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Environmental Impact Assessment Record of Determination

A90 North Mains of Invereighty to Douglastown Underpass SB

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Project Details

Description

The works are required to maintain the safety and integrity of the A90 carriageway between Invereighty Mains and Southbank, south of Forfar northeast Scotland. This section of carriageway is currently exhibiting various areas of cracking, crazing and potholes, as well as wear and tear of road markings, missing road studs, channels and edgings.

The works will involve carriageway resurfacing utilising TS2010 surface course to varying depths dependent on condition, ranging from 40mm to 100mm across the length of the scheme.

The proposed construction activities for resurfacing will involve the following:

- Milling of existing bituminous material by road planer;
- Hand-held jackhammer and compressor for breaking up surfaces not accessible by planer;
- Loader/excavator used to collect and move excess material;
- Base/binder material laid and compressed (where required);
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Mechanical sweeper to collect loose material;
- Heavy Goods Vehicle (HGV) for removal and replacement of material; and
- Road markings replaced using an extrusion tool.

The following materials will be used:

- TS2010 surface course;
- AC32 base;
- AC20 binder;
- Bitumen;
- Road paint; and
- Road studs.

The total area of works is approximately 12,800m^2 (1.3ha) across the southbound (SB) side of the dual lane carriageway.

The proposed construction is programmed to be completed within this financial year (April 2024 to March 2025) during night-time hours and expected to last for a duration of approximately 10 nights.

Traffic management (TM) to be utilised in the form of night-time road closures.

Location

The works are located in the northeast of Scotland south of the town of Forfar, Angus over an approximate length of 1.6km with an approximate area of 12,800m^2. The National Grid References (NGRs) for the scheme are detailed below and illustrated in Figure 1:

- Scheme Start - NO 44763 47433
- Scheme End - NO 44452 45846

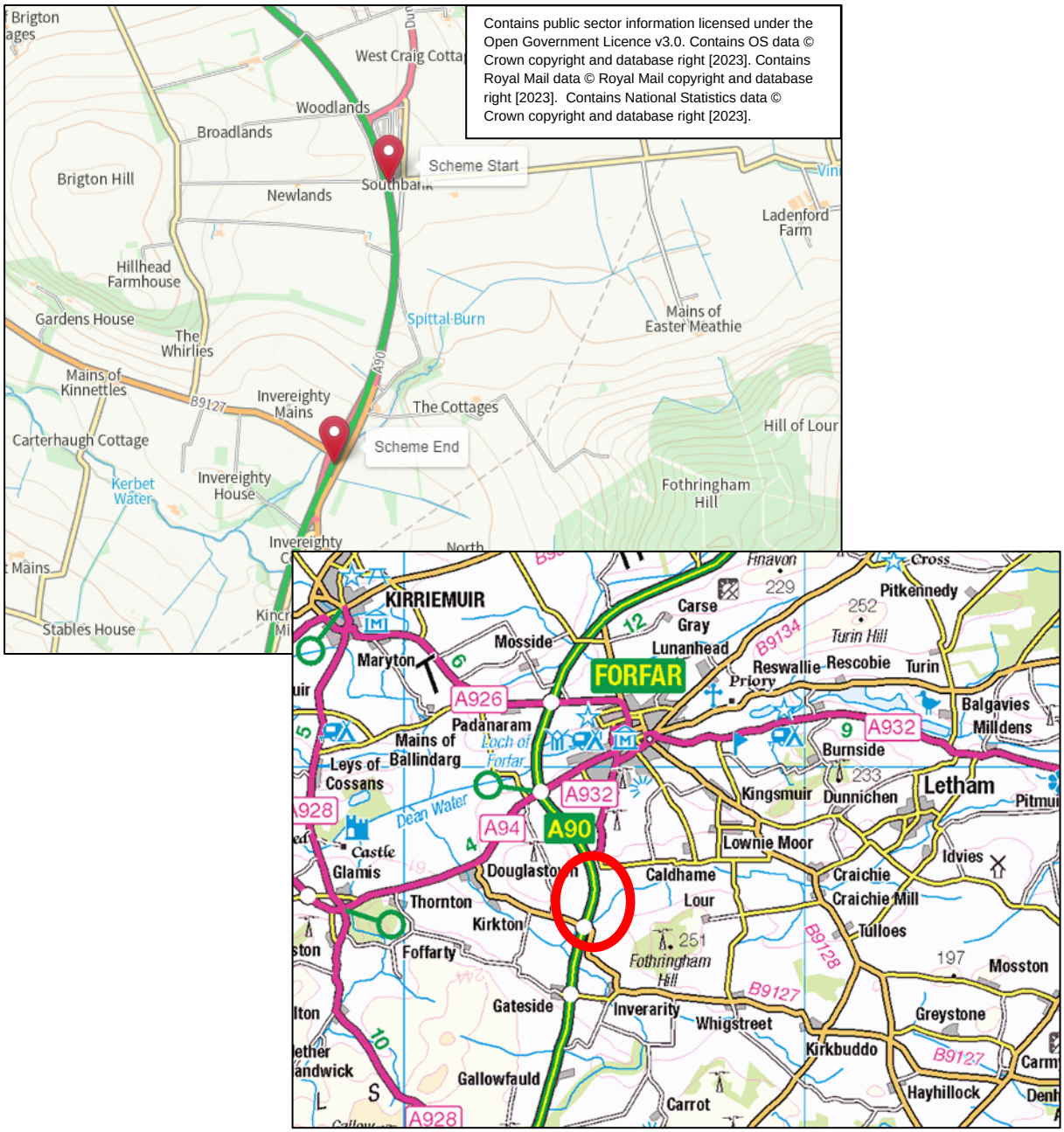

Figure 1. Scheme Location.

Description of local environment

Air quality

The works are located within the rural setting of Angus, south of Forfar, surrounded mostly by areas of agricultural land use with small residential areas. Local air quality is likely to be influenced by residential and agricultural activities and vehicular traffic from the A90 carriageway.

There are three residential properties located within 200m of the works with the closest property (Southbank) located approximately 30m east of the works.

The Wright Holiday Homes is located approximately 40m northeast of the works.

Lochlands Caravan Park is located approximately 200m northeast of the works.

The Average Annual Daily Flow (AADF) in 2022 for the main A90 carriageway within the scheme extents (site no. 80375), accounted for 23,779 vehicles, with an average of 10.83% HGV.

No sites registered on the Scottish Pollutant Release Inventory (SPRI) have been identified within 1km of the scheme.

This scheme does not fall within any Air Quality Management Areas (AQMA).

Cultural heritage

A desktop study using PastMap has not identified any designated or non-designated features of cultural heritage within 200m of the works.

All works will be located within the existing carriageway boundary and will not impact any areas of land that have not previously been subjected to engineering activity. The works will be like for like in nature and will have no change to current visual settings of the road and surroundings.

It has been determined that the proposed scheme does not carry the potential to cause direct or indirect impact to cultural heritage. As such, impact has been assessed as being ‘no change’ and cultural heritage has therefore been scoped out of further assessment.

Landscape and visual effects

The A90 carriageway within the scheme extents is partially visible from residential properties at the scheme's northern extent however, the 'cut' of the carriageway and natural screening including woodland and scrub limits the visibility of the carriageway from the surrounding residential areas.

The surrounding landscape has been classified as rectilinear fields and farms and urban areas using the HLA Map.

A desktop study using PastMap online interactive map and NatureScot's Sitelink resource has not identified any areas designated for their landscape quality within, or within 1km of the scheme extents.

NatureScot's Landscape Character Type mapping resource has indicated the landscape character present within the scheme extents to be that of 'Low Moorland Hills'. Scotland's Land Capability for agriculture map lists the area surrounding the scheme extents as 2 (land capable of producing a wide range of crops) on the land capability for agriculture class scale.

Scotland's Ancient Woodland Inventory (AWI) has identified one area of Ancient Woodland of semi-natural origin (ID: 21111) located 80m east of the works. No Tree Preservation Orders (TPOs) have been identified adjacent to, or within 1km of the scheme extents.

Views of, and from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features or views are predicted.

The works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. As such, impact to local landscape and views has been assessed as no change' and has been scoped out of requiring further assessment.

Biodiversity

The immediate area surrounding the scheme extents contain areas of agricultural land use with small strips of woodland separating the fields from the carriageway.

Scotland's Ancient Woodland Inventory (AWI) has identified one area of Ancient Woodland of semi-natural origin (ID: 21111) located 80m east of the works. No Tree

Preservation Orders (TPOs) have been identified adjacent to, or within 1km of the scheme extents.

A desktop study using NatureScot's Sitelink resource has identified the River Tay Special Area of Conservation (SAC) located 670m south of the works location. A Habitats Regulations Appraisal (HRA) has been undertaken.

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

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

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resources. The works are of a transient nature and works are to be contained within the carriageway. The nature of the works has resulted in the assessment that no significant effects are likely and, as a result, an ecological site survey has been scoped out.

Geology and soils

The National Soil Map of Scotland lists the soils surrounding the scheme extents as brown earths.

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

Dundee Flagstone Formation - Sandstone, siltstone and mudstone. Sedimentary bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.

Superficial Deposits

Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

As the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the project does not carry the

potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated, and geology and soils has been scoped out of requiring further assessment.

Material assets and waste

Table 1. Key materials required for activities.

Activity	Material Required	Origin/ Content
Site construction	• TS2010 surface course; • AC32 base; • AC20 binder; • Bitumen; • Road paint; • Road studs; • Oil; and • Lubricant.	A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical stone mastic asphalt (SMA). As a result the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

Table 2. Key Waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site construction	• Road planings; • Studs; and • Road kerbs.	Road studs will be recycled and reused where possible. On-site investigations of the carriageway (including coring and testing) have not yet been undertaken. Any tar-contaminated planings (if produced) will be classed as special waste and require removal off site for

Activity	Waste Arising	Disposal/ Regulation
		treatment/disposal at a licenced waste facility. Any road planings not contaminated with coal tar generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011. Due to the general size, nature and cost of the scheme, a Site Waste Management Plan (SWMP) will be required for the scheme.

Noise and vibration

The AADF in 2022 for the main A90 carriageway within the scheme extents (site no. 80375), accounted for 23,779 vehicles, with an average of 10.83% HGV. Noise Map Scotland notes the night-time noise levels (Lnight) around the scheme extents range between 55<60 dB.

There are three residential properties located within 300m of the works with the closest property (Southbank) located approximately 30m east of the works. These properties are classified as Noise Sensitive Receptors (NSRs).

The Wright Holiday Homes is located approximately 40m northeast of the works.

Lochlands Caravan Park is located approximately 200m northeast 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 10 residential properties located within 500m of the works with the closest property (Southbank) located approximately 30m east of the works.

The Wright Holiday Homes is located approximately 40m northeast of the works.

Lochlands Caravan Park is located approximately 200m northeast of the works.

There is no access to residential properties, businesses, or community facilities within the scheme extents.

A pedestrian footway runs parallel to the A90 carriageway from Lochlands Caravan Park near the Scheme Start location to the B9127 off-slip.

There are no cycleways or Core paths within 500m of the works.

There is no street lighting present within the scheme extents.

Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA) Water Classification Map has not identified any classified watercourses within 300m of the works.

One un-classified water course entitled ‘Spittalburn’ is located directly beneath the A90 carriageway within the scheme extents at NGR - NO 44541 46029. This river is a tributary of Kerbet Water which has an overall classification of ‘moderate ecological potential’ under the Water Framework Directive (WFD).

SEPA’s Flood Mapping system has highlighted areas at high risk (10% chance annually) of surface water flooding within the scheme extents and river water flooding from the Spittalburn Burn.

Road drainage for the scheme is utilised in the form of top entry gullies and filter stones.

The scheme is located within the Strathmore and Fife (including Finavon) Nitrate Vulnerable Zone as defined by the Scottish Government. 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 due to agricultural practices.

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 CO_2 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 (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

- On site construction activities carry a potential to produce airborne particulate matter, dust and generate emissions that may have a temporary impact on local air quality levels and act as a nuisance to nearby receptors.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- The use of vehicles, plant and generators will result in emissions which will temporarily impact local air quality.

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.
- Surfaces will be swept where loose material remains following planing.

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

Biodiversity

Impacts

- An HRA has been undertaken and concluded that there will be no Likely Significant Effect (LSE) to The River Tay SAC. The proposed scheme involves works to the A90 carriageway 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 LSE to the European Site.
- During night-time programming, misdirected site lighting and additional noise could cause temporary disturbance to any surrounding nocturnal species.
- There is potential for protected species to be active within the surrounding area and for the works to result in disturbance to these species.

Mitigation

- If a protected species is seen on or near the scheme, all works will be stopped until the animal passes by. The SS 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, plant 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.

- Operatives will be briefed using protected species toolbox talks.

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 design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- 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.
- It is Amey policy to reuse or recycle as much waste material as possible. Where recycling is not feasible, waste material will be removed to a licenced waste facility.
- Where possible, different waste streams will be separated at the source.
- Waste will be stored in suitable containers and covered.
- A SWMP will be completed for the scheme.
- Any non-contaminated road planings arising from the works will be fully recycled in accordance with SEPA's guidance on the Production for Fully Recovered Asphalt Road Planings.
- Any tar-contaminated planings will be taken off site as special waste for treatment/disposal at a licenced waste facility.

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

- 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.
- Noise heavy works will likely be required during night-time hours, which could cause disturbance for nearby sensitive receptors.

Mitigation

- The noisiest works will be completed before 23:00 where feasible.
- 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.
- Amey's E&S Team has contacted Angus Council's Environmental Health Team to notify of the works due to night-time programming.
- Due to night-time programming, properties within 300m of the scheme extents will be notified in advance of the works. Pre-notification will include details of proposed timings, duration of the works and alternative access/egress routes for those affected by temporary roadblocks/closures.

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

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users. Further impacts regarding noise and vibration can be found in the Noise and Vibration section (above).
- TM for the works will involve night-time road closures:
    - Nearby residents of surrounding settlements may experience travel disruption due to presence of TM, which may lead to increased journey times.
- There will be no land take from private land, businesses, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- There is potential for the pedestrian footway within the scheme to be impacted during the works with potential restriction of use/access.
- The bus stop within the scheme will likely be inaccessible during the works.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- In case of footway closures, operatives will have measures in place to maintain access and allow pedestrians of all abilities to safely pass by the works. Any pedestrian diversions for the works will be clearly signed and accessible.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Replacement bus stop(s) will be discussed with the relevant local authority(s) and the bus operators utilising said stops. Accesses to bus stops will be maintained or alternatives will be provided.
- 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 and air quality can be found in the relevant sections (above).
- Due to night-time programming, properties within 300m of the scheme extents will be notified in advance of the works. Pre-notification will include details of proposed timings, duration of the works and alternative access/egress routes for those affected by temporary roadblocks/closures.

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

Road drainage and the water environment

Impacts

- If not adequately controlled, debris and runoff from the works could enter surrounding surface water environment. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage system, thus having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the surrounding water environment.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site both during and following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This will be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The Amey control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted frequently, especially during heavy rainfall and wind.
- Weather reports will be monitored prior to and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so.
- All operatives working on site will be informed of the location of White Spittalburn prior to works commencing.
- All storage of materials/fuel and any refuelling activities will be more than 10m away from any drainage inlet at all times and placed on a hardstanding surface.
- All oils and fuels will be returned to storage area after use.
- Bunds will be provided around drums up to 205 litres with 25% of their capacity.

- Bunds will be provided around bulk storage to a capacity of 110% of the stored fuel/oil.
- Amey's environmental briefing on water pollution will be delivered to operatives prior to the start of 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 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.

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

Vulnerability of the project to risks

As the works will be like-for-like and limited to the resurfacing of the carriageway, 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.

Angus Council's Planning Portal does not highlight any proposed developments or planning applications on the A90 carriageway within 2km of the scheme during the proposed timescale of the works.

Amey's current programme of works has not highlighted any other works on the A90 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 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 Sustainability Solutions Team at Amey in March 2024.
- 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) 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:

- 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 located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part in a sensitive area but does have potential connectivity to the River Tay SAC for which a HRA has been undertaken and identified no Likely Significant Effects.
- 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.

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.

References of supporting documentation

- Initial Environmental Review – A90 North Mains of Invereighty to Douglastown Underpass SB, March 2024.
- Habitats Regulations Stage 1 Screening Assessment- A90 North Mains of Invereighty to Douglastown Underpass SB 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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