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Environmental Impact Assessment Record of Determination

A90 Forfar Road from Fintry Drive Roundabout Circulatory to A928 Junction Petterden

Contents

Project Details

Description

Strategic road safety works are required along a 6.1km (area of 18,000m^2) stretch of the A90 between Dundee and Forfar, to reduce collisions, and improve road safety along this route. Works will be undertaken at localised sections within the extents.

The scheme involves installing numerous signs at various locations, upgrading and replacing Vehicle Restraint System (VRS) rope end terminals and upgrading pedestrian crossings. Additionally, vegetation cutback will be necessary in order to improve visibility for road users, covering a length of 104m.

Plant and machinery used will likely include the following (but not limited to):

- Mini planer;
- Excavator, and;
- Chainsaw.

The proposed construction is programmed to be completed within the 2025-26 financial year, commencing in July 2025 for approximately two weeks during nighttime hours.

Traffic Management (TM) will likely consist of single lane closures. Specific TM is yet to be determined.

Location

The scheme extents are located along the A90, spanning from Dundee, within Dundee City to Forfar within Angus. The scheme can be located at the following National Grid References (NGRs):

- Scheme Start - NO 41604 34125
- Scheme End - NO 42262 39820

See Figure 1: Scheme Location Map below.

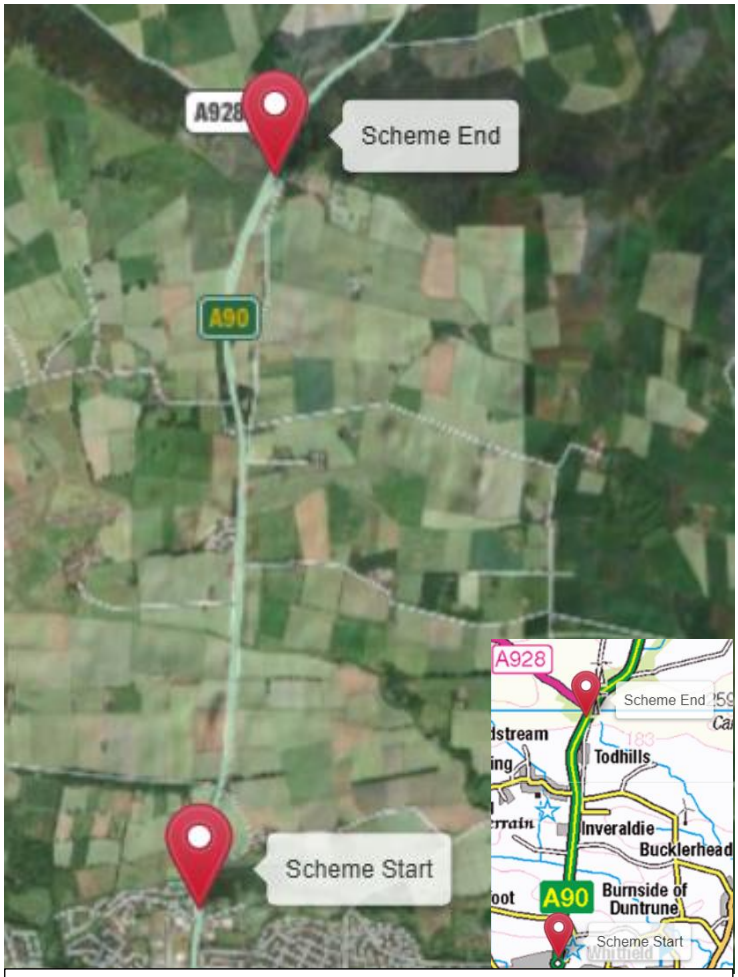

Figure 1: Scheme Location Map

Description of local environment

Air quality

The scheme is situated in a rural area with dense, deciduous trees and vegetation bordering the carriageway. The broader surroundings are predominantly agricultural fields, interspersed with smaller settlements and towns along the scheme route.

Throughout the full scheme extents, there are approximately 100 residential properties located within 200m of the scheme extents, with the nearest residential properties located adjacent to the carriageway. Additionally, other sensitive air quality receptors within 200m consist of the following:

- Dundee City Council – Social Work Department located 151m west.
- Tealing Village Hall located approximately 179m south.

The baseline air quality is likely influenced primarily by traffic flow along the A90, with secondary sources from agricultural activities in the surrounding fields. This is supported by data from the nearest manual count point on the A90 within the scheme extents, (count point: 10980), which recorded an Annual Average Daily Flow (AADF) of 20,900 vehicles in 2024, including 2,758 Heavy Goods Vehicles (HGVs).

Angus Council have not declared any Air Quality Management Areas (AQMAs). Works are located within Dundee AQMA which covers the entirety of Dundee City declaring Nitrogen dioxide NO_2.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) within 1km of all site locations along the scheme extents. Additionally, there are no Air Quality Monitoring Stations located within 200m of the scheme extents.

Cultural heritage

A desk-based assessment has been undertaken using Pastmaps to identify cultural heritage assets within the vicinity of the scheme. A study area of 300m has been used for designated cultural heritage assets, and an area of 200m area for non-designated cultural heritage assets.

The assessment found no designated sites within 300m of the scheme extents. However, non-designated cultural heritage assets within 200m are detailed in Table 1.

Table 1: Non-Designated Cultural Heritage Assets within 200m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Tealing Airfield, Domestic Site	275773	Canmore - Building(S) (20th Century), Hut(S) (20th Century), Military Camp(S) (20th Century)	Approx. 143m south
Upper Todhills	33355	Canmore - Cist (Early Bronze Age), Flake (Flint)(Early Prehistoric)	Approx. 133m west
Upper Todhills	NO43NW0014	Historic Environment Record (HER) - Bones, Cists, Flints	Approx. 133m west
Tinkletap	NO43NW0092	HER - Farmsteads	Approx. 52m west
Tealing, Tinkletap Cottage	354310	Canmore - Bungalow (20th Century)	Approx. 130m southwest

As works are minor in nature and are all contained within the highway boundary, there will be no impact on any identified cultural heritage assets. Therefore, this aspect has been scoped out for further assessment.

Landscape and visual effects

The scheme is located in a rural area, characterised by dense, deciduous trees and vegetation along the carriageway. The wider area is predominantly agricultural, with smaller settlements and towns scattered along the scheme extents. The primary land use surrounding the scheme extents is agricultural, as evidenced by the adjacent agricultural fields to the east and west of the A90 carriageway.

According to Scotland's Environment Web, the following landscape designations can be found within 500m of the scheme extents:

- Unnamed Ancient Woodland, (ID: 21013), located adjacent to the scheme extents.
- Unnamed Ancient Woodland, (ID: 21014), located approximately 236m north of the scheme extents.
- Blackmuir Wood Ancient Woodland, (ID: 21017), located adjacent and within the scheme extents.

There are no National Scenic Areas (NSAs), Tree Preservation Orders (TPOs) or any Gardens and Designed Landscapes within 500m of the scheme extents.

Scotland's Historic Land Use Assessment (HLA) Map, notes that the land surrounding all site locations has previously been used for 'Rectilinear Fields and Farms'.

A search on Scotland's Landscape Character Type (LCT) Map has recorded that the LCT within the scheme extents can be classed as '309 – Dipslope Farmland' characterised by lowland farmland, historic sites and productive agricultural farms.

The views from the carriageway are predominantly of mature trees. In areas where trees are sparse, residential properties become visible.

Due to the lack of vegetation screening along some areas of the scheme extents, several residential properties, especially those adjacent to the A90 carriageway in the towns of Inveraldie, Newbigging and the city of Dundee, will have views of the works. Additionally, some of the sporadically placed farms will also have views of the works along the A90.

Biodiversity

A desktop study using NatureScot's online research tool, Sitelink, has not identified any European designated sites, with connectivity to or within 2km of the scheme extents. Additionally, there are no national designations, such as Sites of Special Scientific interest (SSSI), within 200m of the scheme extents.

No trees under a TPO are within 500m of the sites.

There are no Invasive Non-Native Species (INNS) or target species recorded within 500m of the scheme extents as noted by the NBN Atlas.

Transport Scotland's Asset Management Performance System (AMPS) has highlighted that rosebay willowherb (*Chamerion angustifolium*) and common ragwort (*Jacobaea vulgaris*) is located along the verge of the scheme extents.

Scotland's Environment Web has identified three areas within 500m of the scheme extents that are listed in the Ancient Woodland Inventory (AWI):

- Unnamed Ancient Woodland, (ID: 21013), located adjacent to the scheme extents.
- Unnamed Ancient Woodland, (ID: 21014), located approximately 236m north of the scheme extents.
- Blackmuir Wood Ancient Woodland, (ID: 21017), located adjacent and within the scheme extents. Vegetation cutback will be undertaken in this woodland.

A Preliminary Ecological Walkover (PEW) has been undertaken by two Amey Ecologists on the 25th of June 2025 due to the nature of the works, involving verge excavations and vegetation cutback.

Geology and soils

There are no Geological Conservation Review Sites (GCRS), Local Geodiversity Sites or any Geological Site of Special Scientific Interest (SSSI)s that have connectivity or are within 200m of the scheme extents as noted by NatureScot's Sitelink.

Scotland's Soil Map has highlighted that the local soil type within the scheme extents consists of 'Brown earth'. The national scale land capability for agriculture is classed as '3.1' with land capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range. Short grass leys are common.

According to Britain's Geology Viewer, the geology along the A90, within the scheme extents, consists of the following:

Bedrock Geology

- Dundee Flagstone Formation - Mudstone and siltstone. Sedimentary bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.

Superficial Deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
- Alluvium - Clay, silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.
- Glaciofluvial Ice Contact Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

Material assets and waste

The proposed scheme does not require a Site Waste Management Plan (SWMP) as the total value is under £350,000.

Tables 2 and 3 below outline the materials required for the scheme and waste expected to be produced during the works.

Table 2: Key Materials Required for Construction

Activity	Materials Required	Sources
Construction	• Concrete • Signs • Posts • P4 Terminals • Studs • Paint • Kerbs and tactiles	• 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, signposts should contain an element of recycled metal material.

Table 3: Key Waste Arising from Activities

Activity	Waste Produced	Disposal
Construction	• Concrete • Signs • Posts • P1 Terminals • Studs • Paint • Vegetation	• Any excavated material is to be used as backfill where possible. • All waste leaving the site will be removed from site by a licenced waste carrier. All waste documentation will be provided when requested. • All materials that can be, should be reused throughout the network. • Vegetation clear back will be removed to a licenced facility.

Noise and vibration

There are over 100 residential properties located within 300m of the scheme extents, with the closest properties situated adjacent to the carriageway throughout the works area. Other sensitive noise and vibration receptors within 300m include the following:

- Dundee City Council – Social Work Department located 151m west.
- Tealing Village Hall located approximately 179m south.
- Fintry park (Powrie Park) is located 257m southeast.
- The Scottish Society for the Prevention of Cruelty to Animals (SSPCA) is located approximately 264m southeast.

The baseline noise level is likely influenced primarily by traffic flow along the A90, with secondary sources from agricultural activities in the surrounding fields. Data

from manual count point 10980, located within the scheme extents, shows that in 2023, the AADF for all motor vehicles was 23,489 including 3,121 HGVs.

Scotland's Noise Map has recorded that the noise level (Lday), during daytime hours, within the scheme extents ranges from approximately 59dB to 76dB. During nighttime hours, the noise level (Lngt), has been recorded to range between 59dB to 69dB.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2019-2023).

Population and human health

Due to the nature of the works, an area of 300m has been investigated to determine the population and human health baseline.

The primary land use surrounding the scheme extents includes agriculture and residential properties, as evidenced by the adjoining agricultural fields and rural towns to the east and west of the A90 carriageway.

Across the full scheme extents, there are over 100 residential properties within 300m. The closest properties are situated adjacent to the carriageway throughout the works area. Additionally, sporadic agricultural properties are located within 300m along the scheme extents. Notable community assets within 300m include the following:

- Dundee City Council – Social Work Department located 151m west.
- Tealing Village Hall located approximately 179m south.
- Fintry park (Powrie Park) is located 257m southeast.
- The Scottish SPCA is located approximately 264m southeast.

Multiple access/egress points to residential properties are located within the scheme extents. Some of these points are the primary access point to the residential towns such as Newbigging and Inveraldie.

The scheme extents are part of several bus routes that travel to and from Dundee City Centre, Kirriemuir and Stracathro.

There are no Core Paths, National Cycle Network Routes or any bridleways within 300m of the scheme extents. However, there multiple footways that are located adjacent to the A90 carriageway within the scheme extents.

Streetlights border either side of the A90 carriageway within the scheme extents.

Road drainage and the water environment

There are no watercourses located within 500m or any ponds within 250m of the scheme extents. There are, however, multiple field drains surrounding the scheme extents.

Groundwater within the scheme extents consists of Sidlaw Hills groundwater, (ID: 150601), which has an overall good status.

SEPA's Flood Risk Map has highlighted that there are some areas within the scheme extents, along the A90, which experience a medium chance if flooding. This suggests that there is a 0.5% likelihood of surface water flooding.

The works do not fall within a Nitrate Vulnerable Zone (NVZ).

Drainage within the scheme extents, along the A90 carriageway, consists of both gullies and filter drains.

Climate

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

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

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

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

- TM implemented during the scheme, particularly during construction activities such as excavation of signs, may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- Construction activities, including installation of new signs and crossings, carry potential to produce airborne particulate matter, dust and generate emissions.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Due to the nature of the works, there will be no impact to Dundee AQMA.

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:
    - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
    - Cutting, grinding or sawing equipment will only be used when fitted or 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 entering and leaving the work area will be covered 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; 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.

The residual significance of effects are considered not significant and does not warrant further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

Landscape and visual effects

Impacts

- 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, particularly during construction activities.
- During nighttime programming, misdirected site lighting could cause disturbance to any surrounding residential properties.
- Vegetation cutback may alter the landscape visually and disturb the Blackmuir Wood Ancient Woodland, as cutback is required within this woodland. This vegetation cutback will cover a length of 104m. Ancient Woodlands are classified as priority habitats, however, vegetation cutback in this area does not require permission or consent in Scotland.

Mitigation

- Temporary site lighting used during construction, throughout the scheme, will be directional and pointed only at the area of works.
- 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.
- Plant, vehicles, and materials will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable). Should damage to the landscape occur, reinstatement will be carried out.
- Vegetation cutback will only be undertaken where necessary ensuring that there is still ecological connectivity to the surrounding area.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects identified with the works are unlikely to be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual, no further assessment is required.

Biodiversity

Impacts

- Due to nighttime programming, misdirected site lighting and additional noise from construction could cause disturbance to any surrounding nocturnal species or protected species.
- Vegetation cutback may have impacts on all protected species if mitigation is not followed. For example, the cutback may result in the loss of habitats or foraging areas.
- The proposed works may have a negative impact on birds that are nesting if vegetation clearance is required during the nesting bird season (March to August inclusive).
- Verge works may cause disturbance to common ragwort and rosebay willowherb which may lead to the spread of these species.

Mitigation

- Any artificial lighting will be pointed directly at the works as to minimise impact on nocturnal species. If any protected species are discovered during works, all work will cease, and a member of the Environment Team will be contacted.
- 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.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to deter any potential noise sensitive species present in the area. This technique will act as a deterrent to the recipients and allows for any potential harm to the recipients to be mitigated as incremental increases in noise levels are made.
- Vegetation cutback will be minimised through the design process where possible.
- Ecological connectivity will be maintained with the surrounding area where vegetation cutback is required.
- Nesting bird checks will be undertaken within 48 hours prior to any vegetation cutback if works are to be carried out within nesting bird season (March – August). Prior to works starting, a suitably competent ecologist will identify if any nests found on site during the time of the survey are active.
- If any active nests are identified on site, a buffer, as defined by the site ecologist, dependent on species and site conditions, will be set around the nest and vegetation clearance works stopped within this buffer.
- In the event that an INNS is identified on site, all works will temporarily stop, and the environment team contacted.

- All site operatives will be briefed on the INNS toolbox talk before the works commence.

On the condition that the above mitigation measures and best practice are adhered to, no significant effects on biodiversity are predicted. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Geology and soils

Impacts

- Excavation works for signposts, VRS barrier posts and terminals have the potential to result in minor soil disturbance, with exposed soils having the potential to become polluted, for example through accidental pollution from fuel spillage.
- The generation of concrete dust from excavation 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, the reinstatement of the grass verge will be carried out.
- 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.
- If any unusual odours or soil colourations are identified during the works, the works will cease, and the environmental team should be notified.
- Weather reports will be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.

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

Impacts

- The works will result in contribution to resource depletion through use of virgin materials.
- There will be an increase in waste sent to landfill sites if waste materials are not recycled or reused, such as concrete and studs.
- 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.
- Materials will be delivered on site when required.
- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally at a suitably licenced waste management facility.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.
- There will be an increase in noise and vibration levels, for properties within 300m, during works due to the use of plant and machinery and an increase in HGVs.
- Noise heavy works may be required during nighttime hours, which could cause disturbance for the nearby amenity users. It is also anticipated that noise heavy works could cause day-time disturbance.

Mitigation

- A ‘soft start’ to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- 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.
- 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.
- Site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements
- Due to nighttime programming, Amey’s Energy Transition & Sustainability Team has notified Dundee City and Angus Council in advance of the works.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.
- Amey’s Noise and Vibration environmental briefing will be delivered to all site operatives before works start.

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

Population and human health

Impacts

- Land take is not required for this scheme therefore there will be no impact as a result of permanent or temporary land acquisition from private land, businesses, agriculture, Walkers, Cyclists or Horse riders (WCH) and/or community facilities as a result of the scheme.
- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Access to residential properties and amenities may be temporarily impacted by the works during construction.
- Due to nighttime programming, construction site lighting during nighttime hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- Footways may be temporary obstructed during construction activities.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Access to residential properties will be left un-obstructed where this is reasonably practicable. Where obstruction occurs, any local access to properties will be granted as required.
- During footway closures, operatives will have measures in place to allow residents of all abilities to safely pass by the works. Any pedestrian diversions for the works will be clearly signed and accessible.

With best practice mitigation measures in place, no significant effects associated with 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

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident or heavy rainfall, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may adversely impact the water environment.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- 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.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- 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 spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.

- The control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior 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 run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (particularly GPP 1, GPP 2, GPP 6, GPP 8, GPP 21 and GPP 22).

If the mixing of concrete 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 will be taken off site for appropriate treatment.

Providing all works operate in accordance with current best practice, as detailed within SEPA's GPPs, the effects on Road Drainage and the Water Environment are considered not significant. 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 neutral. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

The construction activities will be confined within the highway boundary with vegetation removal, ensuring no increased risk or severity of major accidents or disasters impacting the environment. Upon completion, overall road safety will be enhanced.

All mitigation measures will be adhered to onsite which considers the vulnerability of the project to be low.

The A90 carriageway, within the scheme, has small areas identified at risk of surface water flooding. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

Assessment cumulative effects

Amey's Northeast Current Works Schedule and the Scottish Road Works Commissioner has not highlighted any works that are set to take place within the proposed works location or timeframe.

Angus Council and Dundee City Council's Planning Portal also does not identify any scheduled works that are set to take place within the scheme extents, within the same timeframe, of the proposed works.

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.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area. Considering the nature and scale of the maintenance works being undertaken, no in combination effects are anticipated.

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment and sensitive receptors.

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Energy Transitions & Sustainability Team at Amey in June 2025.
- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in June 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>

- 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.

- By undertaking the works, road collisions and overall road safety along this stretch of the A90 trunk road will be improved. 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 not located within an area designated for its specific landscape character or quality.
- Works are not located in an area with hydrologic connectivity or within 2km of European designated sites.
- The scheme is not situated in whole or in part in a sensitive area.
- The scheme will be located within the existing A90 carriageway boundary with vegetation removal and as such, no land take 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 prevent the spread of invasive plants will be implemented.
- 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.

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