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# Environmental Impact Assessment Record of Determination

## A90 Binn Hill to Kinfauns

# Contents

# Project Details

## Description

Resurfacing works are required to maintain the safety and integrity of a section of the A90 carriageway located east of West Kinfauns, Perth and Kinross. The carriageway is displaying surface defects such as fretting and rutting.

Construction activities will entail the resurfacing of the A90 carriageway with the activities as follows:

- Installation of Traffic Management (TM);
- Milling of carriageway to agreed depths;
- Resurfacing of the carriageway to existing road levels using TS2010 surface course, binder and base;
- Reinstatement of road markings, linings and studs; and
- Removal of TM

The following plant/machinery/vehicles may be used throughout the scheme:

- Roller(s);
- Paver;
- Planer;
- Bitumen tanks;
- Extrusion liner;
- Paint tanker; and
- Wagon(s).

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, proposed for May 2026 for a duration of eight nights.

TM for the scheme will entail A90 lane closures for the duration of works. A convoy system will be in operation with carriageway left 1 lane closures, then switching to carriageway left 2 lane closures. Traffic Management measures will be active between 19:00-06:00.

# Location

The scheme is approximately 13,547m$^2$ located within a rural section of the A90 carriageway to the east of the village of West Kinfauns, Perth and Kinross, at the approximate National Grid References (NGRs) detailed below:

- NO 15240 22109
- NO 16676 21876

The scheme location is illustrated in Figure 1:

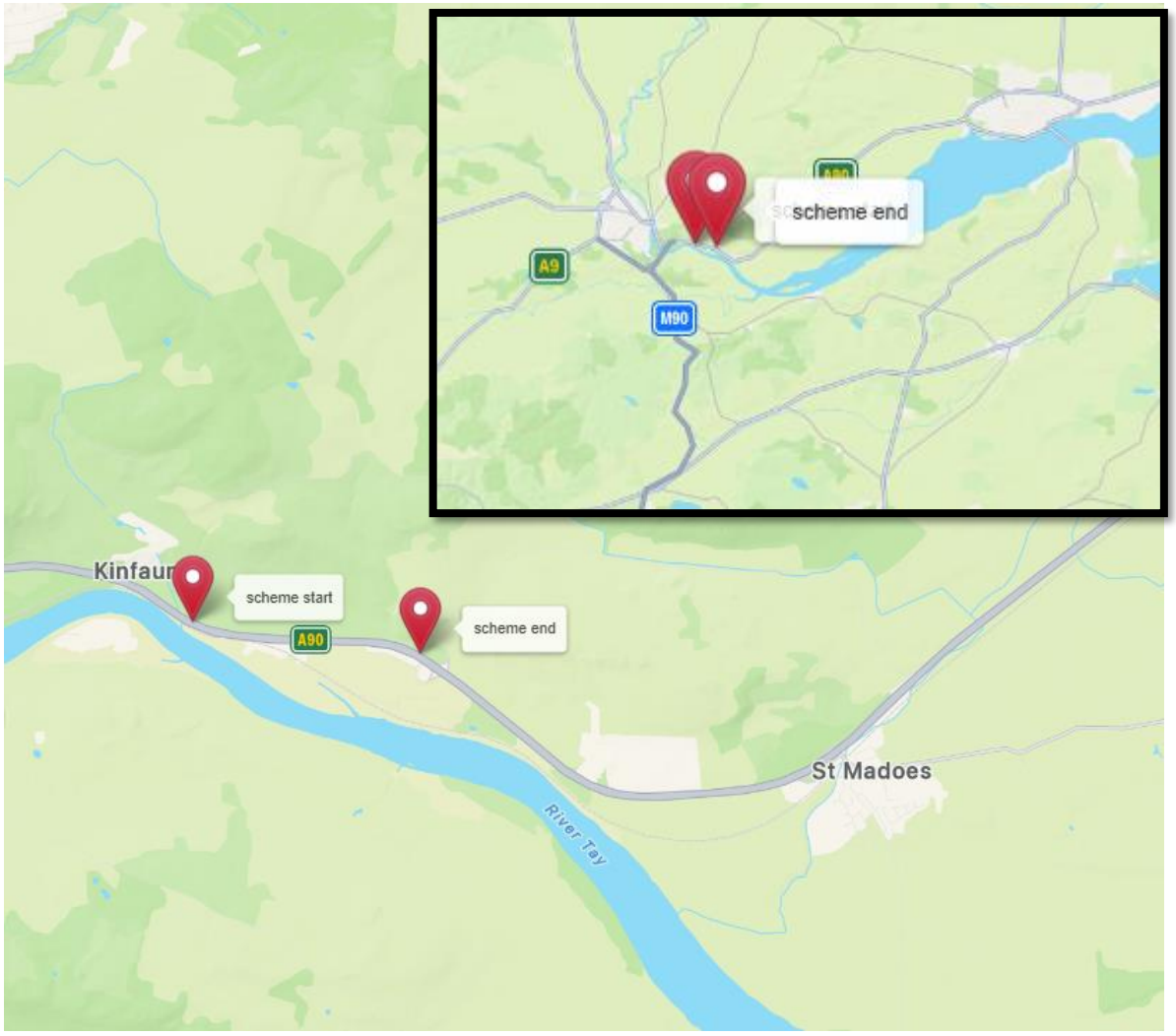


Figure 1 – Scheme location. Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal Mail copyright and database right [2026]. Contains National Statistics data © Crown copyright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

# Description of local environment

## Air quality

Baseline air quality levels are likely to be influenced by vehicle traffic from the A90 carriageway and surrounding agricultural activities. The Annual Average Daily Flow (AADF) in 2024 for the A90 carriageway, within the scheme extents (estimated count point ID: 80086), accounted for 40,677 vehicles, with 3,382 of these being Heavy Goods Vehicles (HGVs).

Eight residential properties have been identified within 200m of the scheme extents with the closest residential properties located 25m north on an unnamed road. No non-residential air quality sensitive receptors have been identified within 200m of the scheme.

The scheme is not within any Air Quality Management Areas (AQMAs) declared by Perth and Kinross Council. No real-time air quality monitoring stations are present within 200m of the scheme extents.

The Scottish Pollutant Release Inventory (SPRI) has not identified any polluting facilities within 1km of the scheme extents.

## Cultural heritage

With regard to designated culturally significant assets within 300m of the scheme extents, Scotland's Environment mapping resource has identified Kinfauns Castle Garden and Designed Landscape ID: GDL00240 immediately adjacent to the carriageway.

Table 1 shows non-designated culturally significant assets identified within 200m of the proposed scheme extents.

Table 1: Non-Designated Cultural Heritage Assets within 200m

| Name of designation | Reference Number | Description | Distance from Scheme |
|---|---|---|---|
| Kinfauns | 349380 | Canmore | Within the scheme extents |
| Burnfoot | 356667 | Canmore | Within the scheme extents |
| Kinfauns Castle | 127198 | Canmore | Within the scheme extents |
| Kinfauns Command Line | 377570 | Canmore | Within the scheme extents |
| Kinfauns Command Line Pill Box | 377640 | Canmore | 25m south |
| West Lodge | 127196 | Canmore | 20m south |

## Landscape and visual effects

The area surrounding the A90 carriageway within the scheme extents consists of agricultural areas with residential housing and fields. It is estimated that eight visual residential receptors are visible to/from the scheme extents. Core Path WCAR/56 traverses the carriageway within the scheme extents and will have a view of the works area.

No National Scenic Areas (NSAs) have been identified within 300m of the scheme extents (Scotland's Environment Mapping Resource). Kinfauns Castle Garden and Designed Landscape ID: GDL00240 has been identified immediately adjacent to the carriageway.

Scotland's Landscape Character Type Map lists the landscape character type present within the scheme extents to be 'Firth Lowlands - ID: 385'. The landscape is a predominantly flat and fertile area, enclosed by the abrupt change of slope to the steep Sidlaws escarpment to the north and emphasising the overriding horizontal landscape character by the flat plain of the Firth of Tay to the south.

Scotland's Historic Land-Use Map lists the land surrounding the scheme extents as Motorway and Major Roads as well as Rectilinear Fields and Farms and Managed Woodlands.

No trees under a Tree Preservation Order (TPO) have been identified within 300m of the scheme extents.

# Biodiversity

The A90 carriageway verge within the scheme extents contains sporadic areas of dense, mature woodland and vegetation separating the carriageway from residential properties and agricultural land. Scotland's Ancient Woodland Inventory has identified a long-standing Ancient Woodland area (ID: 19,020) located directly adjacent to the carriageway.

The River Tay Special Area of Conservation (SAC) has been identified approximately 85m south of the scheme. Due to the potential for likely significant effects on the designated European site, a Habitats Regulations Appraisal (HRA) has been undertaken for the scheme. No other designated sites of ecological importance such as Ramsar sites or Special Protection Areas (SPAs) have been identified within 2km of the scheme extents (NatureScot's Sitelink).

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

The NBN Atlas resource has highlighted records of the following within 200m:

- Himalayan balsam (*Impatiens glandulifera*),
- Rosebay willowherb (*Chamaenerion angustifolium*),
- Broad-leaved willowherb (*Epilobium montanum*), and;
- Japanese knotweed (*Reynoutria japonica*).

The Amey Environment NE Invasive Non-Native Species (INNS) Map resource has recorded the presence giant hogweed and common ragwort within 500m of the scheme extents but not within the extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource, and, in turn, a site visit was scoped out. The transient nature of the works combined with the requirement of the works to be contained within the pavement boundary has allowed for this conclusion.

# 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 lists the soil present within the scheme extents to be that of Stirling Noncalcareous gleys ID: 488. This resource states the surrounding land to be a '3.1' with regard to the Land Classification for Agriculture.

Bedrock Geology:

- Ochil Volcanic Formation-Pyroxene andesite. These igneous rocks are volcanic (extrusive) in origin. Poor in silica, they form fluid flows of lava with feeder dykes and sills.

Superficial Deposits:

- Glaciofluvial sheet deposits-Gravel, sand and silt. These sedimentary deposits are glaciofluvial in origin. They are detrital, generally coarse-grained, they form beds, channels, plains and fans associated with meltwater.
- Raised Tidal Flat Deposits Of Holocene Age-Silt and clay. These sedimentary deposits are shallow-marine in origin. They are detrital, generally coarse-grained forming beaches and bars in a coastal setting.
- Alluvial fan deposits-Gravel, sand, silt and clay. These sedimentary deposits are fluvial in origin. They are detrital, ranging from coarse- to fine-grained and form beds and lenses of deposits reflecting the channels, floodplains and levees of a river or estuary (if in a coastal setting).

As a result of the works taking place strictly on made ground within the A90 carriageway boundary, 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 side out and resurface the worn carriageway and reinstate road markings and studs. Materials used will consist of:

- Bituminous surfacing (TS2010, AC20 binder and AC32 base);
- Vehicle fuel;
- Road marking materials (thermoplastic road marking paint) and studs;
- Oil; and
- Lubricant.

Wastes are anticipated to be asphalt planings from the carriageway surface course, coal tar has been recorded from coring logs within scheme extents however the works will not disturb this. Environmental Authorisations (Scotland) Regulations (EASR) classes waste asphalt (contaminated and uncontaminated) as a Low-Risk Waste Activity (LRWA) under 'LRWA 3 - Treating asphalt road planings in a milling machine'. This means that uncontaminated road planings arising from the works do not require authorisation and can be fully recycled in accordance with SEPA's

'Activities exempt from waste management licensing – Paragraph 13(a)'. Contaminated road planings, such as Asphalt Waste Containing Coal Tar (AWCCT) will be recycled under SEPA's Position Statement on Cold Recycling (Reference: WAS-PS-06). Environmental authorisation from SEPA is not required for the recycling of AWCCT if the conditions within the aforementioned document are adhered to. This includes, but is not limited to, ensuring that AWCCT is stored on an impermeable surface with a sealed drainage system, is not stored on site for more than 12 months, and treatment occurs at the place where the waste asphalt was produced.

This scheme value is in excess of £350k and therefore a Site Waste Management Plan (SWMP) is required to be produced.

## Noise and vibration

Baseline noise and vibration levels are likely to be influenced by vehicle traffic from the A90 carriageway and surrounding residential and agricultural activities. The AADF in 2024 for the A90 carriageway, within the scheme extents (estimated count point ID: 80086), accounted for 40,677 vehicles, with 3,382 of these being HGVs.

There are 14 residential properties identified within 300m of the scheme extents with the closest located 25m north of the A90 carriageway. No non-residential noise sensitive receptors have been identified within 300m of the scheme extents.

Scotland's Noise Map has indicated modelled day-evening-night noise levels (Lden) in the areas surrounding the carriageway to be around 79 dB – 69 dB within 70m. Night-time noise levels (Lnight) surrounding the carriageway show levels of 72 dB – 59 dB within 70m. The scheme is not located within a Candidate Noise Management Area (CNMA) as defined within the Transportation Noise Action Plan.

## Population and human health

The A90 carriageway within the scheme extents is located east of the village of West Kinfauns, Perth and Kinross. This section of the A90 carriageway links smaller towns such as St Madoes, Errol and Inchture to the city of Perth. Whilst these smaller towns play host to amenities and facilities such as educational facilities, medical facilities and care facilities, a greater abundance and complexity of these facilities can be found within Perth.

There are 14 residential properties within 300m of the scheme extents with the closest located 25m north of the A90 carriageway. Community facilities and assets of note within 300m of the scheme extents include local farm businesses.

The A90 carriageway within the scheme extents is not street-lit and contains bus stops, public laybys and pedestrian footways as well as on/off slips for accessing Kinfauns. Single access points to fields and private properties are present within the scheme extents.

Core Path WCAR/56 crosses the carriageway within the scheme extents. 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 (site ID: 6498), as approximately 85m south of the scheme extents. Multiple field and road drains are also present within 500m of the A90 carriageway within the area of works.

SEPA's Water Classification Hub has identified the groundwater conditions within the scheme extents as The Carse Coastal Groundwater (ID: 150796) which has a 'Poor' overall ecological potential according to the Water Framework Directive (WFD) and also Perth Groundwater (ID: 150583) which has a 'Good' overall ecological potential according to the WFD. The scheme is within a drinking water protected area ID: 150796 and ID: 150583.

SEPA's Flood Map has identified highlighted that there is a 'Medium' to 'High' likelihood of river, coastal and surface water flooding along the A90 suggesting that each year this area has a 0.5% - 10% chance of flooding each year.

The A90 carriageway within the scheme extents is drained via top-entry gullies.The A90 carriageway within the proposed scheme extents 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.

# 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

### Impacts

- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. There is the potential of increased distances due to the lane closures for the duration of works, somewhat mitigated by the lower volumes of traffic at night. This may result in a temporary deterioration in local air quality.
- During construction there is the potential for an increase in dust and emissions from plant and machinery. This is likely to cause a slight deterioration in air quality within the local area. These impacts will last for the duration of the works only.
- An increase in the use of HGVs during construction will likely have an impact on air quality within the local area.

### 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;
    - Ensure vehicles entering and leaving the work area are covered to prevent escape of materials during transport;
    - Ensure equipment is 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.
    - 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 air quality effects are anticipated. Therefore, in line with DMRB Guidance document LA 105: Air Quality no further assessment is required.

# Cultural heritage

## Impacts

- Works are unlikely to physically alter the non-designated features highlighted above due to the small scale, like for like nature of the works.
- The works are located on already made ground therefore no impacts are anticipated on undiscovered cultural heritage assets and those non-designated assets identified within the carriageway boundary. The original construction of the A90 and associated infrastructure likely removed any archaeological remains, and the potential for unknown archaeology is considered low.

## Mitigation

- Vehicles and materials will not be stored or parked on grass verges where possible.
- 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 Assessment, no further assessment is required.

# Landscape and visual effects

## Impacts

- Due to the nature of the works, there will not be any permanent change to the landscape due to the like for like nature of the works.
- There will be no operational impacts on visual receptors as works entail the like-for-like resurfacing of the A90 carriageway within the scheme extents.
- Visual receptors identified have the potential to be visually impacted by the scheme during construction due to the presence of TM, plant, vehicles, machinery and operatives.
- The general setting of the area may be impacted during construction due to the presence of TM, plant, vehicles, machinery and operatives.
- The Garden Designed Landscape identified will not be impacted by the works because works are like-for-like in nature and restricted to the carriageway boundary

## Mitigation

- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges. Works will be contained within the A90 carriageway extents.
- Asset installation will be of a minimal visual impact (if any due to the like-for-like nature of the scheme) and will be in keeping with the current setting of the A90 carriageway within the scheme extents.
- Visual screening will be used where possible to minimise visual impacts on surrounding receptors.
- Where possible, vehicles, plant and machinery will be stored out of sight from nearby visual receptors. All site areas will be well-kept and tidy.

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

- The scheme does not have the potential to spread the INNS and Transport Scotland Target Species identified due to works being contained within the pavement boundary.
- Activities undertaken onsite could potentially have a temporary adverse impact on biodiversity in the area as a result of construction vehicles and plant onsite which may cause disturbance to local protected species and pollution of habitats with particular regard to noise, vibration, site lighting and air quality.
- The ancient woodland won't be impacted by the works as they are confined to the carriageway boundaries.
- The scheme has the potential to impact the River Tay SAC (if uncontrolled) via pollution events as spillages into the surrounding water environment and disturbance from noise / lighting.

## Mitigation

- Amey's environmental briefings will be delivered to site operatives prior to construction.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking underside for the presence of any mammals prior to commencing works. In addition, there will be a gradual increase in noise levels from plant.

- In the event that protected species is noticed on site, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the Amey Energy Transition & Sustainability Team. The environment team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- Vehicles, plant, machinery and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- As part of the Network Management Contract (NMC), Amey, on behalf of transport Scotland, has been asked to keep a record of various target species, including rosebay willowherb and common ragwort. Works will not cause the spread of this species, if works are likely to result in the spread of this species through disturbance, the Amey landscaping team will be consulted.
- All site lighting will be directed away from sensitive ecological receptors such as woodland and watercourses.
- A HRA has been undertaken to assess the impacts of the scheme upon the aforementioned designated European site. This HRA concluded that significant effects were not likely with standard mitigation measures implemented allowing for the following reasoning:
    - The habitat area of the designated sites will not be reduced as a result of the scheme.
    - There will be no long-term disturbance to key species as a result of the scheme.
    - No habitat or species fragmentation will occur as a result of the scheme.
    - There will be no reduction in species density as a result of the scheme.
    - There will be no change in the key indicators of conservation value.
    - The scheme works will not reduce the ability of the designated sites to cope with climate change.

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.

# Noise and vibration

## Impacts

- Construction activities associated with the works have the potential to cause noise and vibration impacts to nearby noise sensitive receptors, through the use of plant, vehicles and machinery during night-time hours.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and

nearby local amenity users will benefit from improved road surfacing as a result of the scheme.

## Mitigation

- Amey's Noise and Vibration environmental briefing will be delivered to site operatives prior to construction.
- Amey's ET&S team has contacted Perth and Kinross Council's Environmental Health Team to notify of the works and discuss any noise related concerns, due to night time programming
- Site supervisors will monitor the effects of noise and vibration levels during the works and make necessary adjustments to the working arrangements.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- A 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.

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

- There is no requirement for temporary or permanent land take as the site works take place all within the carriageway boundary.
- Nearby residents of surrounding settlements may experience travel disruption due to presence of TM, which may lead to increased journey times.
- Access to the residential properties located within 300m of the works will not be impacted by the works.
- Access to the agricultural fields located adjacent to the A90 may be temporarily impacted due to the TM.
- Bus stops, laybys and pedestrian footways within, or adjacent to the scheme extents are likely to be impacted by the works.
- Temporary site lighting has the potential to impact local receptors.

## Mitigation

- Layby closures will be advertised in advance of the works. The scheme manager will contact the local authority regarding the re-routing of bus stops and/or public footways where required. Where alternatives are to be provided, these will be well sign-posted and accessible.
- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area via radio and letterbox drop, in an effort to minimise disturbance to vehicular travellers and agricultural businesses in the local area.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- 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 run off from the works could be suspended in drainage systems. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage 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 adversely impact the water environment.
- Should flooding occur, this may delay the scheduled works.

## Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Refuelling and storage of fuels and chemicals must be kept 10 metres from drains, watercourses and drain coverings to avoid water pollution.
- 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.

- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (particularly GPP 1, GPP 5, GPP 6, GPP 8, GPP 21 and GPP 22).
- Amey's Water Pollution Prevention environmental briefing will be delivered to site operatives prior to construction.

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 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 not significant. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

# Vulnerability of the project to risks

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

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

# Assessment cumulative effects

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

Perth and Kinross Council Planning Portal not highlighted any planning applications within the scheme extents at the time of the works in question.

Amey's current programme of works has not highlighted any other works on the A90 carriageway that will be undertaken in conjunction with 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 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 deemed not significant 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 January 2026.
- A Habitats Regulation Appraisal of the scheme, undertaken by the Amey ET&S Team in January 2026.
- A council consultation email sent to Perth and Kinross Council to notify them of the works in February 2026.

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

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

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

- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.

- No 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.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment. No impacts on the environment are expected during the operational phase as a result of works.
- By removing the carriageway defects this will provide this part of the A90 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions, and positive operational impacts for road users.

Location of the scheme:

- Works are not anticipated to impact areas designated for their landscape character or quality and will not impact culturally significant designations present at the site due to its containment within the carriageway.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational adverse impacts are anticipated.
- An HRA has been undertaken regarding the scheme's presence 85m from 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.

# References of supporting documentation

1. Environmental Scoping Assessment January 2026
2. A Habitats Regulation Appraisal of the scheme, undertaken by the Amey ET&S Team in January 2026.

# 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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