



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

transport.gov.scot

Environmental Impact Assessment Record of Determination

A92 to A90 Cowie to Stonehaven Southbound

Contents

Project Details	4
Description.....	4
Location	5
Description of local environment.....	6
Air quality	6
Cultural heritage	7
Landscape and visual effects	8
Biodiversity	9
Geology and soils	10
Material assets and waste	11
Noise and vibration	12
Population and human health	12
Road drainage and the water environment.....	13
Climate	14
Policies and plans	15
Description of main environmental impacts and proposed mitigation	16
Air quality	16
Impacts.....	16
Mitigation.....	16
Cultural heritage	17
Impacts.....	17
Mitigation.....	18
Landscape and visual effects	18
Impacts.....	18
Mitigation.....	19
Biodiversity	19
Impacts.....	19
Mitigation.....	20
Material assets and waste	20
Impacts.....	20
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.....	26
Vulnerability of the project to risks	26
Assessment of 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
References of supporting documentation	29
Annex A.....	30

Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the A90 and A92 southbound (SB) carriageway directly north of Stonehaven, Aberdeenshire. The works will involve the removal of defects that have previously been identified on the A90 and A92 such as routine patches and cracks, and to remove old road surfacing that pose a risk to road users.

Construction will involve the installation of inlays at varying depths ranging between 30mm – 300mm, covering an area of approximately 10,100m². The required depths will be determined by the identified defects, with at minimum a surface course treatment using binders, and deeper remedial treatments applied where core samples indicate the need.

The existing surface will be planed to the required depths and then resurfaced using a paver to restore the material to its original thickness. A hot-applied bitumen sealant will be applied to the joints between the new and existing surfaces at both ends of the scheme. No verge works will be undertaken at this time.

Construction activities include:

- Implementation of Traffic Management (TM);
- Milling out of existing material by road planer;
- Loader used to collect and move excess material within work area;
- Waste material will be removed from site;
- New materials will be laid including: binder, bituminous asphalt and tack bond, and compressed using a road paver and compacted by a roller;
- Road joints will be sealed to prevent water ingress using a bitumen sealant;
- Mechanical sweeper to collect loose material;
- Road markings and road studs will be applied where necessary likely using thermoplastic; and
- TM removal.

The plant and machinery required will include:

- Roller wagon;
- Paver planer; and

- Mechanical sweeper.

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, proposed for October 2026. The works are expected to take approximately 14 shifts to complete during nighttime hours, and traffic management will involve a contraflow system.

Location

The works are located on a 1.5km stretch of the A90 and A92 SB carriageway directly north of Stonehaven, Aberdeenshire. The scheme can be found at the following National Grid Reference (NGRs) Points:

Start: NO 88018 87552

End: NO 86625 87205

Please also refer to Figure 1: Scheme Location Plan below, which illustrates the scheme extents.



Figure 1. Scheme Location Plan - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal Mail copyright and database right [2026]. Contains National Statistics data © Crown copyright and database right [2026].

Description of local environment

Air quality

The scheme is located along the A90 and A92 SB carriageway directly north of Stonehaven, Aberdeenshire. The carriageway is immediately bordered by short grasses and shrubs, allowing for views stretching multiple kilometres to the north, south, and west. However, embankments border both sides of the carriageway for a short section (approximately 325m). The carriageway also traverses an overbridge above the B979.

The scheme is situated in a semi-rural area with agricultural fields surrounding the carriageway in most directions. However, the town of Stonehaven located to the southwest of the scheme and modern residential developments and housing estates are being constructed directly adjacent to the west of the scheme. The scheme is also in a coastal setting, with the North Sea located less than 1km to the east.

There are approximately 125 residential properties within 200m of the scheme extents, the closest being located 50m north on East Lodge Drive (NO 86804 87258). There are no non-residential sensitive air quality receptors within 200m of the scheme.

Baseline air quality in the area is primarily influenced by traffic using the A90 and A92, with additional contributions from agricultural activities. The nearest manual count point ([80043](#)), located along the A90 1.7km southwest, recorded an Annual Average Daily Flow (AADF) of 25,709 in 2025, with 2,474 of these being Heavy Goods Vehicles (HGVs).

Aberdeenshire Council have not designated any [Air Quality Management Areas](#) (AQMAs). This indicates that local pollutant levels such as Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀, PM_{2.5}) are currently within the acceptable limits. This is supported by the [Department for Environment, Food and Rural Affairs \(DEFRA\) UK Ambient Air Quality Map](#) which presents predicted background air pollutant concentrations across the UK. According to the 2024 dataset, background annual mean Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀, PM_{2.5}) concentrations within the works area are 2.84 µg/m³, 7.99 µg/m³, and 3.97 µg/m³ respectively. These values are well within national AQMA qualifying thresholds of [NO₂](#) and [PM](#) (40 µg/m³ each), indicating that pollutant levels within and immediately surrounding the scheme are currently within acceptable limits.

There are no sites registered on the [Scottish Pollutant Release Inventory](#) (SPRI) and no [air quality monitoring stations](#) are located within 1km of the scheme.

Cultural heritage

A desk-based assessment was undertaken using [Pastmap](#). A study area of 300m was used for designated cultural heritage assets. There is only one designated site with proximity to the scheme, Glenury Viaduct, U/B Ecn5/340, is a Category B Listed Building (ID: LB50258) located 210m south of the carriageway.

A study area of 200m was used for non-designated cultural heritage assets of which there are seven. Please see below:

- New Mains of Ury / Ury Estate is a National Record of the Historic Environment (NRHE) (ID: 347817) and Historic Environment Record (HER) (ID: MAB62816). It is located within the carriageway.
 - The asset is a record of three prehistoric structures, including two middle Bronze Age hut circles, recorded during trial trenching evaluations and targeted excavation carried out in September 2014 and April 2015 ahead of housing development. Complete excavation was completed and consequently no physical structure is present on the carriageway.
- Aberdeen Western Peripheral Route Fastlink is designated a HER (ID: MAB62813) located within the carriageway. This HER is a geophysical survey that was carried out in 2012 and therefore no physical structure is present.
- Ury House, New Mains of Ury Cottages is a NRHE (ID: 118792) and HER (ID: MAB42067) located 60m north of the carriageway.
- Cowie Railway Bridge is a HER (ID: MAB42242) located 80m south of the carriageway.
- Mains of Cowie Triangulation Points are two HERs (ID: MAB42329 and MAB62832) located 170m and 160m south of the carriageway.
- Ury House, Cowie Water is a NRHE (ID: 273215) located 95m southeast of the carriageway.

There are no World Heritage Sites, Scheduled Monuments, Battlefields, Conservation Areas, or Historic Environment Records located within proximity to the scheme.

Landscape and visual effects

The scheme is located along the A90 and A92 SB carriageway directly north of Stonehaven, Aberdeenshire. The carriageway is immediately bordered by short grasses and shrubs, allowing for views stretching multiple kilometres to the north, south, and west. However, embankments border both sides of the carriageway for a short section (approximately 325m). The carriageway also traverses a section of the B979.

The scheme is situated in a semi-rural area with agricultural fields surrounding the carriageway in most directions. However, the town of Stonehaven located to the southwest of the scheme and modern residential developments and housing estates are being constructed directly adjacent to the west of the scheme. The scheme is also in a coastal setting, with the North Sea located less than 1km to the east.

Due to the scheme's relatively open topography and minimal vegetation screening, multiple properties will have a view of the works, particularly along Glenury Crescent and Polbare Close (160m south). However, the railway line in proximity to the scheme may block some lines of site. A property on 'New Mains of Ury Cottages' is the closest in view to the works located 60m north at NO 87028 87259. The furthest property with a view of the scheme is located 3.5km southwest on Toucks.

There is one [Core Path](#) within 300m of the scheme. 'Stonehaven' is a paved footway that crosses under the carriageway at NO 87306 87250 before running parallel to the works 60m north of the carriageway. There are no other pedestrian pathways that cross under or over the carriageway or that will have a view of the works.

[National Cycle Network route](#) 1 also crosses under the carriageway at NO 87306 87202. However, unlike the core path, does not run parallel to the scheme and instead continues north.

There are no [Bridleways](#) within 300m of the scheme location.

According to [Scotland's Environment Web Map](#), there are no National Scenic Areas (NSAs) or Gardens and Designed Landscapes located within 500m of the scheme extents. Furthermore, there are no [Tree Preservation Orders](#) (TPOs) within this boundary.

However, there are three [Ancient Woodland](#) with proximity to the works, all of which unnamed:

- Wood ID: 22352 is located 30m northwest of the scheme;
- Wood ID: 22354 is located 110m south of the scheme; and

- (Wood ID: 22350 is located 200m northwest of the scheme.

Scotland's [Historic Land Use Assessment Map](#) has highlighted that the land within the scheme has historically been used as '[Motorway and Major Roads](#)'. The land surrounding the scheme location has historically been used as '[Urban Area](#)', '[Rectilinear Fields and Farms](#)', '[Cultivated Former Parkland](#)', and '[Designed Landscape](#)'.

The [Scottish Landscape Character Type \(LCT\) Assessment Map](#) shows the landscape within the scheme extents is [Fragmented Rocky Coast](#) (LCT 11). This LCT extends south from Aberdeen to Inverbervie on the east North Sea coast of Aberdeenshire. The LCT is characterised by cliffs, rocky inlets, and small offshore islets. Within this LCT, small villages, castles, and lighthouses are scattered along the coast.

Biodiversity

[NatureScot's Sitelink](#) resource does not highlight any European designated Sites designated for nature conservation in the form of Special Protection Areas (SPA) or Ramsar Sites located within 2km or sharing connectivity with the scheme extents. Sitelink has not identified the presence of any Local Nature Reserves within 1km of the scheme extents.

The [Garron Point Special Area of Conservation](#) (SAC) (ID: 8671) is located 1.35km east of the scheme.

Furthermore, the Garron Point Site of Special Scientific Interest (SSSI) (ID: 674) is located 750m east of the scheme.

As the scheme location falls within 2km of the Garron Point SAC, a HRA Stage 1 was undertaken. The HRA concluded that the scheme does not carry the potential to cause Likely Significant Effects to the SAC, or the Garron Point SSSI. This is due to the distance of the works from the designated sites and their relatively minor nature (like-for-like and contained to carriageway boundary). Furthermore, the HRA states that any impacts on water, air, and noise will not occur as a result of standard control measures such as those found below.

The NBN Atlas does not have any records of Invasive Non-Native Species (INNS) within proximity to the scheme. However, there are multiple records of the target species rosebay willowherb (*Chamerion angustifolium*), creeping thistle (*Cirsium arvense*), and common knapweed (*Centaurea nigra*). A review of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool

has highlighted that there are no INNS or target species along the verges of the carriageway within the scheme extents.

The scheme area and surrounding habitats were assessed by a senior ecologist using available desktop resources, and the requirement for a site visit was scoped out. This decision was based on the works being confined to the carriageway boundary and not requiring any vegetation removal or works within the verge. As a result, the works are considered to pose a low ecological risk.

Geology and soils

[NatureScot's SiteLink](#) confirms that there are no Geological Conservation Review Sites (GCRS), geological SSSIs or Local Geodiversity Sites (LGS) within 500m of scheme extents. The nearest GCRSs are Garron Point (ID: 9608) and The Toutties (ID: 10387), both located approximately 550m southeast of the scheme.

There are also no landfill sites within 200m of the scheme extents according to the Scottish Environment Protection Agency's (SEPA's) [Landfill sites and Capability Map](#).

The works are not located within Coal Mining Reporting Area as defined by the [Coal Authority and Mining Remediation Authority](#), indicating no history of mining activity in the wider area.

[The British Geology Viewer](#) notes the soil geology within the scheme extents consists of the following:

Superficial deposits:

- Mill of Forest Till Formation-Diamicton. These sedimentary deposits are glacial in origin and were formed during the Quaternary period.
- Ury Silts Formation-Clay, silt and sand. These sedimentary deposits are glacial in origin and were formed during the Quaternary period.

Bedrock geology:

- Glen Lethnot Grit Formation-Gritty psammite. These rocks were sedimentary in origin, but have subsequently undergone metamorphism and were formed during an undefined period.

[Scotland's Soil Map](#) indicates that the soil within the scheme consists of 'Brown earths' and 'Humus-iron podzols with mineral alluvial soils with peaty alluvial soils'. Furthermore, the [national scale land capability for agriculture](#) can be classed as '3.1' capable of producing consistently high yields of a narrow range of crops and / or

moderate yields of a wider range. This indicates that the ground surrounding the scheme cannot be classed as prime agricultural land.

All works are contained to the engineered layers of the existing carriageway with minor excavation contained to existing infrastructure in an urban setting, resulting in limited potential for disturbance to geology and soils. The likelihood of accidental leaks and spills will be relatively minimal given mitigation measures present under Road Drainage and the Water Environment will be adhered to. 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

The following materials will be required for construction:

- TS2010 surface course;
- AC20 Bituminous binder;
- AC32 Bituminous base;
- Vehicle fuel;
- Road marking materials;
- Road studs;
- Tactile Slabs;
- Oil; and
- Lubricant.

Resurfacing will use Transport Scotland's TS2010 warm-mix asphalt (WMA) specification with AC binder and base layers. 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.

All of the materials listed will contain a percentage of recycled material. For example, 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. The rest of the materials will come from primary sources.

Importantly, the site is currently being proposed as a 'super-site' trial location for sustainable materials. This means that treatments will likely involve the use of a Lignin additive (a renewable polymer found in plant cell walls) and will contain increased RAP in base and binder, and potentially bio-bitumen utilised in a Stress Absorbing Membrane Interlayer (SAMI) layer.

The waste produced by the scheme will consist of road planings (inert bituminous materials), Road Markings, and Studs. Following on-site coring investigations and testing, coal-tar was not identified within the surfacing of the carriageway within the scheme extent.

This scheme is not in excess of £350K and therefore does not require a Site Waste Management Plan (SWMP).

Noise and vibration

For baseline data on the scheme's immediate surroundings and wider context, please refer to 'Air Quality'.

There are approximately 210 residential properties within 300m of the scheme extents, the closest being located 50m north on East Lodge Drive (NO 86804 87258). There are no non-residential noise and vibration sensitive receptors within 300m of the scheme.

Baseline noise and vibration is primarily influenced by traffic using the A90 and A92, with additional contributions from agricultural activities. The nearest manual count point ([80043](#)), located along the A90 1.7km southwest, recorded an AADF of 25,709 in 2025, with 2,474 of these being HGVs.

The [Transportation Noise Action Plan \(TNAP\) 2019 - 2023](#), the [TNAP 2024 - 2028](#), and the [Agglomerations Noise Action Plan for Scotland](#) confirms that the scheme does not lie within a Candidate Noise Management Area (CNMA) or one of Scotland's five agglomerations (Aberdeen, Dundee, Edinburgh, Falkirk, and Glasgow).

According to [Scotland Noise Map](#), existing noise levels within the scheme extents range from approximately 68dB to 73dB (Lday) during daytime hours and from 58dB to 63dB (Lnight) at night. At the nearest identified receptor, a property located 45m south of the carriageway on Gala Street, baseline noise levels are recorded at approximately 56dB during the day and 47dB during the night. These values provide a representative indication of the current acoustic environment in the area.

Population and human health

A study area of 300m was applied, reflecting the like-for-like nature of the works and their containment to the carriageway boundary.

For baseline data on the scheme's immediate surroundings and wider context, please refer to 'Air Quality'.

There are approximately 210 residential properties within 300m of the scheme extents, the closest being located 50m north on East Lodge Drive (NO 86804 87258). There are no non-residential sensitive receptors including, community assets, facilities, and businesses of note within 300m of the scheme.

There is one [Core Path](#) within 300m of the scheme. 'Stonehaven' is a paved footway that crosses under the carriageway at NO 87306 87250 before running parallel to the works 60m north of the carriageway. There are no other pedestrian pathways that cross under or over the carriageway, or that will have a view of the works.

[National Cycle Network route](#) 1 also crosses under the carriageway at NO 87306 87202. However, unlike the core path, does not run parallel to the scheme and instead continues north.

There are no [Bridleways](#) within 300m of the scheme location.

There are no bus stops, street lighting, laybys, or access points to residential properties or community facilities within the scheme extents. A hard shoulder is also not present adjacent to the area of works.

Road drainage and the water environment

According to the [Scottish Environment Protection Agency's \(SEPA's\) Water Classification Hub](#), the closest watercourse is Cowie Water – Rickarton to sea (ID: 23253) which is located 30m west of the scheme where it passes under the carriageway. This river has 'Good' ecological health according to the Water Framework Directive (WFD). The undesignated watercourse Megray Burn is located 260m north of the scheme. This burn flows into three Sustainable Drainage System (SuDS) ponds located 45m north of the carriageway. In addition, there are multiple unnamed small watercourses located in proximity to the carriageway, the closest being located 200m north of the carriageway. There are no further undesignated or unnamed watercourses within 500m of the works.

According to [SEPA Flood Maps](#), Cowie Water has a 'High' likelihood (10% annually) of flooding. However, this does not extend into the scheme extents. There is a section of the scheme (approximately 500m) that has a 'High' likelihood of surface water flooding. The SuDS ponds do not have a chance of flooding.

Surface water runoff along the carriageway, within the scheme extents, is managed via gullies located on the central reserve and filter stones located on both sides of the SB carriageway. [Groundwater](#) within the scheme consists of Portlethen Groundwater (ID: 150625) which has an overall 'Good Ecological Health' according to the WFD.

According to the [National Flood Risk Assessment \(2025\)](#) and the current cycle of flood risk management planning (2022 – 2028), the scheme is also not located within a Potentially Vulnerable Area (PVA) for flood risk management within Scotland. However, according to [the future cycle \(2028 - 2034\)](#), approximately half of the scheme falls within the Stonehaven PVA (ID: 375).

The works do not fall within a [Nitrate Vulnerable Zone](#) (NVZ), indicating that the concentration of nitrates in the water is not at risk of exceeding levels set by the [European Commission's Nitrates Directive \(91/676/EEC\)](#). Furthermore, the works do not fall within a surface [Drinking Water Protected Area \(DWPA\)](#). This highlights how according to the [Water Environment \(Drinking Water Protected Areas\) \(Scotland\) Order 2005](#), there are no nearby surface water bodies that are designated for drinking water abstraction. The surface water within the scheme extents is also not intended to be used for drinking water. Consequently, there is no direct pathway for surface water pollution in the surrounding area to impact drinking waters. Importantly however, drinking water may still be abstracted from the ground under the scheme for which appropriate control measures will still be followed.

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 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 North East Network Management Contract (NE NMC) network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

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 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 along the A92 and A90. This may result in a temporary deterioration in local air quality. However, as works are overnight, the volume of traffic along the A92 and A90 at this time will be relatively minimal.

On site construction activities such as planing of the surface and mobile machinery movement have the potential to produce an increase in dust, emissions, and airborne particulate matter. This is likely to cause a slight and temporary deterioration in air quality within the local area.

The resurfacing activities are scheduled to occur during nighttime hours and will be of a relatively short duration. As such, any emissions of dust or vehicle exhaust will be temporary and localised. Given the limited scope and timescale of the works, no significant change in ambient air quality is predicted.

Mitigation

Best practice and measures as outlined in the '[Guidance on the assessment of dust from demolition and construction \(January 2024\)](#)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
- Only cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction will be used, e.g. suitable local exhaust ventilation systems

- Drop heights will be minimised from conveyors and other loading or handling equipment;
- 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.

In addition, 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 also be adopted, and effective route preparation and planning will be undertaken prior to works. Finally, where possible, materials will be sourced locally, and surfaces will be swept where loose material remains following planing.

With best practice and mitigation measures in place, no significant effects are anticipated upon completion of the works, and no further assessment is required in accordance with DMRB Guidance document LA 105: Air Quality.

Cultural heritage

Impacts

Construction of the A92 and A90 carriageway is likely to have removed any archaeological remains that may have been present within the trunk road boundary. Therefore, the presence of unknown archaeological remains in the study area has been assessed as low.

Although two cultural heritage assets are present within the carriageway boundary, no physical structure is present. Furthermore, works involve a direct replacement of existing road surface that is contained within the carriageway boundary with no verge works, ensuring no impact to the cultural heritage assets listed above.

Works will temporarily impact the heritage setting of the area due to the presence of TM, plant, and machinery; however, this will only be for the duration of the works.

Mitigation

During construction, plant, vehicles, personnel, materials etc. will be contained to the hardstanding areas of the A92 and A90 carriageway as far as possible. Furthermore, the site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.

If archaeological remains (ceramics, coins, bones, etc) or areas of discoloured soil are encountered during construction, the Amey Environmental team will be contacted, and works will cease until advice can be provided. Additionally, if the nature of the works changes, including if verge works become required, the Amey Environment team will be contacted prior to works commencing.

Provided control measures are adhered to, there are no cultural heritage assets within the surrounding area that are likely to be impacted. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage Assessment, no further assessment is required.

Landscape and visual effects

Impacts

The residential properties surrounding the A92 and A90 are likely to experience views of traffic management, plant, and construction machinery. Furthermore, users of the Stonehaven Core Path and National Cycle Network Route 1 that crosses under the scheme at NO 87306 87250 will have a view of the works. As the works are scheduled to take place during nighttime hours, pedestrian activity along the pathways surrounding the scheme is expected to be minimal at this time. As a result, any transient receptors are anticipated to experience a negligible visual impact.

Due to nighttime programming, temporary construction lighting may result in short-term disturbance for residential properties in close proximity to the works and users of the Core Path/National Cycle Network Route. However, as the works are relatively minor, short in duration, and undertaken on a like-for-like basis, no permanent alterations to landscape features and views are anticipated.

Construction activities will introduce a temporary change to the local landscape from the presence of construction plant, materials and traffic management. All landscape effects will be temporary and reversible.

Mitigation

The scheme has been designed to retain the existing landscape character as far as possible, ensuring that the overall appearance of the area remains unchanged.

Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

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.

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. Furthermore, as the majority of works within view of sensitive receptors are like for like, no permanent impact is expected. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

Increased noise levels and potential light spill from construction lighting have the potential to disturb any protected species in the vicinity. However, as the works are short-term and transient in nature and given the low likelihood of protected species being present within the carriageway boundary, any impact is expected to be minimal.

No excavation or vegetation clearance is planned, all materials and equipment will be stored on hardstanding areas, and no Invasive Non-Native Species (INNS) or target species are likely to be present on the carriageway verges. Therefore, there is limited potential to introduce INNS or spread target species including rosebay willowherb (*Chamaenerion angustifolium*), creeping thistle (*Cirsium arvense*), and common knapweed (*Centaurea nigra*).

As the scheme location falls within 2km of the Garron Point SAC, a HRA Stage 1 was undertaken. The HRA concluded that the scheme does not carry the potential to cause Likely Significant Effects to the SAC, or the Garron Point SSSI. This is due to the distance of the works from the designated sites and their relatively minor nature (like-for-like and contained to carriageway boundary). Furthermore, the HRA states

that any impacts on water, air, and noise will not occur as a result of standard control measures such as those found below.

Mitigation

Due to nighttime programming any artificial lighting required will be hooded and directed specifically at the work area to minimise light spill and disturbance to nocturnal species. In the event that any protected species are encountered during the works, all activity will cease immediately, and a member of Amey's Environmental Team will be contacted for further guidance. Furthermore, '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.

The protected species environmental briefing will be given to all site operatives before construction works will commence.

As part of the NMC, Amey, on behalf of Transport Scotland, has been asked to keep a record of various target species, including rosebay willowherb, creeping thistle, and common knapweed. Works will not cause the spread of these species, if works are likely to result in the spread of these species through disturbance, the landscaping team will be consulted. Additionally, removal of any vegetation/habitats will not occur without prior notification to Amey's Environmental team where the appropriate method statements will be drafted.

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.

Material assets and waste

Impacts

Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.

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,

which will reduce the need for further materials and wastes. The use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions. Furthermore, the use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay.

The works will result in contribution to resource depletion through use of virgin materials. Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.

Warm-mix asphalt (WMA) will be used as it reduces fuel and energy consumption and reduces GHG production during mixing and installing phases. WMA also increases the laying window and compaction of the material.

Mitigation

If the estimated bid for this scheme unexpectedly increases above £350,000, a Site Waste Management Plan will be developed. This will detail how resource use and waste arising from the works will be managed throughout the scheme. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.

The Contractor 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.

Environmental Authorisations (Scotland) Regulations (EASR) 2018 classes waste asphalt (uncontaminated) as a Low-Risk Waste Activity (LRWA) under '[LRWA 3 - Treating asphalt road planings in a milling machine](#)'. This means that uncontaminated road planings arising from the works do not require authorisation and will be fully recycled in accordance with SEPA's guidance on asphalt road planings.

All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.

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. Furthermore, where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated

Greenhouse Gases (GHG) emissions on climate change. Once works are complete, all materials will be reused throughout the network, if not possible they will be recycled locally.

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. WMA requires less heat, reducing energy use, making it more environmentally friendly in comparison to HMA.

The 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

Construction activities associated with the works have the potential to generate noise and vibration at nearby sensitive receptors, including residential properties located with proximity to the A90 and A92. This may occur through the use of pavers, planers, roller wagons and other plant during nighttime working hours.

TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.

There are no anticipated impacts on noise and vibration following the completion of works.

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:

- 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. Additionally, No plant, vehicles or machinery will be left idling when not in use

- 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.

In addition to the above, Aberdeenshire Council's Environmental Health Department and residential properties within 300m have been notified of the works due to the nighttime programming. Amey's environmental briefing on Noise and Vibration will also be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted on Noise and Vibration as the works will be transient. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Impacts

Construction site lighting during nighttime hours could cause disturbance for residential properties in close proximity as well as users of the Core Path and National Cycle Network Route with proximity to the scheme. The Core Path and Cycle Route will remain open during the works.

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). However, vehicle travellers and nearby receptors will benefit from the improved road surfacing due to reduced road noise as a result of the scheme.

Mitigation

A letter drop will be undertaken for properties within 300m of the scheme, to notify all residential properties of the works. TM restrictions/arrangements and any expected

travel delays will also be publicised within the local and wider area via radio and letterbox drop, in an effort to minimise disturbance to vehicular travellers and agricultural businesses in the local area.

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

As the works are within proximity to a watercourse, 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. However, 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.

Additionally, 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, this debris may be mobilised and could enter the road drainage having a negative effect on the surrounding local water environment. Should flooding occur within the scheme extents, this may delay the scheduled works.

With regard to flooding, although the works are in the Stonehaven Potentially Vulnerable Area for 2028 – 2034, the carriageway is located on raised ground compared to the surrounding landscape and adequate drainage is present along the entirety of the scheme. Furthermore, the completion of the works is unlikely to significantly increase the risk of flooding within the scheme extents. Consequently, severe flooding within the scheme extents in the future is unlikely.

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. Furthermore, 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 Amey control room will be contacted if any pollution incidences occur (available 24 hours, 7 days a week).

Weather reports will be monitored prior and during all construction activities and visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind. 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.

All operatives will follow of [SEPA's Guidance for Pollution Prevention](#) (GPP) documents and the delivery of Amey's Water Pollution Prevention environmental briefing will be given to all site operatives prior to the works.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual effect on the local water environment during construction is considered to be not significant. In accordance with DMRB Guidance document LA 113: Road Drainage and the Water Environment, no further assessment is required.

Climate

Impacts

Due to the small scale and short duration of the works, the scheme impacts are not expected to have significant effect on climate in the context of national carbon budgets.

However, construction of the scheme will result in the emission of GHGs. The use of fuel for plant and machinery during construction will require the exploitation of fossil fuels, while some materials required for the scheme will be from primary sources and require transportation to site. The nature of the scheme requires HGVs resulting in local air quality degradation and GHG emissions, combined with combustion fuel usage.

Energy will be required for the scheme in the form of non-renewable fossil fuels for transport of materials and personnel, and for plant operation. The use of non-renewable fuels to power plant and machinery will be a contributing factor to GHG emissions.

The use of WMA will lead to a decrease in energy consumption and Carbon dioxide due to the heating requirements, compared to HMA.

Mitigation

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

The full extent of carbon emissions relating to these works is unknown until construction is complete. However, as the scheme is of a relatively minor nature with minor associated emissions, it has been determined that the scheme will not significantly influence Scotland's ability to meet its carbon budgets.

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

Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the carriageway structure, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

It has been determined that the project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment of cumulative effects

A review of the [Scottish Road Works Commissioner's Interactive Map](#) and [Amey's current programme of works](#) confirms that no other roadworks are scheduled to take place at the scheme location or during the planned timeframe for the resurfacing works.

Additionally, a search on [Aberdeenshire Council's Planning Map](#) has not identified any approved or pending planning applications that would conflict with the 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.

Assessments of the environmental effects

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

The following environmental surveys/reviews/consultations have been undertaken:

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in July 2026.
- Habitats Regulation Appraisal (HRA) Stage 1 undertaken by Amey's Environmental Team in July 2026. The HRA states that the scheme does not carry the potential to cause Likely Significant Effects (LSE) to the European or National Site.
- Consultation with Aberdeenshire Council's Environmental Health Department undertaken by Amey's Environmental Team in July 2026.

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 one hectare in area.

The scheme is not situated in a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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, 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.
- 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.
- 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.
- No significant effects 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.
- No disturbance is anticipated to protected species within 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.
- Warm-mix asphalt (WMA) will be used as it reduces fuel and energy consumption and reduces GHG production during mixing and installing phases. WMA also increases the laying window and compaction of the material.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary 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.
- The scheme is not situated in whole or in part within a sensitive area.

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during nighttime hours with traffic management in place.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- The risk to major accidents or disasters is considered low.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Road planings will be recycled where possible, in accordance with Environmental Authorisations (Scotland) Regulations (EASR).

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications. Measures will be in place to ensure appropriate removal and disposal of waste.

References of supporting documentation

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in July 2026.
- Habitats Regulation Appraisal (HRA) Stage 1 undertaken by Amey's Environmental Team in July 2026. The HRA states that the scheme does not carry the potential to cause Likely Significant Effects (LSE) to the European or National Site.

Annex A

“sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
 - land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
 - a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
 - a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
 - a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
 - a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
 - an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.
-



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

© Crown copyright 2026

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the [Open Government Licence](#).

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

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

Published by Transport Scotland, September 2026

Follow us:



transcotland



@transcotland

transport.gov.scot