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Environmental Impact Assessment Record of Determination

M90 Friarton Bridge – Internal Walkway Improvements

Contents

Project Details

Description

The scheme is required to design and replace a subframe to support the walkway currently present within the box girders on the M90 Friarton Bridge, Perth. At present, the walkway is defective and substandard in its supports and handrails. Defects noted during recent inspections include the walkway buckling in the struts which support individual sections and sections of handrail which are loose or have collapsed. The current Glass Reinforced Plastic (GRP) mesh walkway bends under the loading of one person (approx. 75kg) and deflection was observed at 20mm, passing the allowable maximum by 10mm.

Construction activities for the scheme will entail the fixing of a subframe to the existing box girder stiffeners to support the GRP walkways. The subframe will consist of a channel section or 'I' beam the full length of a single panel, positioned at each side of the walkway with an attached handrail to provide additional edge protection. All construction activities will be contained within the box girders themselves with materials being moved to-and-from the box girder to staging areas at either end of the structure. The works include:

- Edge protection for fall prevention;
- Sub-frame installation; and
- Handrail installation.

Plant, vehicles and machinery required for the scheme include:

- Mobile-elevating work platform (MEWP);
- Operative transport vehicles; and
- Delivery vehicles.

Schemes taking place at the Friarton Bridge structure such as the above require site compounds. These compounds will be constructed at the designated hard-standing access point present at the northern extent of the structure. At the southern extent, site compounds are present beneath the structure at the southern box girder access point. In both instances, site compounds are present beneath the structure, with an approximate 10-20m coverage outwith the structure boundary.

Construction is currently programmed to take place in September 2025 with works anticipated to last for approximately three to five months in total with sporadic working expected. Works will take place during daytime hours.

The proposed works will take place within the box girders of the structure and; therefore, no traffic management (TM) will be required for the scheme.

Location

The M90 Friarton Bridge structure is located within the city of Perth, Perth and Kinross with the works entailing walkway replacements within the box girders within the bridge structure itself. The two end points of the structure can be found at the approximate National Grid References (NGRs) detailed below. The scheme location is illustrated in Figure 1: Scheme Location:

- Northern end point: NO 13266 22102
- Southern end point: NO 12769 21171

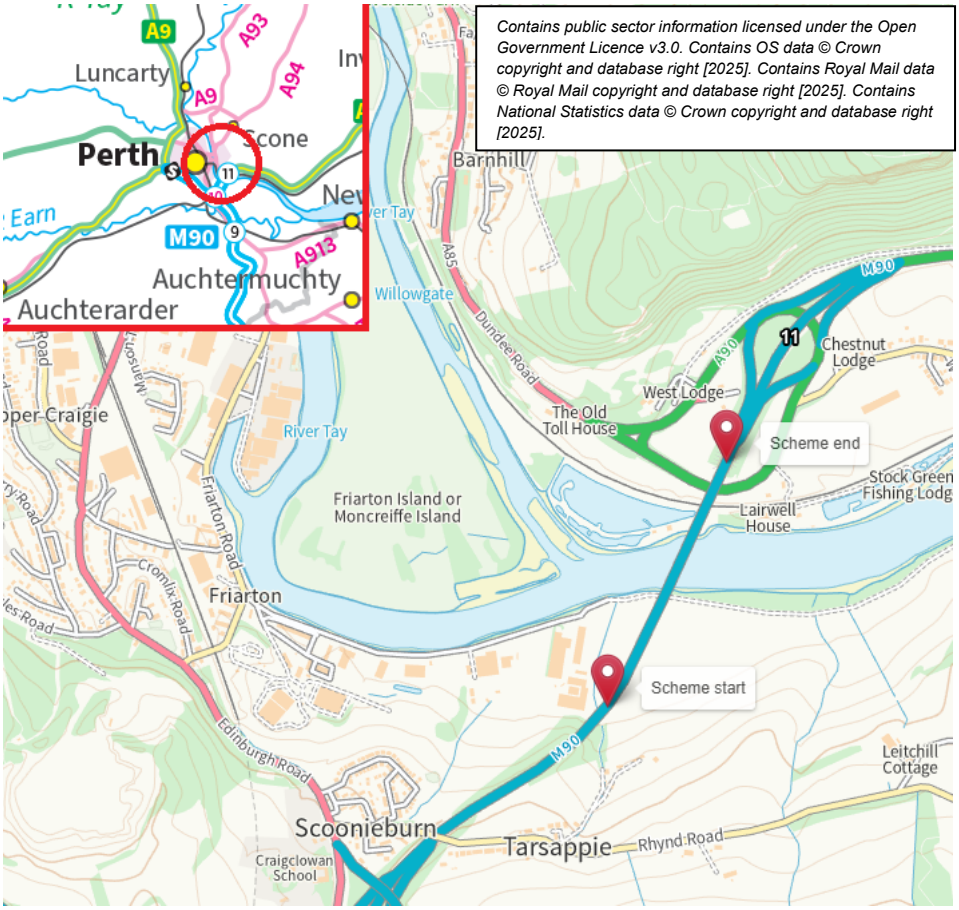

Figure 1: Scheme location.

Description of local environment

Air quality

Baseline air quality levels are likely to be influenced by vehicle traffic from the M90 carriageway and surrounding agricultural and residential activities. The Annual Average Daily Flow (AADF) in 2023 for the M90 carriageway within the scheme extents (estimated count point: 50751), accounted for 39,186 vehicles, with 4,040 of these being Heavy Goods Vehicles (HGVs).

Eight residential air quality sensitive receptors have been identified within 200m of the works area (closest approx. 120m northwest). Non-residential air quality sensitive receptors have been identified within 200m of the scheme extents including Willowgate Activity Centre (approx. 80m west), Clover Holidays accommodation (approx. 140m northwest) and Perth Sailing Club (approx. 200m east).

Perth and Kinross Council have declared two Air Quality Management Areas (AQMAs) at Perth City and Crieff High Street. Perth City AQMA is declared for its levels of particulate matter of a diameter less than 10 microns (PM_{10}) and nitrogen dioxide (NO_2) and is located partially within the scheme extents. Crieff High Street AQMA is declared for its levels of PM_{10} and NO_2 and is located approx. 26km west of the scheme extents. No real-time air quality monitoring stations are present within 200m of the proposed scheme extents.

The Scottish Pollutant Release Inventory (SPRI) has identified the ENVA Waste Electrical and Electronic Equipment (WEEE) facility located approx. 60m west of the proposed scheme extents. No other identified sources of pollution are present within 1km of the scheme extents.

Cultural heritage

The Amey ET&S Scotland GIS Constraints Map resource has been utilised to ascertain the designated and undesignated culturally significant assets within proximity to the scheme extents (see Tables 1 and 2 below). Designated assets have been determined using a buffer of 300m, whilst undesignated assets have been determined using a buffer of 100m. Where a designation is duplicated, only the highest level of classification has been listed below.

Table 1: Designated cultural heritage assets within 300m.

Name and Designation	Reference Number	Description	Distance from Scheme
Kinfauns Castle	LB11962	Category C listed building.	220m west

Table 2: Non-designated cultural heritage assets within 100m.

Name and Designation	Reference Number	Description	Distance from Scheme
Perth, Friarton Bridge; Bridge	MPK6428	Historic Environment Record (HER)	Within the scheme extents.
Limeyhaugh Fishing Lodge	79805	Canmore	60m west

Landscape and visual effects

The surrounding landscape consists of the River Tay watercourse, agricultural fields, woodland and the city of Perth. No National Scenic Areas (NSAs) or Garden Designed Landscapes (GDLs) have been identified within 500m of the scheme extents (Amey ET&S GIS Constraints Map). Scotland's Landscape Character Type Map lists the landscape character type present within the scheme extents to be 'Lowland Hills – Tayside' (southern extents) and 'Firth Lowlands' (northern extent).

Due to the urban nature of the scheme, multiple residential visual receptors are present with sight of the Friarton Bridge however, with all works being contained within the box girders, it is not anticipated that visual receptors will have sight of the scheme. Footways are present running beneath and within sight of the Friarton Bridge, as are Perth and Kinross Council Core Paths 'W/CAR' with 'W/CAR/50' ('Riverside Walk. Lairwell via Willowgate Fishery to Bellwood Park') running beneath the scheme's northern extent. No visual impacts are anticipated on these core paths with the works taking place within the box girders exclusively.

No Tree Preservation Orders (TPOs) have been identified within 500m of the scheme extents.

Biodiversity

The areas surrounding the M90 Friarton Bridge adjacent to the scheme extents contains areas of dense woodland, farmland, the River Tay and the city of Perth. Scotland's Ancient Woodland Inventory (AWI) has identified the Deuchny Wood

ancient woodland ('Long-Established (of plantation origin)', site ID: 61) located approx. 360m north of the scheme extents.

NatureScot's Sitelink resource has identified the presence of the River Tay Special Area of Conservation (SAC) located beneath the Friarton Bridge and approx. 400m south of the northern extents and 300m north of the southern extents of the scheme. Due to the potential for likely significant effects on these designated European sites, a Habitats Regulations Appraisal (HRA) has been undertaken for the scheme.

No Nationally designated sites (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) have been identified within 200m of or have connectivity to the scheme extents.

The NBN Atlas resource has identified the presence of Invasive Non-Native Species (INNS) within 500m of the scheme extents including Giant hogweed *(Heracleum mantegazzianum)*, Himalayan balsam *(Impatiens glandulifera)* and Japanese knotweed *(Reynoutria japonica)*. This resource has also identified the presence of Transport Scotland Target Species including Spear thistle *(Cirsium vulgare)*, Rosebay willowherb *(Chamaenerion angustifolium)*, Creeping thistle *(Cirsium arvense)*, Broad-leaved dock *(Rumex obtusifolius)*, Curled dock *(Rumex crispus)* and Common ragwort *(Jacobaea vulgaris)* within this parameter. The Amey Environment North East Network Management Contract (NE NMC) INNS Map resource has also identified the presence of Giant hogweed beneath the M90 Friarton Bridge structure. The Transport Scotland Target Species Common ragwort has also been identified within this area using this resource.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resources and in turn, a site visit was scoped out. The works containment within the M90 Friarton Bridge box girders has allowed for this conclusion due to the lack of disturbance expected on the surrounding environment as a result of this and the lack of protected species habitat (and/or access for protected species) regarding the box girders themselves.

The proposed scheme will take place over the Mean-High Water Springs of the River Tay, as defined by the Scottish Government Marine Directorate.

Geology and soils

The scheme is not located within 200m of any Geological Conservation Review sites (GCRs), or SSSIs designated for their geological significance (NatureScot's Sitelink).

The National Soil Map of Scotland classifies the land surrounding the scheme extents (ground level) as '3.2' (southern extent) and '5.2' (northern extent) with

regard to the Land Classification for Agriculture. This resource lists the soil present within the scheme extents (ground level) to be that of alluvial (southern extent) and mineral gleys (northern extent).

Bedrock Geology:

- Ochil Volcanic Formation - Andesite, pyroxene. Igneous bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.

Superficial Deposits:

- Alluvium - Clay, silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.

As a result of the works taking place strictly within made ground within the hardstanding access areas to the structure and within the M90 Friarton Bridge box girders, it has been determined that the project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

The works are required to design and replace a subframe to support the walkway currently present within the M90 Friarton Bridge box girders. Materials used will consist of:

- GRP channel sections/columns;
- GRP handrail system;
- GRP mesh (potential to reuse current mesh);
- Stainless steel clamps;
- Yellow grip tape;
- Oil;
- Lubricant; and
- Vehicle fuel.

Wastes are anticipated to be metal fixings, the existing handrail system, the existing GRP struts and the existing/excess GRP mesh.

This scheme value is in excess of £350k and therefore a Site Waste Management Plan (SWMP) will be produced. All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid Scottish Environment

Protection Agency (SEPA) waste carrier registration and the appropriate waste transfer note(s).

Noise and vibration

Baseline noise levels are likely to be influenced by vehicle traffic from the M90 carriageway and surrounding residential and agricultural activities. The AADF in 2023 for the M90 carriageway within the scheme extents (estimated count point: 50751), accounted for 39,186 vehicles, with 4,040 of these being HGVs.

Approximately 18 residential properties have been identified within 300m of the scheme extents with the closest property located approx. 120m northwest. Non-residential noise sensitive receptors have been identified within 300m of the scheme extents including Willowgate Activity Centre (approx. 80m west), Clover Holidays accommodation (approx. 140m northwest) and Perth Sailing Club (approx. 200m east).

Scotland's Noise Map has indicated modelled day-evening-night noise levels (Lden) within 20m of the carriageway to be between 65 and 80dB, 60-75dB within 120m and 55-60dB beyond 120m.

The scheme is not present within a Candidate Noise Management Area (CNMA) as noted within the Transportation Noise Action Plan.

Population and human health

The M90 carriageway within the scheme extents is located to the east of the city of Perth, Perth and Kinross. This section of the M90 carriageway links the city of Perth directly with the city of Dundee whilst also serving as a road-link to Fife and Midlothian. The city of Perth plays host to most public amenities and facilities, such as educational facilities, medical facilities and care facilities and acts as a destination point with regard to these amenities for nearby towns and villages accessed via the M90 including Bridge of Earn, St. Madoes, Glenfarg and Errol.

Approximately 18 residential properties have been identified within 300m of the scheme extents with the closest property located approx. 120m northwest. Non-residential properties have been identified within 300m of the scheme extents including Willowgate Activity Centre (approx. 80m west), Clover Holidays accommodation (approx. 140m northwest) and Perth Sailing Club (approx. 200m east).

The M90 Friarton Bridge within the scheme extents is not street-lit, contains no pedestrian footways, no laybys, no bus stops, no crossover points and no field

access points. The A85 off/on-slips are present at the scheme's northern extent whilst the Craigend Interchange is present approx. 200m south of the scheme's southern extent.

Perth and Kinross Council Core Paths 'W/CAR' are present within 300m of the schemes northern extent with 'W/CAR/50' ('Riverside Walk. Lairwell via Willowgate Fishery to Bellwood Park') present running beneath the scheme's northern extent specifically. No National Cycle Network (NCN) routes have been identified within 300m of the scheme extents.

Road drainage and the water environment

SEPA's Water Classification Hub has identified the River Tay watercourse (site ID: 6498) flowing beneath the scheme extents. This section of the watercourse is classified under the Water Framework Directive (WFD) as being in 'Poor' condition. Multiple unclassified (under the WFD) and minor watercourses have been identified within 500m of the scheme's southern extents including drainage assets and an unnamed burn. These assets flow into the River Tay.

SEPA's Water Classification Hub identified the groundwater conditions within the scheme extents (entitled 'Perth', site ID: 150583) as being in 'Good' condition.

SEPA's Flood Map has identified that the River Tay flowing beneath the scheme and its banks are at a 'High' (approx. 10%) risk of river water flooding each year. Small, localised areas beneath the structure (including at the works vehicle access point at the north of the structure) are at a 'Medium' (approx. 0.5%) to 'High' (approx. 10%) risk of surface water flooding each year. The M90 carriageway within the scheme's northern extents is drained via top-entry gullies.

The M90 carriageway within the scheme's northern point is located within the Strathmore and Fife (including Finavon) Scottish Government Nitrate Vulnerable Zone (NVZ). NVZs are areas designated as being at risk from agricultural nitrate pollution. Areas such as the Strathmore and Fife (including Finavon) NVZ either result or would likely result in a concentration equal or exceeding 50mg/l of nitrates in either surface or groundwater as a result of agriculture.

The proposed scheme will take place over the Mean-High Water Springs, as defined by the Scottish Government Marine Directorate.

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 GHGs 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 South West Network Management Contract (SW NMC) network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance (Guidance – Environmental Impact Assessments for road projects (transport.gov.scot)). Relevant guidance, policies and plans accompanied with the

Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) LA 101 and LA 104 were used to form this assessment.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry the potential to produce airborne particulate matter, dust and generate emissions that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- Perth and Kinross Council's declared AQMAs will be unimpacted by the works due to the scheme's general containment within the M90 Friarton Bridge box girders and the minor nature of the proposed scheme.

Mitigation

- Best practice and measures as outlined in the 'Guidance on the assessment of dust from demolition and construction (January 2024)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
    - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (stockpiles will be covered or fenced to prevent wind whipping);
    - Cutting, grinding or sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
    - Vehicles carrying wastes and materials will be covered when entering and leaving the work area to prevent escape of materials during transport;
    - Equipment will be readily available on site to clean any dry spillages and spillages will be cleaned up as soon as reasonably practicable after the event using wet cleaning methods; and
    - When not in use, plant, vehicles and Non-Road Mobile Machinery (NRMMs) will be switched off and there will be no idling vehicles.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains.

- Operatives will limit impacts relating to indoor air quality using the following measures:
    - The use of sheeting to contain dust;
    - The use of face masks whilst carrying out dust generating activities;
    - Regular clean up of the site; and
    - The use of Heating, Ventilation and Air Conditioning (HVAC) systems.

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

Cultural heritage

Impacts

- Noise and vibration levels at the cultural heritage assets are likely to be similar during the works to those during the current day-to-day operation of the carriageway (i.e. from noise from HGVs etc.).
- There is the potential for impacts to the 'Perth, Friarton Bridge; Bridge' HER.
- No impacts are anticipated regarding the Kinfauns Castle listed building and the Limeyhaugh Fishing Lodge Canmore due to factors including the works minor nature, its containment within the M90 Friarton Bridge box girders and the general distance from the works area to the designations in question.

Mitigation

- Due to the scheme being undertaken within a non-designated culturally significant asset, consultation has been undertaken with the relevant regulatory bodies (Perth and Kinross Heritage Trust and HES) to ascertain whether further impacts/mitigations could be identified. No concerns or additions were raised by either body regarding potential impacts with regard to the works.
- During construction, plant, vehicles, personnel, materials etc. will be contained to hardstanding areas within the bridge access points and within the box girders at all times.

With mitigation measures in place, no significant effects are predicted on cultural heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Landscape and visual effects

Impacts

- No operational impacts are predicted for visual receptors and landscape character as works will mostly be contained within the box girders of the Friarton Bridge and temporary site compounds being contained within designated areas beneath the structure.
- Visual amenity may be reduced by the scheme during the transportation of materials/wastes/operatives to and from the bridge access points / site compounds for nearby visual receptors.

Mitigation

- Works will be contained within the M90 Friarton Bridge box girders (with access gained via bridge access points at either end of the structure). Site set-up and any storage areas required will be out with potential site lines where possible in order to minimise visual impacts on nearby receptors.
- Screening will be utilised where applicable/relevant to alleviate visual impacts during deliveries, materials/waste storage etc.

The residual effect on landscape and visual effects is deemed to be neutral. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects no further assessment is required.

Biodiversity

Impacts

- There is potential for protected species to be active within the surrounding area and for the works to result in disturbance to these species via impacts including pollution (air quality, noise and vibration etc.).
- The scheme does not have the potential to spread the INNS and Transport Scotland Target Species identified due to works being contained within the box girders. The presence of the site compound will be within hard-standing areas at either end of the structure.
- Due to their distance from the scheme extents (and the schemes containment within the box girders and designated hard-standing areas), no impacts are anticipated on the ancient woodland identified within 500m.
- The scheme has the potential to impact the River Tay SAC (if uncontrolled) via pollution events such as spillages into the surrounding water environment.

Mitigation

- An HRA has been undertaken to assess the impacts of the scheme upon the aforementioned designated European sites. No direct impacts or significant effect pathways are anticipated for the qualifying interests of the European sites, with the works in question taking place within the box girders (essentially indoors). Noise, visual disturbance and water and air pollution risks will be appropriately minimised by standard pollution and noise controls. The HRA concluded that no likely significant effects were posed on the site as a result of the scheme taking place.
- In the event that protected species are sighted, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the Amey ET&S team. The ET&S team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundaries of the M90 Friarton bridge box girder access points and within the box girders themselves.
- Noise mitigation measures as outlined in the Noise and Vibration section and pollution control mitigations as outlined in the Road Drainage and the Water Environment section will be adhered to during the works.
- Due to the scheme not being included as a construction activity within the appropriate Marine Licence (Bridge Maintenance - M90 Friarton Bridge, Perth - 00009957 Marine Licence, set to expire in December 2032) currently in place for the M90 Friarton Bridge, consultation was undertaken with the Marine Directorate to ascertain whether the works can be carried out without further licencing input being required. The Marine Directorate responded on 12/03/2025 stating that a variation to the current Marine Licence for Friarton Bridge must be undertaken to allow the works to proceed. All relevant conditions of the issued marine licence variation will be adhered to throughout the scheme.

With mitigation measures in place, no significant effects are predicted on biodiversity. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

Impacts

- The works will result in contribution to resource depletion through use of virgin materials.
- GHG emissions will be generated by material production and transportation to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuels, a non-renewable source.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- It is Amey policy to reuse or recycle as much waste material as possible. Where reuse is not feasible, waste material will be removed to a licenced waste facility.
- Where possible, different waste streams will be separated at the source.
- Waste will be stored in suitable containers and covered.
- A SWMP will be completed for the scheme.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works. Waste contractors will adhere to the duty of care with regards to the disposal of removed materials.

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

Noise and vibration

Impacts

- During the scheme, noisy works (such as the construction of a site-compound) will likely be required for prolonged periods (albeit, during daytime hours), which could cause disturbance for residential properties within 300m of the scheme extents, non-residential receptors and for the nearby amenity users.

Mitigation

- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- A soft start to the works will be undertaken, whereby plant/machinery will be turned on sequentially as opposed to simultaneously.
- Amey's environmental briefing on noise and vibration will be delivered to operatives prior to the start of construction.

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

Population and human health

Impacts

- No TM is required for the scheme, therefore; no impacts are predicted on the on/off-sips present at either end of the Friarton Bridge.
- Due to the scheme's general containment within the box girders and designated hard-standing areas, no impacts are anticipated on the Perth and Kinross Council Core Paths identified nearby.
- There will be no impact on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.

Mitigation

- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).

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

Road drainage and the water environment

Impacts

- If not adequately controlled, debris and runoff from the works could enter surrounding surface water environment. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage system, thus having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the surrounding water environment.
- Should flooding occur, this may delay the scheduled works.
- The scheme has the potential to impact the River Tay Water watercourse via pollution events.
- Due to the containment of the scheme within the Friarton Bridge box girders and designated hard-standing areas, the Strathmore and Fife (including Finavon) NVZ will not be impacted by the scheme.

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 both during and following the works.
- 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 (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted frequently, especially during heavy rainfall and wind.
- Weather reports will be monitored prior to and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop and only reconvene when deemed safe to do so.
- All storage of materials/fuel and any refuelling activities will be more than 10m away from any drainage inlet at all times and placed on a hardstanding surface.
- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- Amey's environmental briefing on water pollution prevention will be delivered to operatives prior to the start of construction.
- All site operatives will be made aware of the location of the River Tay prior to works commencing.
- All operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (namely, GPP 1, GPP 2, GPP 5, GPP 6, GPP 8, GPP 21 and GPP 22).
- Due to the scheme not being included as a construction activity within the appropriate Marine Licence (Bridge Maintenance - M90 Friarton Bridge, Perth - 00009957 Marine Licence, set to expire in December 2032) currently in place for the M90 Friarton Bridge, consultation was undertaken with the Marine Directorate to ascertain whether the works can be carried out without further licencing input being required. The Marine Directorate responded on 12/03/2025 stating that a variation to the current Marine Licence for Friarton Bridge must be undertaken to allow the works to proceed. All relevant conditions of the issued marine licence variation will be adhered to throughout the scheme.

With best practice mitigation measures in place (and the relevant Marine Licence), no significant effects on road drainage and the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road Drainage and the Water Environment, no further assessment is required.

Climate

Impacts

GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel distance and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

As the works will be limited to works contained within the M90 Friarton Bridge box girders, 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 cumulative effects

The Scottish Road Works Commissioner's Interactive Map and Amey's current programme of works have not yet highlighted any ongoing works on/surrounding/within the Friarton Bridge within the timescales involved however, this is due to the works taking place in September 2025 and sporadically thereafter.

Works being undertaken as part of the NE NMC on the Friarton Bridge in the coming months include electrical upgrades within the box girders (25-NE-1203-7) (June/July 2025), drainage upgrades (22-NE-1203-006) (April 2025), security fence upgrades (24-NE-1203-11) (August 2025), gully replacements (24-NE-1203-2) (ongoing) and edge beam spalling (22-NE-1203-003) (ongoing). Due to the minor nature of the scheme, combined with its containment within the box girders of the Friarton Bridge

and designated hard-standing areas (and the lack of TM involved), cumulative impacts are not anticipated as a result of the scheme.

Perth and Kinross Council' Planning Portal has not highlighted any planning applications of note during the timescale involved, or at the location of the scheme.

No other nearby schemes which may result in a combined effect on nearby receptors have been identified.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as those from 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, the residual impact is deemed neutral and there will be no significant effects on the environment.

The following environmental reports and consultations have been undertaken:

- An Environmental Scoping Assessment of the scheme, undertaken by the Amey ET&S Team in March 2025.
- Consultation with Marine Directorate in March 2025.
- Consultation with Perth and Kinross Heritage Trust and Historic Environment Scotland in April 2025.
- An HRA, undertaken by the Amey ET&S Team in May 2025.
- A variation application to the M90 Friarton Bridge Marine Licence, undertaken by the Amey ET&S Team in June 2025.

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

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

<u>Characteristics of the scheme:</u>

- Construction activities are restricted to the existing box girders and designated hard-standing areas within the structure and as such there will be no residual change to the local landscape as a result of the works.
- No in-combination effects have been identified.
- 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.
- As the works will be limited to the changes within the box girders, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment. No impacts on the environment are expected during the operational phase as a result of works.
- By improving the walkways within the box girders, this will provide this part of the M90 Friarton Bridge structure with another life cycle, and significantly improve the safety aspects for operatives, and enhance the potential for internal improvements/maintenance works within the structure.

Location of the scheme:

- Whilst the scheme is present over the River Tay SAC, works are internal within the M90 Friarton bridge box girders and designated hard standing areas and therefore; will not impact the sensitive area below.
- The scheme will be confined within the existing box girders and designated hard-standing areas and as a result will not require any land take or alter any local land uses or habitats.
- No impacts to the local landscape during the construction phase are anticipated. In addition, no operational adverse impacts are anticipated.
- An HRA has been undertaken regarding the scheme's presence above the River Tay SAC. This document has concluded that there will be no likely significant effects on the qualifying features of the site as a result of the scheme.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No in-combination effects have been identified.

Annex A

"sensitive area" means any of the following:

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

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