and Stonehaven, with several properties and small businesses located in proximity to the works:

- Seven residential properties are located within 300m, the closest lies 20m north at grid reference NO 79413 80077.

- Candy Farm is located 20m from the works.
- A fuel station is located along the southbound carriageway, 15m from the scheme extents.

No community facilities (educational, medical, religious or recreational) are located within 300m.

There are no designated Aberdeenshire Council Core Paths along the scheme extents, however, several short informal paths are present along the A90 within the scheme extents. Two footways are located at the A90 Drumlithie Junction, one along each carriageway, and primarily facilitate access to two bus stops on the A90, and do not form part of a wider WCH network.

Access along the scheme extents includes two junctions, one layby, and one gated access road. These provide connections to local roads, agricultural land, residential properties and community facilities within Drumlithie.

Road drainage and the water environment

Surface water

Forthie Water (ID: 23263) (Drumlithie Burn) a classified surface water designated under the Water Framework Directive (WFD) flows beneath the A90 within the scheme extents. It exhibits a 'Moderate' overall status under SEPA's 2024 data Water Classification Hub data. No other classified or unclassified watercourses are located within 500m.

Road drainage along the scheme extents comprises filter drains and top entry gullies.

The scheme is not located within a surface water Drinking Water Protected Area (DWPA).

Groundwater

The scheme lies within the Drumlithie groundwater body (ID: 150585) which is classified as having a 'Good' overall condition under the WFD in 2024 (Water Classification Hub).

The scheme lies within the Drumlithie groundwater Drinking Water Protected Area (ID: 150585) and within the Strathmore, Fife and Angus Scottish Government Nitrate Vulnerable Zone (NVZ).

The scheme is located within a moderately productive aquifer with locally flaggy sandstones, with siltstones, mudstones, conglomerates and lavas which yield moderate amounts of groundwater (GeoIndex British Geological Survey).

Flood risk

The scheme is not located within areas currently identified at risk of fluvial or pluvial flooding (SEPA Flood Maps), or within a Potentially Vulnerable Area (PVA) (2028-2034) at a high risk of future flooding.

Climate

Carbon Goals

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

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

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

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

Transport Scotland remains committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland, representing for 37% nationwide, and Transport Scotland are committed to reducing their emissions by 50% by 2030. To support this, Transport Scotland's Fourth Carbon Management Plan is committed to reaching Net Zero emissions

across corporate activities by 2027. This will contribute to achieving a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the NE NMC network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – North East.

Policies and plans

This Record of Determination (RoD) has been undertaken in accordance with the 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 have the potential to generate short-term, localised air quality impacts. Dust and fine particulate emissions will be generated during the works, from milling of the carriageway surface. The presence of increased HGVs and construction plant presence may contribute to short-term exhaust emissions. TM measures will likely cause congestion and elevated traffic-related emissions during the works.

No likely significant effects are anticipated due to the nature and scale of the works. All air quality effects will be temporary, limited to the construction phase and localised. Following completion of the works, there will be no changes to traffic flow characteristics (composition, speed or flows).

Mitigation measures will follow best practice guidance from the Institute of Air Quality Management (IAQM), from the 'assessment of dust from demolition and construction (January 2024)' including:

- 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 road planings will be removed from site as soon as possible (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 method.

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 line with DMRB Guidance document LA 105: Air quality no further assessment is required.

Cultural heritage

There are no statutory cultural heritage assets located within the scheme extents, with the single identified feature located over 200m from the scheme. As the scheme involves resurfacing within the carriageway boundary and no ground disturbance beyond previously engineered layers there is no potential for direct physical impacts on any designated cultural heritage features. Additionally, the general topography and presence of vegetation provides visual screening between the works area the designated feature, with no anticipated indirect impacts on setting.

A HER is recorded within the scheme extents; however, it relates to a former heritage desk-based assessment and walkover survey along the A90, with no new heritage sites recorded within 100m and therefore the resurfacing impacts will not result in any adverse impacts on this record.

Original construction of the A90 and associated infrastructure likely removed any archaeological remains. As such, the potential for unknown archaeology is considered low.

The following mitigation measures will be in place:

- Plant and machinery will be stored within the carriageway boundary where practicable.
- Any access beyond the carriageway will be minimised and ideally limited to foot access.

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

Landscape and visual effects

The resurfacing works are confined to the existing A90 carriageway and will not alter the existing landscape pattern, quality or distinctiveness within the surrounding area. No designated landscape areas are located adjacent to the scheme extents, and as such no direct landscape impacts are identified. The works will not introduce new permanent landscape changes, with the character of the LCT remaining unchanged post-construction. Operationally, the only visual change will be an improved road surface, with no residual effects on landscape or visual character.

Visual impacts will be limited and temporary, with the closest visual receptor, located 20m from the scheme likely to experience direct, yet short-term views of the works, including artificial lighting and construction presence. However, effects will be limited as all activities will be limited to the carriageway and are to take place overnight for approximately three weeks.

The following mitigation measures will be in place:

- The site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.
- Works will avoid encroaching on land and areas where work is not required or not permitted, including for storage and parking.
- Directional site lighting will be used to minimise visual impacts to the identified visual receptors.

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

Biodiversity

Construction activities have the potential to cause temporary adverse impacts on biodiversity due to vehicle presence, noise and artificial site lighting during the night-time works. These may disturb protected species within the scheme surroundings. Japanese knotweed, an INNS has been recorded within 500m, however, as the scheme is confined entirely to the existing A90 carriageway, with no land-take, site clearance, or topsoil import required, there is a limited risk of the spread or introduction of such species.

Drainage infrastructure and surrounding watercourses pose a potential pathway to pollute aquatic habitats, particularly during milling operations and periods of heavy rainfall (see Road Drainage and the Water Environment section for further details).

The following mitigation measures will be in place:

- A ‘soft start’ procedure with regard to plant, machinery and vehicles will be implemented daily to gradually increase noise levels and minimise disturbance.
- Directional site lighting will be used, aimed away from sensitive ecological features such as woodland and watercourses.
- Plant, vehicles and materials will be contained to areas of engineered ground and not stored on grass verges as far as reasonably practicable. Any damaged areas will be reinstated post-works.

- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- Additional pollution prevention measures are detailed in the Road Drainage and the Water Environment section.

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

Material assets and waste

There is potential for resource depletion through the use and transportation of primary materials such as aggregates. However, the use of WMA which reduces energy demand during production and supports lower carbon emissions. Surfacing also provided enhanced durability and therefore reducing the frequency of future interventions and therefore long-term resource use.

Potential impacts related to pollution from materials and waste may result if these are not appropriately managed during construction. Therefore, the following regulatory requirements will be adhered to:

- A SWMP will be prepared prior to the works which will detail how resource use and waste will be managed. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.
- The Contractor is responsible for the management and disposal of road planings arising from the works. 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. Landfill disposal will only be considered where recovery or reuse options are not practicable.
- 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.

The following mitigation measures will be implemented:

- Waste will be stored in suitable, covered containers, and segregated at the source where possible.
- 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 used to minimise and 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 line with DMRB Guidance document LA 110: Material assets and waste no further assessment is required.

Noise and vibration

Construction activities, particularly milling and the operation of planers and construction vehicles may generate temporary increases in noise and vibration. These are not expected to significantly exceed ambient levels or result in notable disturbance to surrounding NSRs, in particular due to the high baseline noise levels. TM may also contribute to short-term increases in noise associated with congestion, however, such effects will be brief and limited to the construction period.

No adverse operational noise or vibration impacts are anticipated. The improved road surface will not change the traffic speed, flows or composition and ambient noise levels are expected to return to pre-construction conditions.

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:

- 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 and 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:

- The delivery of Amey's Noise and Vibration environmental briefing to all site operatives prior to the works.
- Notification to Aberdeenshire Council Environmental Health Team due to night-time programming.
- Letter drops to NSRs to provide advance notification of the works and the programming schedule.
- Pre-notification of the works through appropriate signage, and/or social media to inform local residents and road users of the upcoming works.

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

Population and human health

Construction activities may cause short-term disruption to road users through temporary TM, noise, and delays. The layby serving a bus stop within the scheme extents is likely to be temporarily closed during the works, however, alternative provisions will be implemented, with no permanent change to access or provision post-construction. Similarly, use of the short footway along the scheme extents at Drumlithie Junction will be likely be restricted during the construction period, however an alternative route will be signposted where required.

Local residents and road users will be informed of the schedule and duration of the works via a letter drop and pre-construction notifications, social media updates and signage on approach to scheme extents. Aberdeenshire Council's Environmental Health Team have been notified of the works.

Human health determinants such as noise, and air quality will likely experience temporary increases, however, due to the nature and scale of the works no discernible health impact is expected.

Please refer to 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

Construction activities may pose short-term pollution risks to the water environment through accidental spills of fuels, oils, chemicals, or road planings which could enter surface runoff, drainage systems and nearby surface watercourses.

As the works involve resurfacing only, with no in-water works, no abstraction or transfers of water from, or discharges to a waterbody, the potential for a pollution incident within a waterbody is unlikely.

The scheme lies within a NVZ, however, there is no potential for an increase or mobilisation of nitrates as a result of the scheme as the works are limited to resurfacing of the existing carriageway. The scheme lies within a groundwater DWPA, however, as the works are limited to existing engineered layers of the carriageway and do not require deep excavations, the potential for impacts on groundwater quality or mobilisation of contaminants is limited.

The 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 follow of SEPA's Guidance for Pollution Prevention (GPP) documents.
- The delivery of Amey's Water Pollution Prevention environmental briefing to all site operatives prior to the works.
- 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 and 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 line with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

The use of WMA supports reduced whole-life carbon impacts through a reduced energy demand during production and enabling efficient construction at lower temperatures, compared to hot-mix asphalt (HMA).

Construction activities may result in GHG emissions from vehicles, machinery, material production, and transportation. However, given the nature of the scheme, the volume of materials required to be imported on site is low, reducing the overall impact.

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.
- Waste disposal will be directed to local licensed facilities.
- 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 line with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

Construction activities are confined to the carriageway boundary, reducing the risk of major accidents or environmental disasters. Furthermore, TM will be designed in line with existing guidance. TM will comprise of a temporary convoy system, with no full road closure or diversion routes required.

Considering the above, the vulnerability of the project to of major accidents and disasters is considered to be low.

Assessment of cumulative effects

Aberdeenshire 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.

Amey's current 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 works.

An Environmental Scoping Assessment and consultation with Aberdeenshire Council has been undertaken in April 2026 by Amey's Environmental Team.

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

The works are limited in scope, short-term and confined to the existing carriageway. No significant disturbance to protected species or sensitive habitats is anticipated and the risk of major accidents or disasters is low. Any environmental effects are expected to be temporary and restricted to the construction phase, with no adverse operational impacts. The scheme is expected to deliver minor positive operational effects for road users and nearby receptors through the improved road surface. No in-combination or cumulative effects are identified.

Location of the scheme

The scheme is not situated in whole, or in part in a sensitive area, nor is it located within 2km or with hydrological connectivity to a European site. The works are not located within an area designated for its specific landscape character or quality.

All activities will be contained to the existing A90 carriageway surface. As a result, no land take or vegetation removal is required, and the scheme will not alter existing land uses or affect surrounding habitats.

Characteristics of potential impacts of the scheme

Appropriate measures will be implemented to ensure appropriate removal and disposal of waste, alongside containment measures to prevent debris and pollutants from entering the surrounding environment. Measures to minimise the potential disturbance to protected species will also be in place.

Overall, any environmental effects arising from the works are expected to be temporary, minor and confined to the construction phase with no significant or long-term impacts. No in combination effects with other projects or works have been identified.

References of supporting documentation

An Environmental Screening Assessment undertaken in April 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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