



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

**A90 Forfar St Annes to B9128
Junction Phase 1 (Strategic
Road Safety)**

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Project Details

Description

Strategic road safety works are required to reduce collisions and improve roadside safety along an approximate 14.7km rural stretch of the A90 carriageway between the B9128 junction at Forfar and the A935 interchange at Brechin, Angus.

The scheme entails signage works within the central reservation and refreshing of road linings/markings. Overall construction activities are as follows:

- Refreshing road markings, lining, and studs in specified areas where road markings are in poor condition and collisions have historically occurred.
- Installation of new 'No U-Turn' signage at 31 central crossover locations.

The following (but not limited to) plant and machinery will be required:

- JCB/excavator;
- Lining/studding truck.

The proposed construction is programmed to be undertaken and completed within this financial year (April 2024 to March 2025), for approximately six weeks duration during overnight shifts.

Traffic Management (TM) will comprise of lane closures with a convoy system in place for the lining works, and offside lane closures for the signing works.

Location

This section of the A90 is a rural two-way dual carriageway, with the scheme on the northbound (NB) and southbound (SB) carriageways from the B9128 Junction at Forfar to the A935 interchange at Brechin at the following National Grid References (NGRs) (Figure 1):

- Scheme start: NO 44939 53617
- Scheme end: NO 57469 60028

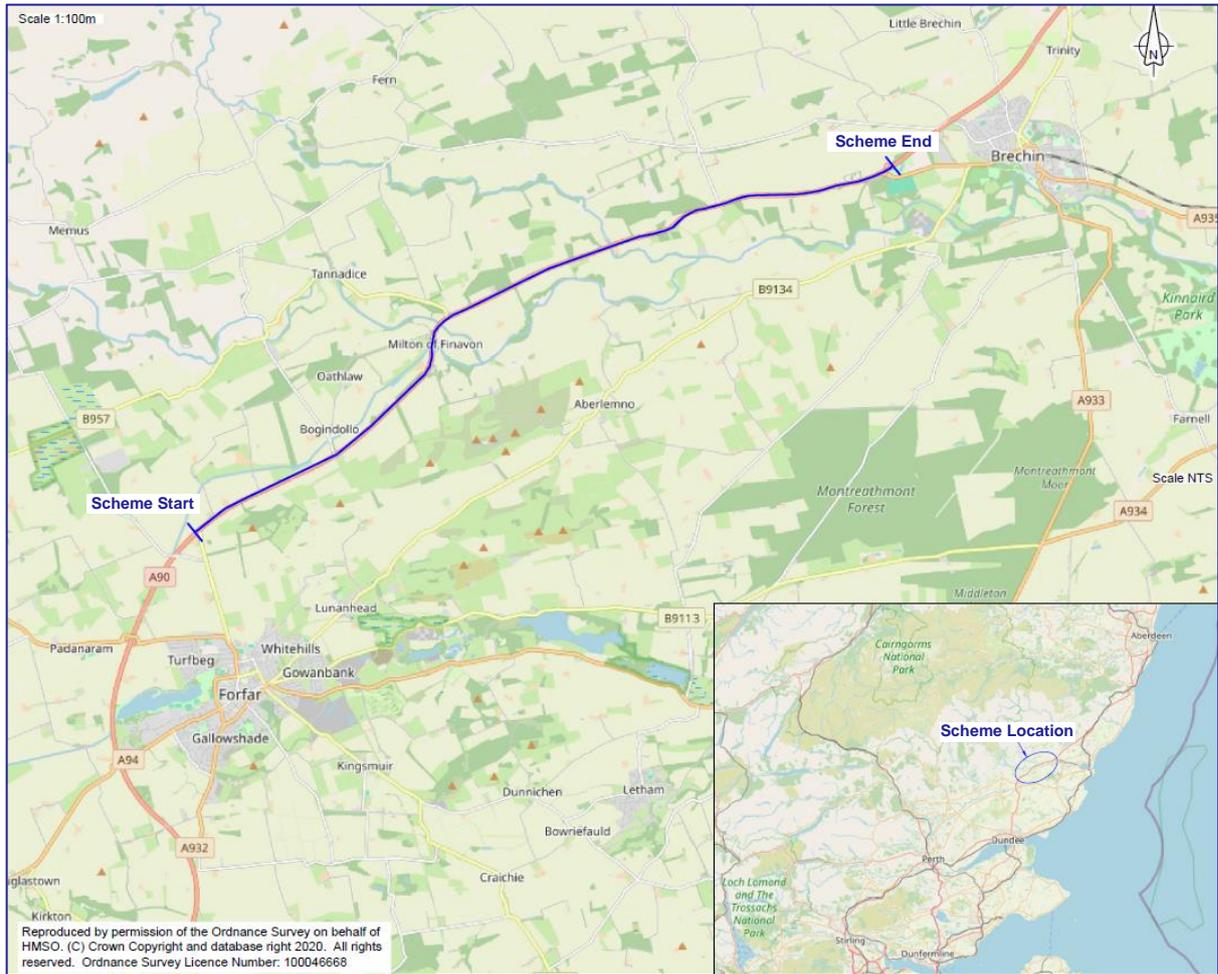


Figure 1. Scheme Location Map.

Description of local environment

Air quality

The scheme is located within a rural area, with baseline air quality surrounding scheme extents likely to be influenced by high traffic flow along the A90 trunk road, surrounding local roads and agricultural activities. [Annual Average Daily Flow \(AADF\)](#) in 2023 within scheme extents (site number: 80383) was estimated at 20,409 total vehicles with 14.4% Heavy Goods Vehicles (HGVs).

There are approximately 75 sensitive receptors located within 300m including residential properties, agricultural holdings and businesses. The closest receptors are residential properties located 3m from the carriageway boundary (NO 48388 55801).

Angus Council have not declared any [Air Quality Management Areas \(AQMAs\)](#) within the scheme's location.

There are no sites registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) within 1km of the scheme extents.

Cultural heritage

A desktop study using the [PastMap](#) resource has identified nine designated cultural heritage features within 300m of scheme extents:

Listed Buildings:

- West Mains Farmhouse (Category B) (Reference: LB17726) 85m.
- Finavon Castle – Doocot (Category B) (Reference: LB17724) 65m.
- Milton Of Finavon House (Category C) (Reference: LB17725) 175m.
- Tannadyce House - Lodge Gates (Category B) (Reference: LB17728) 230m.
- Tannadyce House – Lodge (Category B) (Reference: LB17727) 230m.
- Finavon, Former Blacksmith's Workshop And Dwelling (Category C) (Reference: LB44924) 160m.
- Careston - South Gates (Category B) (Reference: LB4660) 15m.
- Kintrockat Lodge And Gates (Category C) (Reference: LB5012) 30m.
- St. Ann's (Category C) (Reference: LB5008) 100m.

Pastmap has recorded approximately 40 non-designated cultural heritage features within 200m of the scheme, with ten Historic Environment Records (HERs) located within the A90 carriageway within scheme extents as listed below:

- Parkford (Documentary Record Only) (Reference: NO45SE0049)
- Roman Road ((Crop Mark (Includes Soil Mark)) (Reference: NO45NE9910)
- Mills Of Finavon (Standing Structure) (Reference: NO45NE0104)
- Finavon ((Crop Mark (Includes Soil Mark)) (Reference: NO45NE0021)
- Finavon Bridge (Standing Structure) (Reference: NO45NE0114)
- Marcus ((Crop Mark (Includes Soil Mark)) (Reference: NO55NW0037)
- Main Gates, St Ann's Cottage, Brechin (Standing Structure) (Reference: NO55NE0032)
- West Lodge And Gates, St Ann's Cottage, Brechin (Standing Structure) (Reference: NO55NE0031)
- St Ann's Well, Brechin (Documentary Record Only) (Reference: NO55NE0001)
- Black Wood (Documentary Record Only) (Reference: NO55NE0047)

No Scheduled Monuments, Conservation Areas, World Heritage Sites or Inventory Battlefields are recorded within 300m of the scheme extents.

Landscape and visual effects

The scheme is located along a rural stretch of the A90 carriageway, with sporadic rural properties, and settlements in the surrounding landscape. Land surrounding the scheme is dominated by areas of open grazing and arable land, with localised areas of semi-mature and mature trees lining the carriageway. Historic Environment Scotland's [HLAMap](#) classifies the surrounding land as planned rectilinear fields and farms, rectilinear fields and farms, plantation, urban area, and smallholding.

The scheme is not located within, or within 500m of any National Scenic Areas or other sites designated for their landscape character or quality.

The scheme is located within the Broad Valley Lowlands – Tayside [Landscape Character Type](#) (LCT 384). This LCT consists of broad, settled lowland agricultural valleys, with fertile soils. There are significant variations in landscape character within this type, primarily relating to topography, with this scheme falling within the Strathmore area of the overall LCT.

No [Tree Preservation Orders](#) immediately surround the area or will be impacted by the works.

Various areas of woodland classified under the [Ancient Woodland Inventory](#) (AWI) are within the scheme surroundings, some lining the A90 trunk road, however, works will be restricted to the carriageway boundary within engineered layers with no vegetation management works required as part of construction activities.

There are various visual receptors of the scheme, including residential properties that have direct view of the A90 carriageway. The closest property is located 3m from the carriageway boundary (NO 48388 55801).

Biodiversity

According to [NatureScot's Sitelink](#) resource there is one European designated site within 2km of the scheme, the River South Esk Special Area of Conservation (SAC).

Several watercourses in this sensitive area flow under the A90 at its closest point to the scheme:

- Lenmo Burn at NO 49150 56827
- River South Esk at NO 49308 57260
- Noran Water at NO 52399 58638

Due to the proximity, and potential for Likely Significant Effects (LSE) to this SAC and its qualifying features, a Habitats Regulations Appraisal (HRA) has been undertaken.

There are no locally or nationally designated biodiversity sites located within 300m of the scheme such as Sites of Special Scientific Interest (SSSIs), or National Nature Reserves ([SiteLink](#)).

Transport Scotland's Asset Management Performance System (AMPS) has recorded the following Invasive Non-Native Species (INNS) and injurious weeds within the nearside verges along the scheme length:

- Himalayan balsam (INNS) (*Impatiens glandulifera*) at approximately NO 49169 56819 and NO 49357 57276.
- Giant hogweed (INNS) (*Heracleum mantegazzianum*) at approximately NO 49420 57327, NO 49555 57444 and NO 52447 58630.
- Common ragwort (injurious weed) (*Jacobaea vulgaris*) at approximately NO 45179 53834.
- Rosebay willowherb (injurious weed) (*Chamerion angustifolium*) at approximately NO 46222 54377, NO 47461 55000, NO 47592 55053, NO 51105 58184, NO 53739 59153 and NO 55790 59527.

[National Biodiversity Network \(NBN\) Atlas](#) has not recorded any INNS or injurious weed identifications within 500m of the scheme.

The construction activities will include refreshing road linings and installing signage within the central reserve. Due to the location of the works within engineered layers of the carriageway a Preliminary Ecological Walkover (PEW) is not necessary for this scope of works, as determined by a qualified ecologist.

Geology and soils

The scheme does not lie within or have connectivity to any Geological Conservation Review Sites (GCRS), geological SSSIs, or Local Geodiversity Sites (LGS) ([SiteLink](#)).

The local soil type within scheme extents is recorded as brown earths, humus-iron podzols and alluvial soils ([Scotland's Soils](#)).

Bedrock geology ([British Geological Survey Geology Viewer](#)) within scheme extents is comprised of:

- Sedimentary bedrock of the Scone Sandstone Formation (sandstone) formed between 419.2 and 393.3 million years ago (Mya) during the Devonian period.
- Sedimentary bedrock of the Finavon Conglomerate Member (conglomerate) formed 419.2 and 393.3 Mya during the Devonian period.

Superficial deposits comprise of:

- Sedimentary superficial deposits (till - Devensian) formed between 116 and 11.8 thousand years ago during the Quaternary period.
- Sedimentary superficial deposits of alluvium (clay, silt, sand and gravel) formed between 11.8 thousand years ago and the present during the Quaternary period.
- Sedimentary glaciofluvial superficial deposits (gravel, sand and silt) formed between 2.588 million years ago and the present during the Quaternary period.

As a result of the works taking place strictly within made ground within the A90 carriageway boundary, it has been determined that the project does not carry the potential to cause direct or indirect impacts 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 strategic road safety works are required to reduce collisions and improve roadside safety along an approximate 14.7km rural stretch of the A90 carriageway.

Materials required will consist of:

- Thermoplastic lining paint;
- Studs;
- Passively safe sign posts; and
- Concrete.

Wastes are anticipated to be:

- Sign posts; and
- Concrete.

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

Noise and vibration

There are approximately 75 noise sensitive receptors (NSRs) located within 300m including residential properties, agricultural holdings and businesses. The closest receptors are residential properties located 3m from the carriageway boundary (NO 48388 55801). There are varying levels of screening between the identified receptors and the A90 carriageway. No community facilities (religious, educational, medical) are located within 300m.

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

[Scotland's Noise Map](#) indicates that night noise levels (L_ngt) within scheme extents range from 55dB to 70dB.

Ambient noise levels surrounding scheme extents are likely to be influenced by high traffic flow along the A90 trunk road, surrounding roads and agricultural activities.

Population and human health

For details on sensitive receptors, please refer to the 'Noise and Vibration' section above.

There are various junctions and local accesses within the scheme extents providing access and egress to various locations throughout Angus.

There is sole access to numerous residential properties and agricultural holdings from the NB and SB carriageways along the scheme length, however, these will be maintained/granted where required.

Throughout the scheme, there are several short footways, mainly at laybys, with 18 laybys located along extents. Additionally, there are footways at bus stops and in isolated areas throughout the route.

No [Core Paths](#) are located along the scheme length or will be impacted by the scheme works.

Street lighting is present within extents for the first 425m of the scheme at the B9128 Junction. The remainder of the scheme is not street-lit.

Road drainage and the water environment

The following watercourses, classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive (WFD), are located within 500m of scheme extents:

- Lenmo Burn (ID: 5806) (moderate condition) flows under the carriageway within scheme extents at NO 49148 56828.
- River South Esk (White Burn) (ID: 5799) (good condition) flows under the carriageway within scheme extents (at Finavon Bridge) at NO 49312 57256.
- Noran Water (ID: 5805) (moderate condition) flows under the carriageway within scheme extents at NO 52400 58632.

Numerous field drains are located within 500m and culvert the carriageway within scheme extents, however, no unclassified watercourses are within 500m.

The following ponds are located within 500m:

- 235m northwest at NO 48519 56253.
- Two ponds adjacent to one another at NO 46838 54780 and NO 46698 54716, approximately 90m northwest from the scheme.

- 145m northeast at NO 57539 60195.
- 110m southeast at NO 57625 60024.

The scheme falls within the 'Finavon' (ID: 150615) and 'South Esk Valley and Montrose Coastal' (ID: 150806) groundwater bodies, which were classified by SEPA in 2022 as having a good overall status ([SEPA Water Classification Hub](#)).

The scheme falls within the Strathmore, Fife and Angus [Nitrate Vulnerable Zone](#) (NVZ). However, works are not anticipated to increase nitrate levels or pollution from leaching into groundwater or watercourses.

Small, localised areas of A90 carriageway within scheme extents are recorded as being at a low (0.1%) to high risk (10%) of surface water and river flooding. These areas are not significant in size and located where field drains and watercourses culvert and flow beneath the A90 carriageway ([SEPA Flood Maps](#)).

Road drainage along scheme extents is managed through top entry gullies and filter drains.

Climate

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce 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, this commitment is being enacted through the [Mission Zero for Transport](#). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS 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 is working towards a contractual commitment to have carbon neutral depots on the Northeast Network Management Contract (NE NMC) network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works may temporarily impact local air quality in the surrounding area. Activities undertaken on site may emit dust and particulate matter into the atmosphere, such as during concrete foundation removal and with increased and prolonged vehicle, plant and non-road mobile machinery (NRMM) presence. However, given the nature and scale of the works and the following mitigation measures, the risk of significant impacts on air quality is considered low, and will only last for the duration of the works.

- 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:
 - Site layout will be planned (including plant and vehicles) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
 - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
 - Drop heights from conveyors and other loading or handling equipment will be minimised;
 - Vehicles entering and leaving the work area will be covered/sheeted to prevent escape of materials during transport;
 - Equipment will be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
 - When not in use, plant and vehicles will be switched off and there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained to minimise emissions.
- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.

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

Cultural heritage

Despite records of non-designated cultural heritage features within scheme extents, this phase of works involve signage replacement and installation and road marking refreshing. Due to the nature of the works within made ground no significant impacts are anticipated to the non-designated features within scheme extents. Furthermore, original construction of the A90 carriageway is likely to have removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area is low.

Angus Council and Aberdeenshire Council (providing archaeology service for Angus Council) have been notified of the works occurring within various HER features. No specific archaeological mitigation is required; however, a toolbox talk will be delivered on site to make site operatives aware of correct procedures in the event that archaeological features are encountered.

No designated cultural heritage features are identified within scheme extents, with the closest listed building located 15m from the scheme. Vibration effects from the scheme are not anticipated to be significant due to the nature of the works, and furthermore no land acquisition is required.

Works will be restricted to the carriageway boundary. The following best practice mitigation measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest, and existing identified features:

- Plant and machinery will be stored within the carriageway boundary as far as reasonably practicable. Where areas out with the carriageway are to be accessed, it will be reduced as far as possible, and ideally limited to access on foot.
- If a change to the construction programme onsite is required that involves changes to scheme extents Amey's Environment Team will be notified.

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

There will likely be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.

However, vehicles, NRMM and materials will be restricted to areas of made ground on the A90, construction works are programmed to be undertaken overnight, and the works will continuously move along the scheme length during the scheme duration.

Upon completion of the works, no residual impacts are anticipated, as once complete the visual appearance will remain largely unaffected. The installation of new signage will not detract from overall landscape quality or distinctiveness due to the A90 being a predominant feature within the landscape. The new signage will be limited to that necessary to comply with road safety standards and will be in keeping with existing road signage along the trunk road.

In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.
- If required, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.

With the above mitigation measures in place, it is anticipated that any landscape and visual effects associated with the proposed works will not be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects no further assessment is required.

Biodiversity

Construction activities have the potential to have a temporary adverse impact on biodiversity in the area as a result of vehicle presence and the potential for disturbance to protected species within close surroundings; and potential to pollute habitats from noise and artificial site lighting.

A HRA has been undertaken due to the potential for LSE to the River South Esk SAC and its qualifying features. It has been assessed that the works will not result in LSE on the designated site due to:

- Works will be contained to the carriageway boundary and no construction activities will take place within the designated site.
- Standard industry best practice will be implemented onsite throughout the construction period to mitigate potential impacts to the designated sites, and surrounding species, in particular nocturnal species that may be impacted by the night works, and the local environment, including pollution prevention measures.

There is potential to spread INNS within scheme extents due to identified recordings along the nearside verge. However, as works are contained to the carriageway surface and central reserve, with no works occurring within the nearside verge, and no requirement to import topsoil, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species.

The following mitigation measures will be in place:

- A 'soft start' will be implemented on site each day. This involves switching on plant/vehicles simultaneously as opposed to instantaneously, to ensure a gradual increase in noise for minimal disturbance.
- Site lighting will be directional and aimed away from sensitive ecological receptors including trees and watercourses.
- Should a protected species be encountered or move on site, works will be temporarily halted until the animal has moved on, or until Amey's Environmental Team can provide advice.
- Amey's Environmental Team will be contacted if:
 - There are any sightings of protected species on, or within close surroundings of the active works area; and
 - Unforeseen site clearance, or additional construction activities are required.
- No works will take place within 7m of any identified INNS. Where this is not possible, Amey's Environment Team will be contacted to provide further advice.

- Plant, vehicles and materials will be contained within areas of engineered ground, and not stored on grass verges as far as reasonably practicable. If required, reinstatement of any damaged areas will be undertaken upon completion of the scheme.
- Amey's environmental briefing on 'Invasive Plants' will be delivered to all site operatives prior to works commencing.

Please see Road Drainage and the Water Environment section below for further mitigation measures in relation to pollution prevention and control.

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

Material assets and waste

While there is resource depletion due to the use and transportation of new materials, the scale and scope of works indicate that no significant impacts on material and waste are anticipated.

Waste materials will primarily be recycled at a licenced facility, thereby reducing the amount sent to landfill and promoting circular economy practices.

All waste will be transported by suitable licenced contractor and have a valid Waste Transfer Note (WTN).

The following mitigation measures will be put in place:

- 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.
- Waste will be stored in suitable containers and covered.
- Where possible, different waste streams will be separated at the source.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Good materials management methods (e.g., 'just-in-time' delivery) will be implemented wherever possible, to minimise/prevent the disposal of unused materials.

With best practice mitigation measures in place, no significant effects are predicted for 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

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will take place during night-time working hours, with approximately 75 NSRs within 300m. This potential disturbance will likely impact NSRs adjacent and surrounding scheme extents, however, this is not anticipated to be significant due to the scale and duration of the scheme and with mitigation measures in place.

The following mitigation measures will be in place:

- 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.
- Amey's Noise and Vibration environmental toolbox talk will be delivered to all site operatives before works start.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.

Angus Council's Environmental Health Team have been contacted to notify of night-time programming.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents and vehicle travellers, and walkers, cyclists, horse riders (WCHs) as a result of construction presence, and associated noise and delays due to TM. Numerous access points to local roads and residential and business facilities are within scheme extents, however access will be maintained where required. Road users and local bus operators will be informed of works through a media release, which will provide details of construction dates and times. The works will be of limited duration and will move progressively along the full scheme extent.

No significant congestion issues are noted during the proposed construction hours; however, increased journey times may occur due to TM measures. These are not considered significant due to works being undertaken overnight, outwith peak traffic hours.

With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Local residents, businesses and transport operators will be informed of the proposed working schedule, in particular the times and durations of the works. This will include:
 - Notification via a letter drop issued to local residents prior to commencement of the works, in particular due to night-time programming and road restrictions;
 - Pre-construction notice of the works and journey planning via media release and on approach to scheme extents.
- Construction lighting will consider the need to avoid illuminating surrounding properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Local access will be provided where and when required throughout the works period.
- Appropriate provisions and measures will be implemented within the TM to allow the safe passage of WCH through the site, or alternative WCH routes will be implemented where required, and advertised on approach.

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

During the works, there is potential for temporary impacts on the water environment. This includes potential changes in water quality from pollution events (either by accidental spillage fuels or waste material or by mobilisation of these in surface water) during the works which may have a direct or indirect effect on the surrounding water environment.

Various waterbodies are within the scheme surroundings, however, no in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely.

The following mitigation measures will be in place:

- All operatives will be aware of [SEPA's Guidance for Pollution Prevention](#) (GPP) documents.
- The Contractor will implement measures to minimise the risk of debris, dust, sediment, accidental spillages entering the road drainage system. This can be via the use of drain covers or similar to ensure full segregation of the works from the road drainage system.
- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site both during and following the works.
- All site operatives will be made aware of site spillage response procedures and in the event of a spill all works associated with the spill will stop, and the incident reported. Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required.
- The Amey control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- In the event of a pollution incident, SEPA will be notified without delay.
- Weather reports will be monitored prior to and during the works with all construction activities temporarily halting in the event of adverse weather/flooding event.
 - The works will only continue when it is deemed safe to do so and run-off/drainage can be adequately controlled to prevent pollution.
- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
 - Away (>10m) from watercourses and surface water drainage systems; and
 - Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather.
 - Fuels stored within a drip tray, bund or other form of secondary containment.
- Amey's Water Pollution Prevention environmental toolbox talk will be delivered to site operatives prior to works commencing.

With the above mitigation measures in place, it is anticipated that any road drainage and the water environment effects associated with the proposed works are unlikely to be significant. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Construction activities associated with the proposed works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases (GHGs) through the use of vehicles and machinery, material use and production,

and transportation of materials to and from site. However, given the nature of the scheme, the volume of materials required to be imported on site is not significant.

The following mitigation measures will be in place:

- Where possible, materials and suppliers will be sourced locally to reduce GHG emissions associated with travel distance, materials movement, and waste will be disposed at local landfill.
- Further actions and considerations for this scheme are detailed in the above Material Assets and Waste section.

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

Vulnerability of the project to risks

The A90 carriageway within the scheme has small, localised patches identified at risk of surface water and river flooding. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

The construction activities will be confined within the carriageway boundary, ensuring no increased risk or severity of major accidents or disasters impacting the environment. Upon completion, overall road safety will be enhanced through the renewal of road markings, lining, and the upgrade of signage.

Assessment cumulative effects

During construction, activities associated with the works may have minor temporary disturbances such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect.

[Angus Council's Planning Portal](#) has identified two planning applications within 500m of the scheme:

- Planning for 'External and Internal Alterations to Castle and Outbuildings' is awaiting decision (24/00252/LBC) located approximately 10m from the scheme; and
- Planning for 'Erection of two linked 16,000 capacity free-range hen sheds, feed bins, egg packing and storage facility, range areas, hardstandings, drainage, landscaping and associated works' is approved subject to conditions (24/00112/FULL) located approximately 400m northeast of the scheme.

However, no in-combination effects are anticipated with the proposed scheme due to timescales involved (scheme to be completed within October-November 2024). It is not expected that the approved planning permission will overlap with the strategic road safety scheme, and furthermore due to the nature of the scheme and mitigation measures, no significant cumulative effects are anticipated.

The [Scottish Road Works Commissioner's Interactive Map](#) has not highlighted any works or relevant proposed developments or planning applications during the proposed timescale at the location of the works.

At present, Amey's [programme of works](#) has not highlighted any other works on the A90 that will be undertaken in conjunction with the scheme. Any future schemes will be programmed to consider already programmed works, and as such any effect (such as from TTM arrangements and potential construction noise) will be limited.

Assessments of the environmental effects

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

- A Habitats Regulations Appraisal undertaken concluded no LSE to the River South Esk Special Area of Conservation.
- Angus Council Environmental Health Team have been notified of the works.

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

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

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

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

Characteristics of the scheme

- Works are restricted to areas within the carriageway boundary within made ground.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- By undertaking the works, road collisions and overall road safety along this stretch of the A90 trunk road will be improved. No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.

Location of the scheme

- Works span the River South Esk SAC at three points within scheme extents and the HRA concluded that there would be no likely significant effects on the qualifying features.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme will be located within the existing A90 carriageway boundary (carriageway surface) and as such, no land take or vegetation clearance will be required.

Characteristics of potential impacts of the scheme

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

References of supporting documentation

- Environmental Scoping Assessment carried out by Amey Environment Team in September 2024.
- Habitats Regulations Appraisal carried out by Amey Environment Team in September 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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Published by Transport Scotland, October 2024

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