transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M90 Balmanno Hill Southbound (Resurfacing)

Contents

Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the M90 carriageway (southbound) at Balmanno Hill, located between Glenfarg and Bridge of Earn, Perth and Kinross. The works are required as the carriageway is currently displaying various structural defects, such as fretting, rutting, cracking and patching.

The scheme is 1.3 kilometres in length, with an area of approximately 1.59 hectares.

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, and potentially EME2 (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 for approximately twelve working days. The works will be undertaken during both day and night-time working hours to reduce the construction period.

Works will be undertaken within existing TM arrangements (contraflow) along the M90 associated with Phase 2 of the Glenhead Bridge Refurbishment scheme, near Glenfarg.

Location

This section of the M90 carriageway is a dual carriageway located at Balmanno Hill, located between Glenfarg and Bridge of Earn within Perth and Kinross, at the following National Grid References (NGRs) (Figure 1):

- Scheme start: NO 15065 14164
- Scheme end: NO 14655 15036

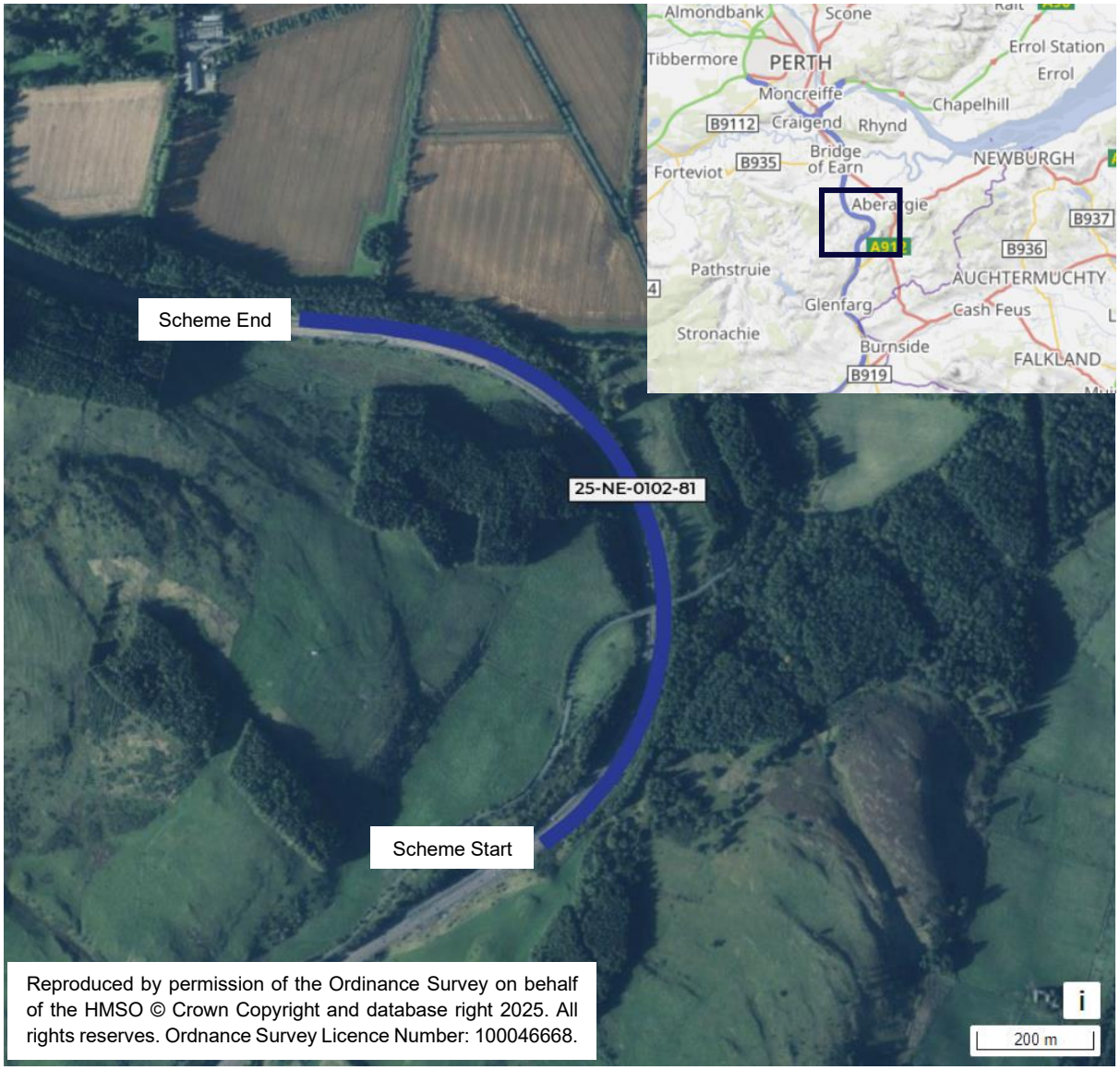

Figure 1. Scheme Location Map.

Description of local environment

Air quality

The scheme extents cover a largely rural stretch of the M90 carriageway at Balmanno Hill, located between Glenfarg and Bridge of Earn, Perth and Kinross. Baseline air quality surrounding the scheme extents is likely to be influenced primarily by traffic flow along the M90, with secondary sources from agricultural activities. Annual Average Daily Flow (AADF) in 2024 along the M90, approximately 4.5km south of the scheme extents (site number: 20813) was counted at 26,903 total vehicles, with 2,538 (9.4%) Heavy Goods Vehicles (HGVs).

Perth & Kinross Council have one currently declared Air Quality Management Area (AQMA), Perth City for exceedances in nitrogen dioxide (NO_2) and fine particulates (PM_{10}). This AQMA is located over 6km from the scheme extents. There are no real-time air quality monitoring stations (Air Quality in Scotland) or any sites on the Scottish Pollutant Release Inventory (SPRI) located within 1km of the scheme extents.

There are no air quality-sensitive receptors, including residential properties or community facilities located within 200m of the scheme extents. The closest receptors are situated over 400m from the scheme extents.

Cultural heritage

A desktop study using Historic Scotland Designations and PastMap identified one designated cultural heritage asset within 300m of the scheme extents, Kilnockie Railway Viaduct, a Category B Listed Building (Reference LB5433), located approximately 300m northeast at NGR NO 15437 14962. Constructed between 1887 and 1890, the viaduct comprises five semi-circular arches of bullfaced masonry.

Kilknockie Viaduct is also recorded under the Historic Environment Record (HER) (Reference MPK8418), with the online records indicating it is located partially within scheme extents. It is classified as a farmstead (Early Modern to Late Modern) and a quarry post (Medieval to Late Modern).

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

Landscape and visual effects

Landscape

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

Pottiehill Wood, an Ancient Woodland Inventory (AWI) site is located approximately 30m east of the scheme extents (Scotland's Environment Map). No other statutory or non-statutory landscape designations, including Tree Preservation Orders, are present within 500m or visible from the scheme.

The scheme falls within the Lowland Hill Ranges Landscape Character Type (LCT 382), defined by open, upland landscapes with volcanic ridges and glens, grass moorland and upland pasture, with sparse settlement and visible cultural heritage features like hill forts and historic field boundaries.

Visual

There are no constant visual receptors of the scheme including residential receptors, core paths or public footways. Transient visual receptors include road users (motorists, public transport users) travelling along the M90, who will experience brief and intermittent views of the scheme.

Biodiversity

Protected areas

There are no local, national or European designated biodiversity sites located within 2km, or with hydrological connectivity to the scheme. This includes Sites of Special Scientific Interest (SSSIs), Local or National Nature Reserves, Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites (Sitelink).

Pottiehill Wood, listed on the AWI lies approximately 30m east of the scheme extents (Scotland's Environment Map). No Tree Preservation Orders are located within 500m of the scheme extents.

Field survey

An ecological field survey has been scoped out by a qualified ecologist due to the transient nature of the works and their containment within the trunk road boundary, indicating a low likelihood of significant ecological impact.

Invasive plants

Transport Scotland's Asset Management Performance System (AMPS) has recorded numerous identifications of rosebay willowherb *(Chamerion angustifolium),* an injurious weed and Transport Scotland (TS) target species along the southbound verge of the M90 carriageway. The closest identification is recorded 5m from the carriageway boundary. Common ragwort *(Jacobaea vulgaris),* another injurious weed and TS target species is identified 5m east of the carriageway boundary along the scheme extents.

No invasive non-native species are recorded within 500m of the scheme extents.

Geology and soils

Geology

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

Bedrock geology comprises (British Geological Survey Geology Viewer):

- Ballagan Formation - sedimentary mudstone and siltstone from the Carboniferous period (approximately 344.5 million years ago (Mya)).
- Ochil Volcanic Formation - igneous basaltic-andesite from the Devonian period (approximately 419.2 to 393.3 Mya).

Superficial deposits consist of:

- Devensian till (Diamicton) - sedimentary deposits formed during the Quaternary period (approximately 116 and 11.8 thousand years ago).

Soils

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

Material assets and waste

Materials

Materials required are as follows:

- Surfacing, binder and base materials (TS2010 aggregate, AC20 binder, AC32 base and potential for EME2);
- Road marking materials/paint;
- Road studs;
- Vehicle fuel;
- Oil; and
- Lubricant.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, the binder and base courses used for resurfacing will contain a percentage of recycled material.

Wastes

Wastes are anticipated to be carriageway planings which will primarily be recycled at a licenced facility, thereby reducing the amount sent to landfill and promoting circular economy practices.

At the time of writing, coring investigations have not been undertaken. Coal tar is not anticipated given the scheme's location and previous coring results along the M90.

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

The scheme is located in a predominantly rural area, where baseline noise levels are primarily influenced by traffic on the M90, with secondary sources from agricultural activity. For AADF details, please refer to the Air Quality section above.

Modelled day-evening-night (L_{den}) noise levels along the scheme extents range from >75dB to 80 B and night noise levels (L_{night}) for the period 23:00-07:00 range from >65dB to 70dB. L_{den} is a noise indicator for overall annoyance based upon annual average A-weighted long-term sound over 24 hours, with a 5 dB(A) penalty for evening noise (19:00-23:00) and a 10 dB(A) penalty for night-time noise (23:00-07:00) (Scotland's Noise Map).

There are no noise-sensitive receptors (NSRs) including residential receptors, community facilities and businesses. located within 300m. The nearest receptors are situated over 400m from the scheme extents.

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

Population and human health

There are no residential receptors located within 300m, with the closest situated over 400m north.

The works will be fully contained within the carriageway boundary, requiring no land take from residential, agricultural, business, or community land, and furthermore will not impact access or egress to any such land.

There are no Core Paths within or visible from the scheme extents, and no provision for walkers, cyclists, or horse-riders (WCH) due to the motorway setting.

No laybys, lighting points or bus stops are located along the scheme extents.

Road drainage and the water environment

Surface water

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

There are no watercourses located within 500m of the scheme extents, including statutory main rivers designated under the Water Framework Directive (WFD) (Scottish Environment Protection Agency (SEPA) Water Classification Hub). However, numerous field drains are present within 500m, with one culvert crossing the carriageway within the scheme extents at the approximate NGR NO 15258 14498.

Groundwater

The scheme lies within the Glenfarg groundwater body (ID: 150527) which was classified as having a good overall condition under the WFD in 2023 (SEPA Water Classification Hub).

The scheme is not located within a Scottish Government Nitrate Vulnerable Zone (NVZ).

Flood risk

Localised areas of the M90 carriageway within the scheme extents have been identified at risk of pluvial flooding, particularly south of the M90 overbridge and along the culverted field drain. This area has a high (10%) annual probability of surface water flooding (SEPA's Flood Map).

Climate

Carbon Goals

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

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

- 2026 - 2030: Average emissions to be 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline
- 2041 - 2045: Average emissions to be 94% lower than baseline.

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

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

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

Amey are working towards a contractual commitment to have carbon neutral depots on the 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.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance (Guidance – Environmental Impact Assessments for road projects (transport.gov.scot)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) LA 101 and LA 104 were used to form this assessment.

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities may temporarily affect local air quality due to dust and particulate emissions, particularly during milling of the carriageway surface. Increased HGV and construction plant presence may also contribute to short-term emissions. TM will likely cause congestion and elevated traffic-related emissions during the works.

However, there are no changes to traffic flow characteristics post-construction (composition, speed or flows) and any air quality impacts will be short-term.

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

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

The following additional mitigation measures will be implemented:

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

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

Cultural heritage

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 no significant vibration effects are anticipated due to the nature and scale of the works. Therefore, there is no anticipated impact to the identified listed building located 300m from the scheme extents.

The non-designated HER within the scheme extents is not expected to be impacted, as the works involve like-for-like resurfacing. The original construction of the M90 and associated infrastructure likely removed any archaeological remains, and the potential for unknown archaeology is considered low.

The following mitigation measures will be in place:

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

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

Landscape and visual effects

Short-term impacts on landscape character and visual amenity are anticipated during construction due to the presence of TM, construction plant, vehicles and artificial lighting. However, these effects will be limited as all activities will be restricted to made ground on the M90 carriageway; no constant visual receptors are present and the works are scheduled to occur overnight over twelve working days, further reducing visibility and disruption.

Upon completion of the works, no residual landscape or visual impacts are anticipated. The visual appearance of the site will remain largely unchanged, with the improved road surface being the only discernible difference.

The following mitigation measures will be in place:

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

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

Biodiversity

Construction activities have the potential to cause temporary adverse impacts on biodiversity due to vehicle presence, noise and artificial site lighting during the night-time works. These may disturb protected species within the scheme surroundings.

No invasive non-native species (INNS) have been recorded within the scheme extents. Although injurious weeds such as rosebay willowherb and common ragwort have been recorded along the M90 roadside verges, the absence of land-take, site clearance, or topsoil import significantly reduces the risk of their spread or introduction.

While no watercourses are present within 500m, field drains and a culvert within the scheme extents pose a potential risk of indirect pollution to aquatic habitats, particularly during milling operations and periods of heavy rainfall (see Road Drainage and the Water Environment section for further details).

The following mitigation measures will be in place:

- A ‘soft start’ procedure with regard to plant, machinery and vehicles will be implemented daily to gradually increase noise levels and minimise disturbance.
- Directional site lighting will be used, aimed away from sensitive ecological features such as adjacent woodland.
- Plant, vehicles and materials will be contained to areas of engineered ground and not stored on grass verges as far as reasonably practicable. Any damaged areas will be reinstated post-works.
- If a protected species is encountered, works will be paused and advice sought from Amey’s Environmental Team.
- Additional pollution prevention measures are detailed in the Road Drainage and the Water Environment section.
- As part of the Network Management Contract, 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 cause the spread of these species, if a possibility arises wherein works are likely to result in the spread of these species through disturbance, the appropriate Amey landscaping team will be consulted.

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

Geology and soils

All works are contained to the engineered layers of the existing carriageway, resulting in limited potential for soil disturbance.

In the absence of mitigation, there is a risk of pollution to soils from accidental spills or leaks of fuels and oils from construction plant and machinery. However, any impact is expected to be minor and temporary, with no significant effect on soil function or quality.

The following mitigation measures will be in place:

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

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

There is potential for resource depletion through the use and transportation of primary materials such as aggregates. However, the use of recycled content in the binder and base courses, and the application of TS2010 surfacing which offers enhanced durability and reduced maintenance requirements (compared with other stone mastic asphalt (SMA) products) helps mitigate long-term resource use.

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

- A SWMP will be prepared prior to the works which will detail how resource use and waste will be managed. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.
- The Contractor is responsible for the disposal of road planings, and this will be registered in accordance with a Paragraph 13(a) waste exemption issued by the SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

- All waste will be disposed of at SEPA-licenced facilities by carriers with valid waste licences. A waste transfer note (WTN) will be completed every time waste is removed from the site and retained for two years.

At the time of writing, coring investigations have not been undertaken. Coal tar is not anticipated given the scheme's location and previous coring results along the M90. However, if coal tar is identified within treatment depths, it will be treated as special waste, with the following regulatory requirements adhered to:

- All special waste will be transported by a suitable licenced contractor and accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste source, hazardous properties and disposal/treatment facility. The SWCN will be retained for three years.
- Special waste will be segregated with general waste and other recyclables.

The following mitigation measures will be implemented:

- Operators will follow duty of care protocols for the safe handling, storage, and transfer of waste. This includes maintaining proper documentation and the use of licensed carriers.
- Waste will be stored in suitable, covered containers, and segregated at the source where possible.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Good materials management methods (e.g., 'just-in-time' delivery) will be used to minimise and prevent the disposal of unused materials.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.

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

Noise and vibration

Construction activities, particularly milling and the use of machinery such as planers and construction vehicles may cause temporary noise and vibration impacts. These are not expected to significantly exceed ambient levels or result in notable disturbance, in particular as no NSRs are identified. TM may also contribute to short-term increases in noise due to congestion.

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

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

- Quiet working methods will be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Operations will be sequenced to minimise simultaneous use of high-noise equipment, and a 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- Plant and machinery will be regularly maintained to prevent excessive noise from worn parts or inefficient operation.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. Where night-works are to be undertaken, the noisiest works will be undertaken before 23:00 where possible.

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

- Amey's Noise and Vibration environmental briefing will be delivered to all site operatives before works start.

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

Population and human health

Construction activities may cause temporary disruption to road users due to TM, noise, and delays. However, impacts are expected to be minor, as works are scheduled overnight, outside peak traffic hours, and no full road closures or diversions are required.

Local residents and road users will be informed of the proposed working schedule, in particular the times and durations of the works through a pre-construction notice of the works and journey planning via social media; and on approach to scheme extents.

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

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

Road drainage and the water environment

Construction activities may pose a risk of indirect pollution to the water environment from spills of fuels, oils, chemicals, and road planings entering surface runoff and drainage systems. While no watercourses are located within 500m, a culvert carrying field drainage crosses the scheme which could act as a pathway for pollutants.

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

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

- All operatives will be aware of SEPA's Guidance for Pollution Prevention (GPP) documents.
- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site both during and following the works.
- All site operatives will be made aware of site spillage response procedures and in the event of a spill all works associated with the spill will stop, and the incident reported. Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required.
- The Amey control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- In the event of a pollution incident, SEPA will be notified without delay.
- Weather reports will be monitored prior to and during the works with all construction activities temporarily halting in the event of adverse weather or a flooding event. The works will only continue when it is deemed safe to do so and runoff/ drainage can be adequately controlled to prevent pollution.
- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
    - Away (>10m) from surface water drainage systems; and
    - Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather.
    - Fuels stored within a drip tray, bund or other form of secondary containment with at least 110% of the maximum volume of a single container.

- Where refuelling on site is required, there will be designated refuelling areas, located more than 10m from surface water drainage systems, and within hard standing and bunds to prevent leaks or spills escaping.
- 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 line with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

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

The following mitigation measures will be in place:

- Where possible, materials and suppliers will be sourced locally to reduce GHG emissions associated with travel distance.
- Waste disposal will be directed to local licensed facilities where possible.
- Plant, machinery and vehicles will not be left idling when not in use.
- Further actions and considerations for this scheme are detailed in the above Material Assets and Waste section.

With best practice mitigation measures in place, no significant effects are anticipated on Climate. Therefore, in line with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

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

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

Assessment cumulative effects

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

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

Amey's current programme of works has identified the Phase 2 Glenhead Bridge Refurbishment scheme, ongoing just south of the M90 Balmanno Hill resurfacing works, near Glenfarg.

While programming for both schemes will overlap, the resurfacing works will be coordinated to utilise the existing contraflow TM arrangements in place for the bridge refurbishment. This approach is expected to mitigate additional traffic disruption and minimise congestion impacts.

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

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

Assessments of the environmental effects

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

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

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

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

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

Characteristics of the scheme:

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

Location of the scheme:

- Works are not located within 2km, or with hydrological connectivity to any European designated sites.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole, or in part in a sensitive area.
- The scheme will be contained to the existing M90 carriageway surface and as such, no land take or vegetation clearance will be required. In addition, the scheme will not alter any local land uses or habitats.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Measures to minimise the potential disturbance to protected species will be implemented.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.

- No in combination effects have been identified.

Annex A

"sensitive area" means any of the following:

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

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

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

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

Published by Transport Scotland, September 2025

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot