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Environmental Impact Assessment Record of Determination

A90 Finavon Bridge – Emergency Repair Works

Contents

Project Details

Description

Works are required to stabilise the Finavon Bridge (Structure 510), a three span structure that carries the A90 (northbound) dual carriageway over the River South Esk, following recent storms, and periods of extremely elevated river flows and levels.

The structure has been subject to ongoing deterioration since Storm Babet in October 2023, when record river levels in the South Esk Catchment caused extensive scour, erosion of the riverbed and undermining of the structure's abutments. Emergency measures were implemented including placement of rock mattresses and rock bags to reinstate eroded bed levels, infilling of the undermined abutment and installation of additional rock bags to protect the abutment and stabilise the underpass.

Permanent repairs have subsequently been designed and programmed for delivery in summer 2026. However, further severe weather in January 2026, and associated high river flows has resulted in additional damage, including cracking along the underpass, displacement of existing rock bags, and additional undercutting at the abutments. Emergency works are therefore now required to maintain short-term structural stability until the permanent works can be undertaken.

The proposed emergency works include:

- Repositioning of displaced rock bags along the underpass and within the channel.
- Installing additional rock bags where previous units have been damaged or washed away.
- Removal of a dislodged tree between the abutment and the structure.

These works are essential to prevent further deterioration and ensure the continued safe operation of this key trunk road structure.

The following plant and machinery will be required will include:

- Excavator and crane for repositioning and placing rock bags.
- Chainsaws and hand tools for removal and sectioning of the lodged tree.
- Heavy Goods Vehicles (HGVs) to transport rock bags.

Works will be undertaken during day-time working hours only and anticipated to be of an approximate one-week duration.

A reduced traffic flow is anticipated to be required during the construction period, with traffic management (TM) proposed to consist of a contraflow system, or single lane closures.

Access to the northern abutment and underpass will be required from an existing access track in place from the 2023 works, located in a field to northwest of the structure. Access to the southern side will be required from an existing footway.

The total works area is less than 1ha.

Location

The scheme is located along a rural section of the A90 at Finavon, Angus at the following National Grid Reference (NGR) (Figure 1) - NO 49305 57263.

Figure 1. Scheme extents and location map.

Description of local environment

Air quality

The scheme is located within a largely rural area of Angus, near Finavon. The A90 is a major trunk road within eastern Scotland, running from Edinburgh to Fraserburgh. Baseline air quality levels are likely to be primarily influenced by vehicles travelling on the A90 carriageway, with secondary sources from agricultural activities.

In 2024 the carriageway just north of scheme extents had an estimated Annual Average Daily Flow (AADF) along the A90, approximately 750m north of the structure (site number: 80383) of 21,160 total vehicles, with 14.3% (3,033) Heavy Goods Vehicles (HGVs).

Angus Council has not declared any Air Quality Management Areas (AQMAs) and there are no air quality monitoring stations within 500m of the structure. The closest air quality monitoring station is located in Forfar, approximately 8km from the scheme. Pollution levels in the general vicinity of the works are anticipated to be lower than that at the monitoring station due to the more rural setting of the scheme location.

There are no sites declared on the Scottish Pollutant Release Inventory (SPRI) within 1km of the scheme.

There are approximately 16 air quality receptors located within 300m of the scheme, the closest approximately 205m south (NO 49231 57047).

Cultural heritage

A desktop study using PastMap has been undertaken, highlighting the following designated assets located within 300m:

- Tannadyce House Lodge (LB17727), a Category B Listed Building located 220m northwest.
- Tannadyce House Lodge Gates (LB17728), a Category B Listed Building located 220m northwest.
- Finavon Castle - Doocot (LB17724), a Category B Listed Building located 300m southwest.
- Finavon, Former Blacksmith's Workshop and Dwelling (LB44942), a Category B Listed Building located 290m northeast.

There are no Scheduled Monuments, Conservation Areas, Garden and Designed Landscapes, Inventory Battlefields, or World Heritage Sites within 300m of the scheme.

Historic Environment Records (HERs) and National Record of the Historic Environment (NRHE) provide local and national level information on Scotland's historic environment. No non-designated cultural heritage features are recorded within 200m.

Landscape and visual effects

Landscape

The scheme is located within a rural setting, characterised by arable agricultural land with semi-mature vegetation lining the carriageway. The scheme falls within the Broad Valley Lowlands - Tayside Scottish Landscape Character Type (LCT), (LCT 384), defined by lowland agricultural valleys.

The general site topography beneath the structure is a slight slope towards the River South Esk.

No areas of Ancient Woodland or trees designated under a Tree Preservation Order directly line the A90 carriageway along the scheme extents. No other areas designated for landscape features or quality, such as Garden & Designed Landscapes are located within 100m, or visible to or from the scheme.

Visual

Due to the general landscape arrangement with natural screening, and distance from surrounding properties, no static visual receptors of the scheme are identified.

Transient visual receptors include road users (motorists, public transport users) travelling along the A90, who will experience brief and intermittent views of the scheme. Other transient receptors include users of the footway that travels adjacent to the northbound carriageway on approach and over the structure. Additionally, the underpasses located beneath the structure provide recreational access.

Biodiversity

Protected Areas

The structure spans the River South Esk, a Special Area of Conservation (SAC) (NatureScot Site Code: 8364).

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).

Refer to *Landscape and Visual Effects* section for details on ancient woodland and TPOs.

Field Surveys and Ecological Requirements

A series of ecological surveys and assessment have been undertaken to inform the permanent works, with this information being utilised to inform ecological sensitivities and requirements relevant to the required emergency works.

Giant hogweed *(Heracleum mantegazzianum)* and Himalayan balsam *(Impatiens glandulifera*), Invasive Non-Native Species have been record within the general working area, and upstream of the structure. An INNS method statement has been undertaken, detailing INNS management and biosecurity protocols.

Consultation has been undertaken with environmental statutory bodies regarding the proposed emergency works.

As the works lie within the River South Esk SAC, a Habitats Regulations Appraisal will be undertaken to assess potential impacts on qualifying interests of the European site.

Geology and soils

Geology

Bedrock geology comprises sedimentary sandstone of the Scone Sandstone Formation. Superficial deposits comprise sedimentary deposits of alluvium (clay, silt, sand and gravel) (British Geological Survey Geology Viewer).

No Geological Conservation Review Sites (GCRS), Local Geodiversity Sites (LGS) or Sites of Special Scientific Interest (SSSIs) designated for geological features are located within 200m of scheme extents (Sitelink).

The scheme is located within a moderately productive aquifer with the geological formation including locally flaggy sandstones, with siltstones, mudstones, conglomerates and lavas which yield moderate amounts of groundwater (GeoIndex British Geological Survey).

Soils

Underlying soils comprise alluvial soils (National Soil Map of Scotland).

Contamination

Desk-based investigations undertaken by Amey's Geotechnical Team have indicated no significant historical development within the site beyond the construction of the bridge and associated embankments, which are anticipated to be constructed of made ground.

The site is designated as a British Drilling Association (BDA) 'Green' Site for the purpose of the contract due to the lack of historical land uses in and directly surrounding the Site.

The scheme is not located within a coal mining area as defined by the Coal Authority and Mining Remediation Authority.

Material assets and waste

Materials

Rock bags/nets (4-tonne and 8-tonne) will be required to reinstate areas of undermining and replace displaced rock bags in place from the previous temporary works.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, undamaged rock bags that previously were installed on site will be reused, as far as possible.

Wastes

Wastes are anticipated to include any damaged rock bags removed from the previous temporary works that are not being reused on site.

Noise and vibration

The scheme extents cover a largely rural area, with baseline noise levels likely to be influenced primarily by traffic flow along the A90, and secondary sources from agricultural activities. For AADF details, please refer to the *Air Quality* section above.

There are approximately 16 noise sensitive receptors (NSRs) within 300m of the scheme extents, with the closest approximately 205m south at NO 49231 57047. NSRs include residential properties and a hotel (Red Lion Inn Finavon).

Modelled day-evening-night (L_{den}) noise levels along the scheme range between >65 to 70dB, and night noise levels (L_{night}) for the period 23:00-07:00 range from >55B to 60dB. At the closest receptor located 20m from the scheme extents, L_{night} is recorded below between >55-60Db. At the closest NSR, L_{den} is recorded as >55 to 60dB (Scotland's Noise Map).

Mature and semi-mature trees provide screening between the identified NSRs and the scheme.

The scheme is not located within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan, Road Maps.

Population and human health

There are approximately 15 residential receptors located within 300m of the scheme extents, the closest located approximately 205m south at NO 49231 57047. The Red Lion Inn (a business and recreational facility) is located approximately 210m northwest of the Bridge. No community land or assets, such as medical, educational, religious or recreational facilities are located within 300m of the scheme extents.

The scheme extents are surrounded by arable and grazing agricultural land, however, no agricultural holdings are located within 300m.

A footway is present along the A90 northbound carriageway, travelling over the structure and above the scheme extents. An underpass/access path is located beneath the structure, located within the scheme boundary. These paths are not Angus Council Core Paths. No other walker, cyclist, horse-rider (WCH) routes are within the scheme's surroundings or anticipated to be impacted by the works.

The A90 carriageway at the scheme extents is not street-lit.

An existing access track is established within the northwest field, with land ownership and access arrangements previously agreed.

Road drainage and the water environment

Surface water

The River South Esk (ID: 5799), a surface water classified under the Water Framework Directive (WFD) is located within the scheme extents. It exhibits a 'Good' overall status under SEPA's 2024 water classification data (SEPA) Water Classification Hub). This watercourse is part of the River South Esk SAC, please refer to the *Biodiversity* section above for details and regulatory requirements.

Lenmo Burn (ID: 5806), a classified watercourse within the River South Esk catchment is located approximately 430m south of the scheme extents and exhibits a 'Moderate' overall status under the WFD.

No other classified, or unclassified watercourses are located within 500m of the scheme extents.

The scheme is not located within a surface water Drinking Water Protected Area (DWPA).

The A90 carriageway above the scheme extents is drained by top-entry gullies.

Groundwater

The scheme lies within the South Esk Valley and Montrose Coastal groundwater body (ID: 150806), exhibiting a 'Good' overall status under the WFD in 2024 (SEPA Water Classification Hub).

The scheme is located within the Strathmore and Fife (including Finavon) Nitrate Vulnerable Zone (NVZ). The scheme is located within a groundwater DWPA.

The scheme is located within a moderately productive aquifer with the geological formation including locally flaggy sandstones, with siltstones, mudstones, conglomerates and lavas which yield moderate amounts of groundwater (GeoIndex British Geological Survey).

Flood risk

The River South Esk is identified as having a high likelihood of fluvial flooding each year. High likelihood infers a flood event is likely to occur in the defined area on average one in every ten years or a 10% chance of happening in any given year.

The surrounding land, including the northwest field where the access track is located, has a medium-to-high (0.5-10%) likelihood of pluvial flooding (SEPA Flood Map).

The scheme is located within the Finavon 2028-2034 Potentially Vulnerable Area (PVA), (PVA 451) an area identified where the highest flood risk is likely to occur in the future.

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

Given the rural setting, and limited scale and duration of the works, no significant impacts on air quality are anticipated. No dust-generating activities are proposed beyond minor disturbance associated with rock bag placement.

The presence of increased HGVs and construction plant presence may contribute to short-term exhaust emissions. TM measures will likely cause congestion and elevated traffic-related emissions during the works.

Please see the *Road Drainage and the Water Environment* for dust-related impacts on the water environment.

The following 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:

- Drop heights from 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 and vehicles will be switched off and there will be no idling vehicles.

Further measures to minimise emissions will also be followed, such as:

- 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 effects are anticipated. Therefore, in accordance with DMRB Guidance document LA 105: Air quality no further assessment is required for the works.

Cultural heritage

No significant impacts on cultural heritage are anticipated as all designated assets lie outwith the scheme extents, physically separated by vegetation and infrastructure. Due to the localised nature of the works at the structure, and distance from heritage features recorded no impacts on the setting of the Listed Buildings is anticipated.

No non-designated features are located within 200m of the scheme extents, with works occurring within the existing footprint of the previous emergency works. The likelihood of disturbance to unknown archaeological remains is low.

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

Landscape and visual effects

The works are small-scale, temporary and confined to the existing footprint of previous similar works. As such, they will not alter the character of the landscape.

No static visual receptors are identified due to natural screening and physical distance from the structure. Transient receptors, such as A90 road users may experience short-term views of construction activity and plant, however, these effects will be brief, intermittent and not significant.

The following mitigation measures will be in place:

- The site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.
- Works will avoid encroaching on land and areas where work is not required or not permitted, including for storage and parking.

No significant effects are anticipated upon the landscape and visual effects. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and visual effects no further assessment is required.

Biodiversity

The works are small-scale, temporary and confined to the existing footprint of previous similar works. As the structure spans the River South Esk SAC, and the works lie within a designated sensitive area, there is potential for short-term disturbance to the qualifying features, through in-channel working and sediment mobilisation.

Consultations have been undertaken with NatureScot and the Esk DSFB and impacts will be managed through pollution prevention measures, species protection plan and the required species licences.

An Ecological Clerk of Works (ECoW) will be on site during mobilisation and on an ad-hoc basis throughout the works to ensure compliance with working methodologies and licence conditions.

INNS have been identified within the general scheme area. In the absence of mitigation, works could risk spreading these species. An INNS Method Statement has been prepared detailing biosecurity measures and general construction safeguards to mitigate against the disturbance and spread of such species.

As works are taking place within the River South Esk SAC, under the Habitats Regulations Appraisal (HRA) process, a Stage 1 Screening report and Stage 2 Statement to Inform Appropriate Assessment (AA) will be undertaken in line with NatureScot consultation. No works will be undertaken without agreement from NatureScot and any change to the proposed working methods will be reviewed by them where required.

The following additional mitigation measures will be implemented:

- The delivery of Amey's Environmental Briefing on Invasive Plants will be to site operatives prior to the works commencing.
- Biosecurity measures will be in place (e.g. 'Check, Clean, Dry' protocol prior and after any in river works).
- 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.

Further mitigation measures in relation to pollution prevention and control measures are detailed within the Road Drainage and the Water Environment section below.

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

Geology and soils

The works are small-scale and confined to previously disturbed areas, with no earthworks required.

The use of heavy plant and machinery on the riverbanks and access track has the potential to cause localised soil compaction and bank surface erosion. There is

potential for pollution and contamination of soils either from accidental spills, or leaks of fuel from plant and machinery during construction.

The following mitigation measures will be implemented:

- 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.
- Plant and machinery will be parked and stored within the existing tracked area, to minimise soil compaction outwith these areas.

Further mitigation measures in relation to pollution prevention and control measures are detailed within the *Road Drainage and the Water Environment* section below.

With mitigation measures in place there is no significant effect anticipated on geology and soils. Therefore, in accordance with DMRB Guidance document LA 109: Geology and soils no further assessment is required.

Material assets and waste

Material use will be limited to new rock bags, which is not anticipated to significantly impact regional or national demand of material resources. Where feasible, the existing rock bags from the previous temporary works will be re-used on site, thus reducing the quantity of new materials.

Waste generation will be minimal and limited to damaged rock bags, and therefore, the volume of waste produced is not anticipated to be significant or contribute to landfill pressure.

Waste will be transferred to SEPA-authorised facilities by carriers with valid waste carrier registration. A waste transfer note (WTN) will be completed for removal of waste from site and retained for two years, in line with statutory Duty of Care requirements.

The following mitigation measures will be implemented:

- Waste will be stored in suitable, covered containers, and segregated at the source where possible.
- 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 used to minimise and prevent the disposal of unused materials.

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

Noise and vibration

The works are short-term, small-scale and will be undertaken during day-time hours only. Construction noise will be limited to plant and machinery movements, and that associated within rock bag placement and tree removal. No significant noise impacts are anticipated due to the distance from receptors, and high ambient road traffic levels. TM, and associated congestion may also contribute to increased noise levels during the construction period, however impacts identified are not lasting or significant.

No significant vibration impacts are expected as the works do not involve piling, breaking, or other vibration-heavy activities.

Mitigation measures follow Best Practicable Means as outlined in British Standard (BS) 5228:2009+A1:2014. The standard provides specific detail on suitable measures for noise control in respect to construction operations; for example:

- 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.
- Plant and machinery will be regularly maintained to prevent excessive noise from worn parts or inefficient operation.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.

Other mitigation measures should be implemented, including:

- Drop heights will be minimised to minimise noise and vibration impacts.
- Plant, vehicles and machinery will be switched off when not in use.

Population and human health

Temporary land take and way leave is required for access to the site from adjacent farmers' fields. Amey have made initial enquiries for access, however, it is the Contractor's responsibility to obtain access permissions, where required.

The works are small-scale, temporary and required for public safety to maintain the A90 as a key transport route. No residential, business or community land is within the scheme extents or will be impacted by the works.

The underpass beneath the structure is currently largely inaccessible due to damage and fluctuating water levels, and therefore any additional restrictions during the emergency works will not have a significant impact on accessibility. The footway located over the structure, adjacent to the A90 is likely to be temporarily closed during the works, however, this will be managed through appropriate alternative measures and will be short-term.

TM on the A90 will likely be required during the works, however this will be short-term, with no significant effects on journey times, connectivity or access to services is anticipated.

No impacts on agricultural holdings or land use is anticipated, as access arrangements are via an established existing track within the northwest field.

The following mitigation measures will be implemented:

- Where WCH routes are to be impacted by the works, alternative provisions or signposted alternative routes will be in place.
- TM arrangements and programming will be advertised on approach to the site, and through an online media release.

Please see the *Landscape and Visual Effects* section above for an assessment of the visual impacts to visual receptors.

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

Road drainage and the water environment

The works have potential for short-term increases in sediment mobilisation and localised disturbance to the riverbed when repositioning and replacing rock bags. Additionally, there may be accidental pollution from spillage of fuels, which may have a direct impact on the water quality of the River South Esk.

Consultation with SEPA has been undertaken regarding the level of authorisation under the Environmental Authorisations (Scotland) Regulations 2018 (EASR) (as amended by the EASR Amendment Regulations 2025), confirming that the works are considered maintenance, and with compliance with mitigation measures and licensing advised by the Esk DSFB , no further authorisation under the regulations is required.

The following additional mitigation measures will be implemented:

- Where required, refuelling will take place at least 10m from the River South Esk.
- Any static plant or equipment used within 10m of the River South Esk will be positioned on a suitable drip tray with capacity for 110% of the fuel tank supplying the static plant of equipment.
- Machinery used near River South Esk will be appropriately maintained to avoid oil leaks.
- Washing of any machinery will take place at least 10m from the River South Esk and the washings will not enter the watercourse.
- Appropriate silt mitigation will be implemented to prevent silt pollution of the watercourse during works, which includes:
  - Rock bags will be appropriately cleaned prior to being installed.
  - Rock bags will be installed in such a way that reduces drop heights and limits sediment disturbance.
- Spill kits will be available and accessible on site at all times. There will be regular inspection and replenishment spill kits to ensure they are always ready for use.
- All site operatives will be trained on how to use spill kits and respond to spills effectively.
- Operatives will be made fully aware of the environmental risks associated with the scheme, including the environmental sensitivity and European designated of the River South Esk SAC.
- All operatives will be aware of SEPA's Guidance for Pollution Prevention (GPP) documents.
- 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.
- Please refer to the *Biodiversity* section above for more information.

With compliance with SEPA's GPPs and the above mitigation measures, 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 may result in GHG emissions from vehicles, machinery, material use and production, and transportation. However, given the nature of the scheme, the volume of materials required to be imported on site is low, reducing the overall impact.

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.
- Waste disposal will be directed to local licensed facilities.
- Plant, machinery and vehicles will not be left idling when not in use.
- 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 effects are anticipated on Climate. Therefore, in line with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

The River South Esk is identified as having a high (10%) likelihood of fluvial flooding each year, with the surrounding land, including the northwest field where the access track is located, having a medium-to-high (0.5-10%) likelihood of pluvial flooding. Additionally, the works are located within a PVA, and the nature of the works further reinforces this assessment, with the works required to prevent any further scour, and damage at the structure and associated risk to the A90 carriageway from flood events.

Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall and will ideally be undertaken during periods of lower water levels.

Assessment cumulative effects

The works are small-scale, temporary and confined to the existing footprint of previous repairs. Construction activities may result in minor, temporary disturbances such as increased in noise, however, these effects will be localised and effectively managed through mitigation. No significant environmental effects are anticipated.

Angus Council's Planning Portal has not identified any extant planning permissions that would give rise to cumulative effects.

The Scottish Road Works Commissioner's Interactive Map shows no planned roadworks on the A90 or surrounding network that would result in cumulative effects.

Amey's current programme of works has also not identified any concurrent works within the North East area that will be undertaken in conjunction, or occurring in conflict with the proposed works.

Overall, no cumulative or in-combination effects are anticipated.

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 HRA will be undertaken to assess potential effects on the qualifying interests of the River South Esk SAC, in consultation with NatureScot. No works will proceed without NatureScot's agreement.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated within the River South Esk SAC which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- The works are small-scale, temporary and restricted to an area of less than 1 ha.
- The works are localised to the existing structure, and channel within the footprint of previous rock bag repairs.
- No new land take, or long-term operational changes are anticipated.
- By undertaking the proposed works, this will reduce the risk of failure of the structure and associated A90 carriageway network route.

Location of the scheme:

- The works are located within the River South Esk SAC, a European site. However, their small-scale and temporary nature, and the implementation of mitigation and licensing will be in place to ensure they will not adversely affect the site's integrity.
- Surrounding land comprises rural agricultural fields, with no community facilities or sensitive land uses within the immediate surrounding area.
- The works lie within a PVA, and area of known fluvial and pluvial flood risk. However, the works will not alter flow pathways and activities will be managed to avoid working during periods of extreme flow or adverse weather.
- No geological, landscape or cultural heritage designations lie within or adjacent to the works.

Characteristics of potential impacts of the scheme:

- All impacts are anticipated to be short-term, temporary and localised to the immediate works area.
- Potential effects relate largely to in-channel working, including sediment mobilisation and disturbance to the SAC's qualifying features. Appropriate species licensing will be in place prior to the works commencing.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- Pollution prevention and containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Measures to prevent the spread of invasive plants will be implemented, as detailed within an Invasive Non-Native Method Statement.
- No significant or long-term environmental effects are anticipated, and no cumulative or in-combination impacts have been identified.

Annex A

"sensitive area" means any of the following:

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

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