



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A90 Southbound Johnston Mains to A937 Junction

Contents

Project Details	4
Description.....	4
Location	5
Description of local environment.....	6
Air quality	6
Cultural heritage	6
Landscape and visual effects	8
Landscape.....	8
Visual	9
Biodiversity	9
Geology and soils	10
Material assets and waste	11
Materials.....	11
Wastes	12
Noise and vibration	12
Population and human health	13
Road drainage and the water environment.....	14
Surface water	14
Flood risk.....	14
Groundwater	14
Climate	15
Carbon Goals	15
Description of main environmental impacts and proposed mitigation	17
Air quality	17
Impacts.....	17
Mitigation.....	17
Cultural heritage	18
Impacts.....	18
Mitigation.....	18
Landscape and visual effects	19
Impacts.....	19
Mitigation.....	19

Biodiversity	19
Impacts.....	19
Mitigation.....	20
Geology and soils	20
Impacts.....	20
Mitigation.....	20
Material assets and waste	21
Impacts.....	21
Mitigation.....	21
Noise and vibration	22
Impacts.....	22
Mitigation.....	22
Population and human health	23
Impacts.....	23
Mitigation.....	23
Road drainage and the water environment.....	24
Impacts.....	24
Mitigation.....	24
Climate	25
Impacts.....	25
Mitigation.....	25
Vulnerability of the project to risks	26
Assessment cumulative effects.....	26
Assessments of the environmental effects	27
Statement of case in support of a Determination that a statutory EIA is not required.....	27
Characteristics of the scheme:	27
Location of the scheme:	28
Characteristics of potential impacts of the scheme:	28
Annex A.....	29

Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the A90 carriageway (Southbound (SB)), south of Laurencekirk in Aberdeenshire, covering a total area of 1.2ha. The works are required as the carriageway is currently displaying various structural defects, such as fretting, rutting, cracking and patching.

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, 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 2025-2026 financial year during nighttime hours over a period of one week.

TM plans are yet to be confirmed but will likely consist of lane closures.

Location

The scheme extents are located along the A90 SB carriageway, south of Laurencekirk in Aberdeenshire at the following National Grid References (NGRs) (Figure 1):

- Scheme Start - NO 72159 71077
- Scheme End - NO 70788 70174



Description of local environment

Air quality

The immediate scheme extents are bordered by areas of woodland localised in small sections along the carriageway. In locations where such vegetation is absent, the landscape is characterised predominantly by arable land. The wider area consists of the town Laurencekirk to the north and open space in the form of agricultural fields to the south.

There are approximately 30 residential properties located within 200m of the scheme extents, the closest being 112m northwest along Cairn Cardons. Laurencekirk Main Cemetery is located 200m from the carriageway.

The primary factor affecting baseline air quality is traffic along the A90 road network combined with residential and agricultural activities within the surrounding area of Laurencekirk. [Manual count point 80049](#), located along the A90, shows that in 2024, the Annual Average Daily Flow (AADF) for all motor vehicles was 18,656 with 2,304 (12%) of these being Heavy Goods Vehicles (HGVs).

Aberdeenshire Council has not declared any [Air Quality Management Areas \(AQMAs\)](#). There are no sites registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) within 1km of the proposed works area.

There are no real-time [Air Quality Monitoring Stations](#) (Air Quality in Scotland) located within 200m of the works area.

Cultural heritage

A desk-based assessment has been undertaken using [Pastmap](#) online mapping tool. The study area covered a 300m radius for designated cultural heritage assets and a 200m radius for non-designated cultural heritage assets.

There are no Conservation Areas located within 200m of the scheme extents.

Full details of designated and non-designated assets can be found in Table 1 and Table 2 below.

Table 1: Designated Cultural Heritage Assets within 300m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Johnston Lodge - Beattie Lodge	LB37234	Listed Building – Cat B	Approx. 110m north of the scheme extents

Table 2: Non-Designated Cultural Heritage Assets within 200m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Laurencekirk, War Memorial and Gardens	338632	National Record of Historic Environment (NRHE) - War Memorial (20th Century)	Approx. 120m northwest of the scheme extents
Beattie Lodge	36532	NRHE - Cairn (Bronze Age), Cremation(S) (Bronze Age), Cinerary Urn (Bronze Age)	Adjacent to the A90 carriageway
Laurencekirk, Beattie Lodge	36563	NRHE - Dower House (Post Medieval)	Approx. 130m north of the scheme extents
Laurencekirk Memorial Park	NO77SW0092	Historic Environment Record (HER) – Parks	Approx. 130m north of the scheme extents
Laurencekirk War Memorial	NO77SW0046	HER – Memorials	Approx. 130m north of the scheme extents
Laurencekirk Cemetery	NO77SW0174	HER – Cemeteries	Adjacent to the A90 carriageway
Beattie Lodge	NO77SW0024	HER - Burials, Cairns, Points, Pyres, Urns	Adjacent to the A90 carriageway
Beattie's Lodge	NO77SW0005	HER - Foundations, Houses, Stones	Approx. 130m north of the scheme extents

Landscape and visual effects

Landscape

The immediate scheme extents are bordered by areas of woodland localised in small sections along the carriageway. In locations where such vegetation is absent, the landscape is characterised predominantly by arable land. There are no distinctive cultural landscape or historical landscape features within the scheme extents.

The wider area consists of the town Laurencekirk to the north and open space in the form of agricultural fields to the south. Please see Road drainage and the water environment section for details.

According to [Scotland's Environment Web](#), the following Ancient Woodlands can be found within 500m of the scheme extents:

- Unnamed Ancient Woodland (ID: 45) borders either side of the A90 carriageway within the extent of the scheme;
- Unnamed Ancient Woodland (ID: 52) borders either side of the A90 carriageway within the extent of the scheme, and;
- Denlethen Wood Ancient Woodland (ID: 40) is located approximately 490m northwest of the scheme extents.

There are approximately 50 [Tree Preservation Orders \(TPOs\)](#) located within 500m of the scheme extents, the closest being TPO T34 (ID: AC TPO 39) located 360m north of the proposed works area.

No [National Scenic Areas \(NSAs\) or any Gardens and Designed Landscapes](#) were identified within 500m of the works.

According to [Scotland's Landscape Character Type \(LCT\) Map](#), the LCT within the scheme extents can be classed as '[22 - Broad Valley Lowlands - Aberdeenshire](#)' characterised by broad and generally gently undulating strath with some flatter basins with predominantly intensive agriculture with distinctive patchwork of large open fields divided by ditches and fences interspersed with small conifer woodlands.

[Scotland's Historic Land Use Assessment \(HLA\) Map](#) has identified that the land within the scheme extents has been previously used as '[Motorway and Major Roads](#)'. This modern transport systems have focussed on the construction and extension of multi-laned motorways, with their associated service stations. Providing links between major cities, they cover considerable areas of land.

Visual

It is anticipated that several residential properties will have sight of the works due to the absence of vegetative and topographic screening. Residents along Garvocklea Gardens are likely to experience the greatest visual impact. In addition, visitors to Laurencekirk Main Cemetery may also be exposed to views of the works, depending on the timing of both construction activities and visitation.

Transient visual receptors include road users (motorists, public transport users) travelling along the A90, who will experience brief and intermittent views of the scheme. Typically, the views from the carriageway are pockets of woodland, with community area in the wider surroundings.

The only [core path](#) located within 300m of the scheme extents is Core Path ECPP (Laurencekirk: Beattie Lodge) which is located approximately 130m north of the scheme extents.

Users of these core paths are not expected to have significant views of the works.

Biodiversity

Protected Areas

A desktop study using NatureScot's online research tool, [Sitelink](#), has not identified any European designated sites that have connectivity or lie within 2km of the works area. This resource has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 200m of the scheme extents.

There are approximately 50 [Tree Preservation Orders \(TPOs\)](#) located within 500m of the scheme extents, the closest being TPO T34 (ID: AC TPO 39) located 360m north of the proposed works area.

Watercourses

Please see Road drainage and the water environment section for details.

Field survey

As all works will be contained within the carriageway boundary on a like-for-like basis and transient nature, a competent Amey ecologist has scoped out the requirement for a field survey, indicating a low likelihood of significant ecological impact.

Invasive plants

A desktop study using the [NBN Atlas](#) has identified that the following target species and injurious weeds have been previously found within 500m of the works:

- Rosebay willowherb (*Jacobaea vulgaris*);
- Common ragwort (*Jacobaea vulgaris*), and;
- Broad-leaved dock (*Rumex obtusifolius*).

Transport Scotland's Asset Management Performance System (AMPS) has not highlighted any historic records of any Invasive Non-Native Species (INNS) or target species located along the verge of the A90 with the extents of the scheme.

Geology and soils

Geology

There are no Geological Conservation Review Sites (GCRS), Local Geodiversity Sites or any Geological SSSIs that have connectivity or are within 200m of the scheme extents as noted by [NatureScot's Sitelink](#).

According to [Britain's Geology Viewer](#), the geology along the A90, within the scheme extents, consists of the following:

Bedrock Geology

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

Superficial Deposits

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

Soils

[Scotland's Soils Map](#) has highlighted that the local soil type within the scheme extents can be classed as 'Brown earths with humus-iron podzols' which can be found on undulating lowlands with gentle and strong slopes.

Land use

There are no operational [landfill sites](#) located within 1km of the proposed scheme extents.

Material assets and waste

Materials

Materials required are detailed within Table 3 below.

Table 3: Key Materials Required for Activities

Activity	Materials Required	Sources
Construction	<ul style="list-style-type: none"> • TS2010 (hot-mix asphalt) • AC Binder • AC Base • Fuel • Road Paint • Road Studs 	<ul style="list-style-type: none"> • TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. • A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. • Some material may be derived from primary resources, such as the road paint. • The use of Super-Low Carbon materials are being considered for this scheme, which is an asphalt solution that integrates biogenic materials into the bitumen to retain carbon.

Hot-mix Asphalt provides long-term durability, extending the design life of the carriageway and reducing the frequency of future resurfacing interventions.

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

Coal tar was not identified during investigation stages. Anticipated wastes from the proposed works are listed in Table 4 below.

Table 4: Waste Material Produced

Activity	Waste Produced	Disposal
Construction	<ul style="list-style-type: none"> Asphalt planings Road Paint Road studs 	<ul style="list-style-type: none"> All waste will be disposed of in accordance with the Environmental Authorisation (Scotland) Regulations 2018 (EASR). However, where planings meet SEPA's criteria, they will be fully recycled.

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

Noise and vibration

There are approximately 50 residential properties located within 300m of the scheme extents, the closest being 112m northwest of the scheme along Cairn Cardons. Other sensitive noise and vibration receptors include the following:

- Laurencekirk Main Cemetery is positioned adjacent to the A90 carriageway;
- Laurencekirk Primary School is located approximately 217m northwest of the scheme extents;
- Kinneir Square Playground is located approximately 254m north of the scheme extents;
- Memorial Park Playground is located approximately 208m northwest of the scheme extents, and;
- Laurencekirk Skate Park is located approximately 202m northwest of the scheme extents.

The primary factor affecting baseline noise and vibration is traffic along the A90 road network combined with residential and agricultural activities within the surrounding area of Laurencekirk. [Manual count point 80049](#), located along the A90, shows that

in 2024, the AADF for all motor vehicles was 18,656 with 2,304 (12%) of these being HGVs.

According to [Scotland's Noise Map](#), modelled day-time noise levels (L_{day}) in the areas surrounding the carriageway show levels of around 50-56dB and within the proposed works between 70-75dB. Nighttime noise level (L_{night}) in the areas surrounding the carriageway show levels of around 47-53dB and within the proposed works 58-67dB.

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

The A90 carriageway within the proposed scheme extents is located south of Laurencekirk in Aberdeenshire. This section of the A90 carriageway links to towns such as Brechin and Fordoun prior to linking settlements with cities such as Aberdeen and Dundee. The primary land use within the surrounding area is predominantly used for agricultural, residential and community activities.

There are approximately 50 residential properties located within 300m of the scheme extents, the closest being 112m northwest of the scheme along Cairn Cardons. It is anticipated that several residential properties will have sight of the works due to the absence of vegetative and topographic screening. Residents along Garvocklea Gardens are likely to experience the greatest visual impact.

There are multiple access/egress points that lead into the town of Laurencekirk within the scheme extents. Whilst these points are not sole access area to residential dwellings and community assets, they are primary routes. Key community assets within 300m include the following:

- Laurencekirk Main Cemetery is positioned adjacent to the A90 carriageway;
- Laurencekirk Primary School is located approximately 217m northwest of the scheme extents;
- Kinneir Square Playground is located approximately 254m north of the scheme extents;
- Memorial Park Playground is located approximately 208m northwest of the scheme extents, and;
- Laurencekirk Skate Park is located approximately 202m northwest of the scheme extents.

There is one layby located adjacent to the scheme extents along the A90 at approximately NGR NO 70999 70247. There are no bus stops, footpaths or any Public Rights of Way (PRoWs) located within the scheme extents.

The only [core path](#) located within 300m of the scheme extents is Core Path ECPP (Laurencekirk: Beattie Lodge) which is located approximately 130m north of the scheme extents.

There are no [National Cycle Network Routes](#) or any [bridleways](#) located within 300m of the proposed works area.

Road drainage and the water environment

Surface water

Road drainage within the scheme extents along the A90 consists of both filter stones and gullies.

According to [SEPA's Water Classification Hub](#), there are no classified watercourses located within 500m of the scheme extents. The following unclassified watercourses are situated within 500m of the works:

- Gaugers Burn flows through the scheme extents by culvert at NGR NO 71277 70387 within the extents of the scheme, and;
- Kirk Burn is located 52m northeast of the scheme extents.

There are no ponds located within 250m of the works.

Flood risk

[SEPA's Flood Risk Map](#) indicates that certain localised areas within the scheme extents are expected to face a medium to high probability (0.5–10%) of surface water flooding each year. Gaugers Burn and Kirk Burn also have a medium to high probability of flooding each year.

Groundwater

Groundwater within the scheme extents can be classed as Laurencekirk groundwater (ID: 150653) which has been recorded to have an overall good quality in 2024 according to the [Water Framework Directive \(WFD\)](#).

The A90 carriageway within the proposed scheme extents is located within the [Scottish Government's Strathmore and Fife \(including Finavon\) Nitrate Vulnerable](#)

[Zone \(NVZ\)](#). NVZs are areas designated as being at risk from agricultural nitrate pollution. Areas such as the Strathmore and Fife (including Finavon) NVZ either result or would likely result in a concentration equal or exceeding 50mg/l of nitrates in either surface or groundwater as a result of agriculture.

Climate

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 North East Network Management Contract (NE NMC) network by 2028. Amey have set carbon goals for the NE NMC 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 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.
- During construction, including removal of the road surface, there is the potential for an increase in dust and emissions from plant and machinery and an increase in airborne particulate matter. This is likely to cause a slight deterioration in air quality within the local area.
- Residents along the diversion route roads, should they be required, may experience a deterioration in air quality due to the increased volume of traffic.
- The impacts identified will be temporary for the duration of the works only and therefore no permanent change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment as works are like-for-like.

Mitigation

Mitigation measures will follow best practice from the Institute of Air Quality Management (IAQM), from the [‘Guidance on the assessment of dust from demolition and construction’ \(2024\)](#), 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 excavated material, will be removed from site as soon as possible, unless being re-used on site;
- 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:

- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.
- Plant, vehicles and Non-Road Mobile Machinery (NRMM) will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

No significant effects are anticipated and therefore no further assessment in accordance with DMRB Guidance document LA 105: Air Quality is required.

Cultural heritage

Impacts

- There are no designated cultural heritage features within the scheme extents, and no land acquisition is required.
- All works are confined to the existing carriageway surface, and due to the limited nature and scale of the activities, significant vibration effects are not anticipated. Consequently, no impacts are anticipated on the listed building listed in Table 1.
- The non-designated assets listed in Table 2 are not expected to be impacted, as the works involve like-for like resurfacing with a transient short construction duration. Additionally, the original construction of the A90 is likely to have removed any archaeological remains. Overall, the potential for uncovering new assets is considered low.

Mitigation

The following mitigation measures will be in place throughout the period of works:

- All plant and machinery will be stored within the carriageway boundary where practicable.
- If any archaeological finds are discovered, the works will be suspended, and the relevant stakeholders will be contacted.

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

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.
- Views from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant.
- No operational impacts are predicted for visual receptors and landscape character as works entail the like-for-like resurfacing of the A90 carriageway within the proposed scheme extents.

Mitigation

- 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.
- Temporary site lighting will be directional and pointed at the works area only.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works will not be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- Works will be confined to the carriageway boundary, involving like-for-like carriageway resurfacing with no earthworks. As such, there is limited potential to spread or introduce INNS or target species.
- The watercourses nearby and culvert located within the extents of the scheme 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).
- An increase in noise levels and misdirected site lighting has the potential to disturb any protected species nearby.

Mitigation

- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- As part of the Network Management Contract (NMC), Amey, on behalf of transport Scotland, has been asked to keep a record of various target species, including rosebay willowherb and common ragwort. Works will not be carried out in the carriageway verge, if this is not possible and works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.
- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any woodland areas and watercourses, to minimise disturbance to nocturnal species.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- 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.

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

Geology and soils

Impacts

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

Mitigation

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

- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, reinstatement will be undertaken.
- Pollution prevention measures outlined in the Road Drainage and the Water Environment section will be followed during construction.

- In the event of a major spill, SEPA will be contacted.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable (e.g., to backfill removed trial holes etc.).
- Excavated soils will not be stored on site, and will be appropriately contained/covered, and protected from the elements.
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.

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

Material assets and waste

Impacts

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- There is potential for the works to contribute to resource depletion through use of transportation of primary materials such as aggregates.
- There will be an increase in waste sent to landfill sites if waste materials are not recycled or reused.

Mitigation

- 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. 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.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- Materials will be delivered on site when required.
- 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 2025](#), 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.

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

- Noise and vibration levels are expected to increase during nighttime construction hours for properties within 300m of the scheme. This is due to the use of heavy plant and machinery, such as rollers, and increased HGV movements. However, these levels are not anticipated to significantly exceed existing ambient conditions or cause notable disturbance.
- TS2010 road surfacing offers enhanced durability and noise reducing properties compared to standard surfacing materials. As a result, both road users and nearby receptors are expected to benefit from the improved surface quality over the long term.
- Post-construction, the works are not expected to alter existing baseline noise levels for any sensitive receptors.

Mitigation

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

- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.

- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- A 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- The site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements.

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

- Amey's Energy Transition & Sustainability Team has notified Aberdeenshire 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 environmental briefing on Noise and Vibration will be delivered to site operatives prior to construction.

With best practice mitigation measures in place, and due to the works being of a minor, 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

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times). There may be increased journey length due to the diversion route, should one be required.
- 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.
- Access to residential properties will not be impacted by the works significantly.
- As works are occurring during nighttime hours, the identified community assets will not be impacted significantly.

Mitigation

- Local residents and road users will be informed of traffic management 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.

- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

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, in particular Kirk Burn and Gaugers Burn.
- 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.
- The resurfacing works will not increase flood risk as they are limited to the existing impermeable carriageway surface, with no alteration to drainage infrastructure or surface water runoff patterns. No other post construction impacts are anticipated.

Mitigation

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

- 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 on (available 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 aware of [SEPA's Guidance for Pollution Prevention \(GPP\)](#).
- 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
- Amey's Water Pollution Prevention environmental briefing will be delivered to all site operatives before works start.

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

Impacts

- Construction activities may result in GHG emissions being from vehicles, machinery, material use and production, and transportation.
- The use of HMA supports a longer design life compared to other SMA materials, resulting in reduced whole-life carbon impacts as there is a reduced need for repeat resurfacing, minimised material use, transport emissions and construction waste over the road asset's lifecycle.

Mitigation

The following mitigation measures will be in place:

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.

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

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

Vulnerability of the project to risks

Construction activities are confined to the carriageway boundary, and maintenance is carried out on a like for like, basis. This will reduce the risk of major accidents or environmental disasters that could negatively impact the surrounding environment.

Improvement of the road surface following carriageway resurfacing works will enhance skid resistance, and thus overall road safety on completion of the scheme.

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

Assessment cumulative effects

[Amey's Current Works Schedule](#) has highlighted that there are no works scheduled along the A90 in proximity to the scheme extents within the proposed timescales.

[The Scottish Road Works Commissioner](#) also does not identify any scheduled works that are set to take place within the scheme extents, within the same timescale, of the proposed works.

[Aberdeenshire Council's Planning Portal](#), has not identified any extant planning applications surrounding the scheme extents that would result in any in-combination effects.

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 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.

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 December 2025.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- As the works will be limited to the like-for-like replacement of the structural components with minor verge works, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment. No impacts on the environment are expected during the operational phase as a result of works.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.

- No negative impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and verges (total area 1.2ha.) and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment and drainage.
- Measures will be in place to ensure appropriate removal and disposal of waste and any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- 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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