



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

M90 10-11 55 Friarton Bridge Drainage Upgrade

Contents

Project Details	4
Description.....	4
Location	6
Description of local environment.....	7
Air quality	7
Cultural heritage	8
Landscape and visual effects	8
Biodiversity	9
Ecology Field Survey:	9
Geology and soils	10
Material assets and waste	10
Noise and vibration	11
Population and human health	11
Road drainage and the water environment.....	12
Climate	12
Policies and Plans	13
Description of main environmental impacts and proposed mitigation	14
Air quality	14
Impacts.....	14
Mitigation.....	14
Cultural Heritage.....	15
Impacts.....	15
Biodiversity	15
Impacts.....	15
Mitigation.....	16
Material assets and waste	17
Impacts.....	17
Mitigation.....	17
Noise and vibration	18
Impacts.....	18
Mitigation.....	18
Population and human health	18

Impacts.....	18
Mitigation.....	19
Road drainage and the water environment.....	19
Climate	20
Vulnerability of the project to risks	21
Assessment cumulative effects.....	21
Assessments of the environmental effects	22
Statement of case in support of a Determination that a statutory EIA is not required.....	22
References of supporting documentation	23
Annex A.....	24

Project Details

Description

The works are required due to a number of issues identified with the existing drainage system along the M90 at Friarton Bridge and the carrier pipe is prone to blockages and leaks. Any leaks have the potential to impact or damage third party land under the bridge.

The works will involve excavating the ground next to Pier six of the bridge to install new pipes, headwall, oil interceptor and silt catchers.

The construction of the new drainage and outfall will include:

- Set up boundary fencing around Pier 6 and the works area;
- Excavate the ground next to the pier to install the new oil interceptor;
- Concrete a base for the oil interceptor to fix it into place then back fill with concrete;
- Rock armour is excavated, and a new outfall pipe is installed;
- A headwall will be installed around the outfall pipe and new timber fence around the head to prevent fall from height risk;
- Rock armour is backfilled around the headwall;
- Install a silt catcher before the oil interceptor and connect together;
- Split the carrier pipe from the bridge and run-down Pier 6 legs connecting into the silt catcher and the split pipes are then capped to create a north and south runs;
- Excavated material to be used as topsoil to cover the pipes and build a new embankment in front of the silt catcher;
- New timber fencing to be installed at the top of the embankment to prevent a fall from height risk;
- New access area for tankers to remove waste from the silt catchers and oil interceptor; and,
- Boundary fencing is removed.

List of all materials and equipment/plant that may be included in the scheme:

- Excavator;
- Concrete truck;
- Concrete/Pre-cast concrete;
- Type 3 Sub base;

- Gravel;
- Stihl saw;
- Scaffolding/Mobile Elevated Work Platform (MEWP); and,
- Timber fencing.

The total area of works is approximately 30m² (0.003ha) around the base of pier six of the Friarton bridge structure.

The proposed construction is programmed to be completed within this financial year (April 2024 to March 2025) and will be undertaken during daytime working hours over a period of four weeks.

Traffic management (TM) is to be utilised in the form of a single layby closure on the local road to the Scottish Water Treatment Plant which is located beneath the bridge structure adjacent to Pier six.

Location

The works are located beneath the southern end of the Friarton bridge, Perth and Kinross at Pier six, with an approximate area of 30m². The National Grid Reference (NGR) for the scheme is detailed below and illustrated in Figure 1:

- Scheme Location: NO 130215



Figure 1. Scheme Location.

Description of local environment

Air quality

The works are located within the rural setting of Perthshire, surrounded by areas of agricultural land, small areas of woodland, the River Tay approx. 10m north and small areas of residential, industrial and commercial land use.

There are no residential properties within 200m of the works.

The Willowgate café is located approx. 180m north of the works location on the northern bank of the River Tay.

The [Average Annual Daily Flow](#) (AADF) in 2023 for the main M90 carriageway above the scheme on the Friarton bridge (site no. 89303), accounted for 34,178 vehicles, with an average of 11% Heavy Goods Vehicles (HGV).

Perth and Kinross Council has declared two [Air Quality Management Area](#) (AQMA) and this scheme is located at the border of one. The AQMA is Perth and is declared for PM₁₀ and NO₂.

Three sites registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) have been identified within 1km of the scheme which are:

- Viridor, Enviroscoot located 100m north of the scheme.
- Scotloo, located 700m east of the scheme.
- Friarton Waste Transfer Station located 770m east of the scheme.

Cultural heritage

A desktop study using [PastMap](#) has not identified any designated features of cultural heritage within 300m of the works location.

The following non-designated features of cultural heritage are located within 200m of the works:

- Perth, Friarton Bridge; Bridge: Historic Environment Record (HER) (Ref: MPK6428) – Located on the bridge structure above the scheme;
- River Tay/Perth: HER (Ref: MPK 3471) – Located 200m northwest of the works.

Landscape and visual effects

Due to the works taking place at the base of pier six, the scheme extents will not be visible from any residential properties.

A desktop study using [NatureScot Sitelink](#) and [PastMap](#) online interactive map has not highlighted any areas designated for landscape character within 300m of the works.

Historic Environment Scotland's [HLAMap](#) has highlighted the surrounding historic land use to comprise of fields and farmland.

[Scotland's Ancient Woodland Inventory \(AWI\)](#) has not identified any areas of Ancient Woodland within 300m of the works. No [Tree Preservation Orders \(TPOs\)](#) have been identified adjacent to, or within 1km of the scheme extents.

[Scotland's Land Capability for agriculture map](#) lists the area surrounding the scheme extents as 3.1 (Land capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range) on the land capability for agriculture class scale.

The works will be restricted to the existing bridge footprint and will not impact upon the surrounding landscape. Views of, and from the road will be temporarily impacted during construction due to the presence of works, TM and plant. As the works are operating on a like-for-like basis, no permanent changes to landscape features are determined.

As such, impact to local landscape and visual effects has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Biodiversity

The immediate area surrounding the scheme extents contains mainly areas of agricultural land use with areas of industrial located 150m west.

[Scotland's Ancient Woodland Inventory \(AWI\)](#) has not identified any areas of Ancient Woodland within 300m of the works. No [Tree Preservation Orders \(TPOs\)](#) have been identified adjacent to, or within 1km of the scheme extents.

The National Biodiversity Network (NBN) Atlas mapping resource has not identified the presence of Invasive Non-Native Species (INNS) within 1km of the scheme extents.

A desktop study using [NatureScot's Sitelink](#) has identified the River Tay Special Area of Conservation (SAC) located approx. 10m north of the scheme.

The River Tay is the longest river in Scotland and the seventh-longest in Great Britain. The Tay originates in western Scotland on the slopes of Ben Lui, then flows easterly across the Highlands, through Loch Dochart, Loch Lubhair and Loch Tay, then continues east through Strathtay, in the centre of Scotland, then southeasterly through Perth, where it becomes tidal, to its mouth at the Firth of Tay, south of Dundee. Due to the works taking place 10m from this SAC, a Habitats Regulations Appraisal (HRA) has been undertaken.

The Amey Sustainability Solutions northeast INNS Map has not identified the presence of INNS within (or within 1km) of the scheme extents.

Ecology Field Survey:

An ecological walkover survey was undertaken on 8th March 2023 to identify any habitats or species constraints or opportunities. A further site survey was then undertaken on the 20th of September 2023.

Giant hogweed (*Heracleum mantegazzianum*) and Himalayan balsam (*Impatiens glandulifera*) are both present throughout the proposed works area. Giant hogweed and Himalayan balsam are listed under Schedule 9 of the Wildlife and Countryside Act 1981. Giant hogweed is phototoxic, causing phytophotodermatitis when the sap makes contact with skin.

Geology and soils

[The National Soil Map of Scotland](#) lists the soils surrounding the scheme extents as Noncalcareous gleys.

A desktop study using [NatureScot Sitelink](#) has not identified any Geological Conservation Review Sites (GCRS) or SSSI's designated for their geological features within 2km of the scheme extents.

A desktop study using the [British Geological Survey Map](#) has identified the local geology types as the following:

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.

Material assets and waste

Table 1. Key materials required for activities.

Activity	Material Required	Origin/ Content
Site construction	<ul style="list-style-type: none"> • PVC Drainage pipes; • Drainage pipe connections and fixings; • Concrete; • Gravel; and • Wood Fencing. 	<p>Materials will be reused from recycled content as much as possible.</p> <p>A concrete mix using cement replacement products is proposed.</p> <p>New metal components (if required) will likely contain an element of recycled material, reducing requirement for virgin materials.</p>

Table 2. Key Waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site construction	<ul style="list-style-type: none"> • Defective PVC drainage pipes; • Defective drainage pipe connections and fixings; • Excavated soil; and • Excavated concrete. 	<p>It is Amey policy to reuse or recycle as much waste material as possible.</p> <p>Excavated soil will be reused as backfill where possible, reducing the amount of waste produced.</p> <p>Material from old drainage pipes and connections will be recycled, where possible.</p> <p>This scheme is not in excess of £350k and therefore does not require a Site Waste Management Plan.</p>

Noise and vibration

The [AADF](#) in 2023 for the main M90 carriageway above the scheme on the Friarton bridge (site no. 89303), accounted for 34,178 vehicles, with an average of 11% HGVs. Baseline noise conditions at this location are likely influenced primarily by traffic travelling along the M90. [Noise Map Scotland](#) notes the daytime noise levels around the scheme extents range between 70<75dB.

There are no residential properties within 300m of the works.

The Willowgate café is located approx. 180m north of the works location on the northern bank of the River Tay. Due to its proximity to the scheme, this property is classified as a Noise Sensitive Receptor (NSR). No other noise sensitive receptors are located within 300m of the works.

The works do not fall within a [Candidate Noise Management Area](#) (CNMA) as defined by the Transportation Noise Action Plan, Road Maps.

Population and human health

There are no residential properties within 300m of the works.

The Willowgate café is located approx. 180m north of the works location on the northern bank of the River Tay.

There is no access to any residential properties within the scheme extents.

Two commercial buildings, Composite Doors and Shore Laminates are located approximately 290m southwest of the works location.

There is no streetlighting within the scheme extents.

Due to the motorway location of the works, there are no provisions for walkers, cyclists and horse riders (WCH) within the scheme extents.

[Core path](#) WCAR/50 is located 250m north of the works.

Road drainage and the water environment

A desktop study using SEPA's [Water Classification Hub](#) has identified the River Tay as a watercourse (ID: 6498) which flows adjacent to the scheme at 10m distance north. This watercourse is classified as having 'moderate ecological potential' under the Water Framework Directive (WFD).

Road drainage along the M90 carriageway above the scheme is utilised in the form of top entry gullies which then flow into carrier pipes along the bridge.

[SEPA's Flood Mapping system](#) has not identified any areas of surface or river water flooding within the scheme extents.

The scheme is located within the Strathmore and Fife (including Finavon) [Nitrate Vulnerable Zone](#).

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act included a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined](#)

[Contribution - gov.scot](https://www.gov.scot) (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

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

- The use of vehicles, plant and generators will result in emissions which will temporarily impact local air quality.
- On site construction activities carry the potential to produce airborne particulate matter and generate emissions that will have a temporary impact on local air quality.
- TM is unlikely to have any impact on local air quality.
- Due to minor nature of the works, the nearby AQMA is unlikely to be impacted.

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 will be used 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;
 - Drop heights from conveyors and other loading or handling equipment will be minimised;
 - Vehicles entering and leaving the work area will be covered to prevent escape of materials during transport;
 - Equipment will be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
 - When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.

- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.

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

- Works in areas contained within an HER site will not repurpose the nature of the designation and will be made to ensure the long-term viability and structural integrity of the designated structure (the Friarton Bridge).

Mitigation

- Should the nature of the works change, the Amey E&S team will be contacted prior to works commencing.
- Site operatives will be made aware of the cultural heritage designations within 300m of the scheme and their locations in regard to the scheme extents.
- All plant, machinery and materials will be stored within the carriageway boundary at all times.

No significant effects are predicted on Cultural Heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Biodiversity

Impacts

- A HRA, including appropriate assessment has been undertaken for the works and concluded that there will be no adverse effects on site integrity (AESI) to the River Tay SAC. The proposed scheme involves works to the bridge and will not directly impact the European Site. There will be no long-term disturbance to key species, no habitat or species fragmentation, no reduction in species density, no change in the key indicators and the habitat area of the designated sites will not be reduced as a result of the works. Site specific best practice will ensure no AESI to the European Site due to pollution and noise disturbance.

- The installation of new oil interceptor and silt catchers will require excavations to the semi-improved grassland surrounding Pier 6 of Friarton Bridge. Additionally, the grassland is anticipated to receive temporary disturbance by vehicle access to the proposed works location.
- Due to the presence of Giant hogweed and Himalayan balsam within the proposed works area, there is potential for personnel or machinery to come into contact with giant hogweed, which represents a health and safety concern and could result in the further spread of both species of plant.

Mitigation

- If a protected species is seen on or near the scheme, all works will be stopped until the animal passes by. The Environment team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- When in use, any artificial light will be directional and directed at the area of works as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland/structures).
- No vehicles, machinery or materials will be parked/stored on any soft verges.
- 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.
- Operatives will avoid extraneous noise whilst on site and will be briefed using Noise and Vibration briefing.
- As invasive non-native species, Giant hogweed (*Heracleum mantegazzianum*) and Himalayan balsam (*Impatiens glandulifera*) are located within the proposed works area, appropriate controls and working methodologies to prevent the spread of these species on and off the site will be detailed within an invasive species method statement. These will include but not be limited to the following:
 - All site operatives will be made aware of the INNS and will be briefed with the appropriate toolbox talks regarding the two species. The toolbox talk will provide details, particularly on identification, of the invasive species present on site, legislation relating to these species and the mechanism for reporting any sightings/ potential sightings of invasive species;
 - Where present, demarcation fencing including a minimum 7m buffer zone around stands of giant hogweed and Himalayan balsam will be installed.
 - No works will be undertaken within these buffer zones unless the controlled measures outlined below are followed;
 - Brush cutters/strimmers will not be used in proximity to invasive non-native species as this may spread invasive plant material within the site;
 - Any cut or excavated material containing invasive non-native species will be stored within the designated fenced area, and covered with geotextile membrane to ensure material is not blown away;

- Should excavation be required within the buffer zones of invasive non-native species for ground investigation works, the site contractor will make the laboratory aware of the contaminated soil;
- Should excavation be required within the buffer zones of invasive non-native species, care will be taken to ensure that no spread of contaminated soil occurs to other parts of the site by ensuring that all machinery and PPE will be thoroughly cleaned down before leaving the demarcated zone;
- Should material need to be removed from the site, this will be to an appropriately permitted facility that will accept this material;
- Transportation of any such material will only be made by vehicles filled to no more than $\frac{3}{4}$ full. All vehicles will be covered prior to leaving site;
- All machinery and PPE will be checked and cleaned prior to leaving site using a pressure washer and a hard brush to remove any seeds or residue. Also, where possible plant machinery on site will have rubber tyres as opposed to tracks to aid cleaning. All cleaning will be undertaken within the designated bunding/ material stockpile area on site (SEPA, 2016);
- The wash down areas will each measure 5m x 5m and where hardstanding is not present, the ground will be covered with a standard geotextile (e.g. Terram); and
- If any member of the site team believes they have observed a previously un-recorded stand of invasive non-native species, it will be reported to the appointed Environmentalist and Site Manager immediately.

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.
- Greenhouse gas (GHG) emissions will be generated by material production and transporting to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.

- Excavated soil will be reused as backfill where possible, reducing the amount of waste produced.
- Where possible, different waste streams will be separated at the source.
- Waste will be stored in suitable containers and covered.

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

- Noise heavy works will likely be required during daytime hours, which could cause disturbance for nearby sensitive receptors and protected species.

Mitigation

- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- Rubber linings will be used in, for example, chutes and dumpers to reduce impact noise.
- The use of a soft start to the works, whereby plant/machinery is 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

- TM will consist of single layby closure on the local road to the Scottish Water Treatment Plant.
- Core path WCAR/50 will not be impacted by the works due to sufficient distancing and all works restricted to the base of pier six.

Mitigation

- Advance traffic signs will be placed prior to works in an effort to minimise disturbance to vehicular travellers, and will inform road users of expected duration, timings, and any temporary TM arrangements/restrictions.

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 river 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.

Mitigation

- Best practice, as detailed by SEPA's Guidance for Pollution Prevention ([GPP5](#) and [GPP6](#)), will always be followed onsite. This will ensure that any potential debris/spills are not allowed to enter road drainage unchecked.
- 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, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers/shielding boards.
- Any pollution incidences will be reported to the Amey control room.
- Operatives will conduct regular checks of the work site, especially in periods of heavy wind and rainfall.
- 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.
- Bunds will be provided around drums up to 205 litres with a buffer of 25% of their capacity, and around bulk storage to a capacity of 110% of the stored fuel/oil.
- All plant and fuel storage at the site compound will be located on hardstanding and sited more than 10m from any watercourse.
- All plant and fuel storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.

- Storage and mixing of concrete will take place at least 10m away from watercourses.
- No washout from concrete mixing will be allowed to enter the water environment and will be taken off site for appropriate treatment.
- All oils and fuels will be returned to storage area after use.
- No refuelling will take place within 10m of any watercourse, including field drains and road drainage.
- 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, and when run-off/drainage can be adequately controlled to prevent pollution.
- Works will adhere to SEPA's [General Binding Rules \(GBR\)](#) GBR-6, GBR-9 and GBR-10A.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's Guidance for Pollution Prevention (GPPs), no significant effects are predicted on the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

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

Mitigation

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

It has been determined that the proposed scheme will not have direct or indirect significant effects to climate.

Vulnerability of the project to risks

As the works will be limited to the replacement of drainage components beneath the Friarton bridge, 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 proposed scheme will not 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](#) does not highlight any other works in the area at the time of construction.

[Perth and Kinross Council's Planning Portal](#) does not highlight any proposed developments or planning applications on the M90 carriageway within 2km of the scheme.

Amey's current [programme of works](#) has highlighted welding repair works taking place within the steel box girders of the Friarton bridge during October 2024. Due to the minor nature of the drainage works and the welding works taking place within the steel box girders there is unlikely to be any cumulative effects from these works.

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 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, the residual impact is determined to be no change and there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- A design Initial Environmental Review of the scheme, undertaken by the Environment Team at Amey in November 2023.
- A Habitat Regulations Appraisal was undertaken by the Sustainability Solutions Team at Amey in May 2024.

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) are situated in whole or in part in of 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:

Characteristics of the scheme:

- Construction activities are restricted to the existing bridge structure within made ground 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 like-for-like replacement of drainage 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. No impacts on the environment are expected during the operational phase as a result of works.
- By removing the drainage defects this will provide this part of the M90 carriageway with another life cycle, and significantly improve the drainage ability of the carriageway, which will result in safer conditions, and positive operational impacts for road users.

Location of the scheme:

- Works are not located within an area designated for its specific landscape character or quality.
- The scheme will be confined to the existing bridge structure and as a result will not require any land take and will not alter any local land uses.
- The scheme is located adjacent to the River Tay SAC for which a HRA has been undertaken and identified no AESI.

Characteristics of potential impacts of the scheme:

- The successful completion of the scheme will afford benefits to road users due to improved road drainage.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.

References of supporting documentation

- Initial Environmental Review – M90 10-11 55 Friarton Bridge Drainage Upgrade, November 2023.
- Stage 1 Habitats Regulations Appraisal- M90 10-11 55 Friarton Bridge Drainage Upgrade, May 2024.
- Stage 2 Habitats Regulations Appraisal- M90 10-11 55 Friarton Bridge Drainage Upgrade, May 2024.

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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