



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A90 Quilkoe to Kirriemuir Junction SB**

## Contents

|  |           |
|--|-----------|
| <b>Project Details .....</b>   | <b>4</b>  |
| Description.....   | 4         |
| Location .....   | 4         |
| <b>Description of local environment .....</b>                                  | <b>7</b>  |
| Air quality .....  | 7         |
| Cultural heritage .....  | 7         |
| Landscape and visual effects.....  | 7         |
| Biodiversity .....   | 8         |
| Geology and soils.....   | 9         |
| Bedrock Geology .....  | 9         |
| Superficial Deposits.....  | 9         |
| Material assets and waste .....  | 9         |
| Materials Required .....   | 9         |
| Waste Arising.....   | 10        |
| Noise and vibration .....  | 10        |
| Population and human health.....   | 11        |
| Road drainage and the water environment .....                                  | 11        |
| Climate.....   | 12        |
| Carbon Goals.....  | 12        |
| <b>Description of main environmental impacts and proposed mitigation .....</b> | <b>13</b> |
| Air quality .....  | 13        |
| Impacts.....   | 13        |
| Mitigation .....   | 13        |
| Biodiversity .....   | 14        |
| Impacts.....   | 14        |
| Mitigation .....   | 14        |
| Material assets and waste .....  | 15        |
| Impacts.....   | 15        |
| Mitigation .....   | 15        |
| Noise and vibration .....  | 16        |
| Impacts.....   | 16        |
| Mitigation .....   | 16        |

|   |           |
|---|-----------|
| Population and human health.....  | 16        |
| Impacts.....  | 16        |
| Mitigation .....  | 17        |
| Road drainage and the water environment .....   | 17        |
| Impacts.....  | 17        |
| Mitigation .....  | 17        |
| Climate.....  | 18        |
| Impacts.....  | 18        |
| Mitigation .....  | 18        |
| Vulnerability of the project to risks .....   | 18        |
| Assessment cumulative effects.....  | 19        |
| <b>Assessments of the environmental effects .....</b>   | <b>20</b> |
| <b>Statement of case in support of a Determination that a statutory EIA is not<br/>required .....</b> | <b>20</b> |
| Characteristics of the scheme .....   | 20        |
| Location of the scheme .....  | 21        |
| Characteristics of potential impacts of the scheme .....  | 21        |
| <b>Annex A .....</b>  | <b>22</b> |

## Project Details

### Description

Resurfacing works are required to maintain the safety and integrity of a stretch of the A90 carriageway north of Forfar, Angus.

The proposed works include the milling and resurfacing of the defective surface, including the associated disposal of planed material, incorporating two southbound lanes of the A90 carriageway. Treatment will involve the resurfacing of the carriageway to the existing road level using TS2010 (10mm Site Class 1) surface course, EME2 binder course and AC32 base course.

The total area of works is approximately 12,306m<sup>2</sup>.

The proposed works will entail the following general construction activities:

- Implementation of Traffic Management (TM).
- Milling of the carriageway as per design
- Crack and seat of pavement
- Resurfacing of carriageway to the existing road level using TS2010 (10mm Site Class 1) surface course, EME2 binder course and AC32 base course
- Reinstatement of all road markings, linings and studs
- Removal of TM.

The works are currently programmed to commence on the 14<sup>th</sup> of February 2023 until the 28 February 2023. The works will operate under a 24-hour contraflow system with the A90 southbound lanes closed throughout the duration of the works. Works will be undertaken both during day-time and night-time hours.

### Location

The scheme is located on a semi-rural section of the A90 carriageway north of the town of Forfar, Angus. The National Grid References (NGR) for the scheme are shown below:

- Scheme Start: NO 44378 53008

- Scheme End: NO 43724 51714

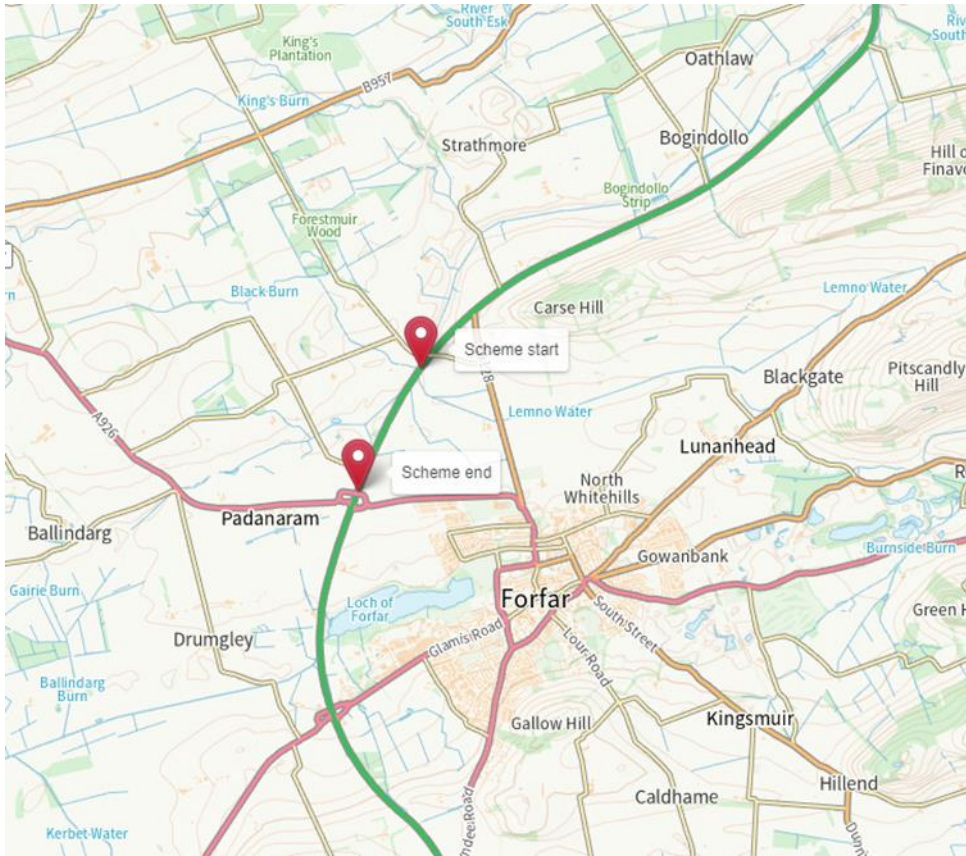


Figure 1: Scheme location within Angus.

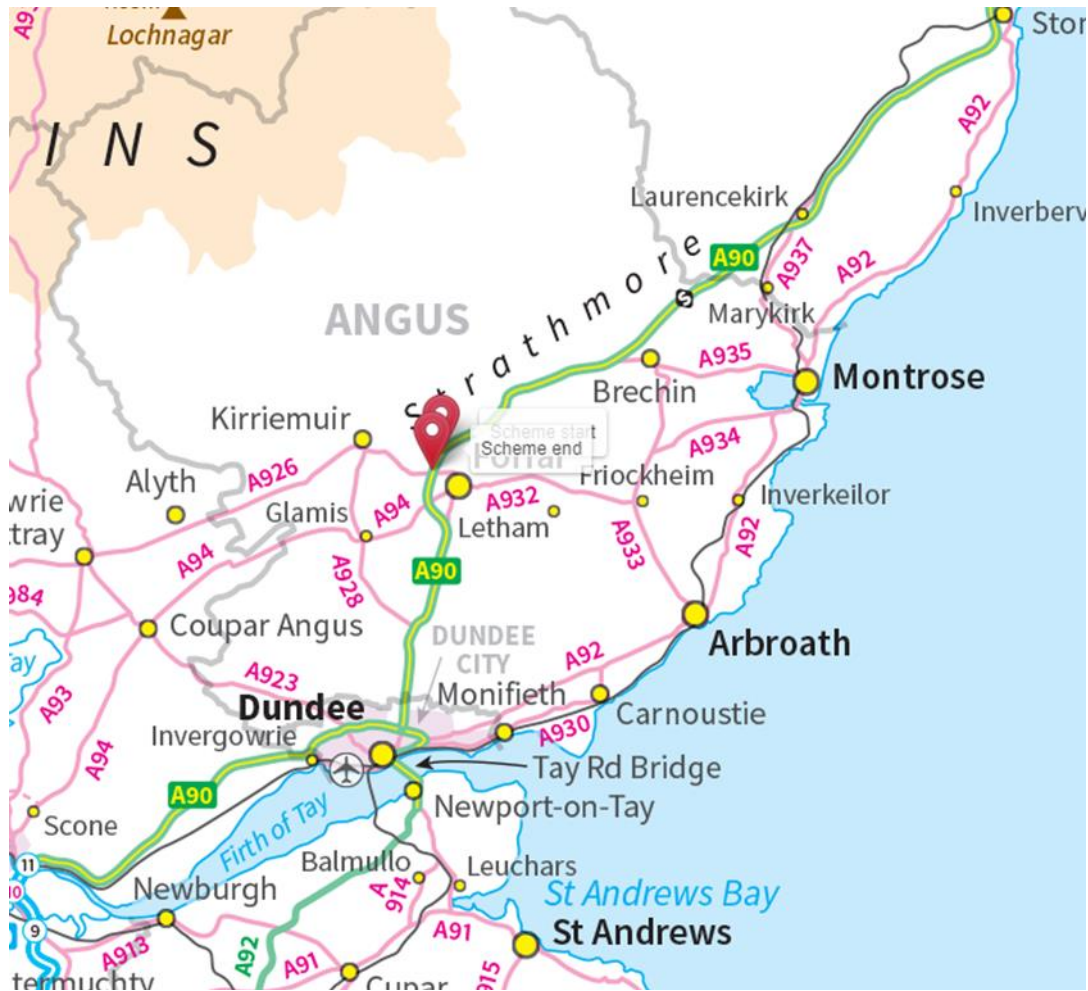


Figure 2: Scheme location within eastern Scotland.

## Description of local environment

### Air quality

The scheme is located within a semi-rural area of Forfar, Angus surrounded by agricultural land, structures and a residential property. The closest residential property to the scheme (Bogside) is located approximately 180m from the carriageway. No other receptors are located within 200m of the scheme. No other major sources of pollutants detrimental to air quality are present within 200m of the scheme.

In 2021, this section of carriageway (manual count point 80061) had an Annual Average Daily Flow ([AADF](#)) of 15264 vehicles, with 2316 of these being Heavy Goods Vehicles (HGVs).

Angus Council has not declared any Air Quality Management Areas (AQMAs).

### Cultural heritage

A desktop study using the [Pastmap](#) resource has not identified any sites within 1km of the scheme.

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

### Landscape and visual effects

The surrounding landscape has been classified as Rectilinear Fields and Farms using the [HLA Map Resource](#).

A desktop study using [NatureScot Sitelink](#) and [PastMap](#) online interactive map has not highlighted any areas designated for landscape character within 1km of the scheme.

Views of, and from, the road 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 are predicted.

Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. As such, impact to local landscape has been



assessed as being 'no change' and has been scoped out of requiring further assessment.

## Biodiversity

The scheme is located along a stretch of the A90 carriageway, north of the town of Forfar, Angus, within a semi-rural setting. Areas of low-lying vegetation (grassland and scrub) line the areas immediately adjacent to the northbound carriageway whilst the southbound verge contains a thin semi-mature treeline in short stretches. These thin areas of vegetation separate the carriageway from pastoral and arable farmland. A small area of mature dense woodland is present approximately 20m from the carriageway extents. These woodland areas are not protected. The central reserve separating the northbound and southbound carriageways contains low-lying vegetation and is regularly maintained.

A desktop study using [Nature Scot's Sitelink online interactive map](#) has highlighted the River Tay Special Area of Conservation (SAC) (1550m) and the River South Esk SAC (100m) within 2km of the scheme extents. The Dean Water (SEPA Watercourse ID: 6556) runs 1550m south of the scheme and forms part of the River Tay SAC. The Lemno Burn (SEPA WaterCourse ID: 5806) runs directly below the scheme. A section of this watercourse (approx. 100m north of the scheme) forms part of the River South Esk SAC.

A Habitats Regulations Appraisal – Initial Screening Assessment was undertaken by the Amey E&S Team to supplement the information given within the schemes' Initial Environmental Review (IER) on the designated sites within 2km of the proposed scheme extents. This assessment was able to conclude that there would likely be no significant adverse effects on the surrounding water quality due to the nature of the works in question and the general proximity to the designated sites (with particular focus on the River South Esk SAC). The nature of the works in question, combined with the pollution prevention and control measures detailed within the IER and this document allowed for this conclusion, combined with the transient nature of the works and their containment within the carriageway extents. No in-water works are programmed as part of this scheme.

[The National Biodiversity Network's \(NBN\) Atlas Scotland website](#) has not indicated any records of Invasive Non-Native Species (INNS) within the proposed scheme extents however, occurrences of Himalayan Balsam (*Inpatiens glandulifera*) (approximately 600m east of the scheme's northern extent at its closest point), Giant Hogweed (*Heracleum mantegazzianum*) (approximately 600m east of the scheme at its closest point) and Rhododendron (*Rhododendron ponticum*) (approximately 1.8km north of the scheme at its closest point) have been recorded within 2km of the



scheme, predominantly around the Forfar Loch and to the north and east of the scheme extents.

## Geology and soils

[The National Soil Map of Scotland](#) lists the soils surrounding the scheme extents as a mixture of Alluvian and Mineral Podzols. No Geological Conservation Review Sites or Sites of Special Scientific Interest (SSSI) are present within 2km of the site extents.

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

### Bedrock Geology

- Scone Sandstone Formation - Sandstone. 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.
- Glaciofluvial Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
- Alluvium - Clay, silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.

As the works will be restricted to the existing carriageway boundary and already engineered layers, these works will not permanently impact upon the surrounding geological features and soil environment. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

## Material assets and waste

### Materials Required

- Road surfacing (aggregate and binder)
- Bitumen
- Road paint and studs
- Lubricant

- Vehicle fuel
- Oil

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.

## Waste Arising

- Road planings
- Removed iron/metal components

Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.

Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As such, road planings generated as a result of the works may be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.

## Noise and vibration

The scheme is located on a semi-rural section of the A90 carriageway, north of the town of Forfar, Angus. This section of the A90 carriageway is flanked by farmland and various residential properties/farm structures throughout the scheme extents. In 2021, this section of carriageway (manual count point 80061) had an [AADF](#) of 15,264 vehicles, with 2316 of these being HGVs.

With regard to noise sensitive receptors, one residential property is present in the immediate vicinity of the scheme (Bogside) which is located approx. 180m from the carriageway extents. Minimal natural screening is in place (in the form of a thin, semi-mature treeline) between this property and the carriageway. Whilst this is the only property within 300m of the scheme, there are multiple properties surrounding the A90 carriageway itself with the closest of these being 500m north of the scheme at Quilkoe.

Baseline noise is likely to be influenced by vehicle traffic from the A90 carriageway and nearby agricultural/industrial activities (with potential for urban activities to influence baseline noise levels towards the southern extent of the scheme).

[Modelled noise levels](#) around the scheme extents show day time levels ranging from 65–70 dB within the immediate vicinity of the carriageway and 55dB to 65dB within around 60m of the carriageway. Modelled noise levels for night time show the area immediately within the carriageway as having an output of around 60-65dB with levels of around 50-50dB within around 60m of the carriageway. Little natural or manmade screening features exist between the works area and the surrounding built environment and as such there is potential for noise impact, including sleep disturbance during night-time works.

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

## Population and human health

The geometry of the site consists of a long straight section of road which curves to the left (southbound), including a northbound layby (located 400m north of the schemes southern extent), and southbound layby (located 10m south of the schemes northern extent). The carriageway is lit at the southern extent of the scheme.

One residential property is present in the immediate vicinity of the scheme (Bogside) which is located approx. 180m from the carriageway extents. This property is not accessed from the A90 carriageway and is accessed via the A926. Whilst there are a limited number of residential properties within the immediate vicinity of the scheme, there are multiple properties surrounding the A90 carriageway itself with the closest of these being 500m north of the scheme at Quilkoe. No access roads or agricultural accesses are present within the scheme extents.

Whilst no pedestrian footways are present within the scheme extents or by the carriageway. [Angus Council core path](#) 274: Padanaram old railway is present 385m west of the scheme. No cycle-ways are present within the scheme extents.

No bus stops are present within the carriageway extents.

## Road drainage and the water environment

A desktop study using the [Scottish Environment Protection Agency \(SEPA\) Water Classification Map](#) has identified the Lemno Burn (site ID: 5806), which flows beneath the scheme at its northern extent, as having 'Moderate Ecological Potential'. The Dean Water/Treacle Burn (site ID: 6556) is classified as having 'Moderate

Ecological Potential' and runs approximately 1550m to the south of the scheme. This watercourse is connected to the Loch of Forfar which is not awarded a classification on SEPA's water classification hub. The Loch of Forfar is located approx. 1km south of the schemes southern extent.

[SEPA's Flood Mapping System](#) has identified that the A90 carriageway between Quilkoe and the Kirriemuir junction is extremely susceptible to surface water flooding from the nearby Lemno Burn and its associated tributaries and outlets. The entirety of the proposed scheme extents present a 10% risk of flooding each year with the exception being an approx. 100m stretch of carriageway at the southern extent. This issue is present both northbound and southbound.

The carriageway utilises top entry gullies and a filter system for drainage throughout the scheme.

## 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 CO<sub>2</sub> 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 (GHG) 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 are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

## Description of main environmental impacts and proposed mitigation

### Air quality

#### Impacts

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a slight temporary impact on local air quality levels.
- TM may result in a slight increase in associated vehicle emissions within the surrounding road networks and local areas.

The impacts identified will be a temporary for the duration of the works only and therefore no change is predicted on air quality.

#### Mitigation

The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2014) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

It has been determined that the proposed project will not have any direct or indirect significant effects on local air quality; providing all works operate in accordance with current best practice, the residual impact for air is considered neutral.

## Biodiversity

### Impacts

- During night-time programming, misdirected site lighting could cause temporary disturbance to any surrounding nocturnal species.
- During night-time programming, additional noise from construction activities could cause temporary disturbance to any surrounding nocturnal species.
- There is potential for protected species to be active within the local surrounding area and for the works to result in disturbance.
- There is potential for the scheme to negatively impact upon designated European Sites with the closest of these located approx. 100m north of the scheme extents. Pollution incidents have the potential to impact upon these watercourses and their designating species/features should the appropriate mitigation measures be inadequate or/ not followed.

### Mitigation

- All temporary lighting will be directional and pointed away from sensitive ecological receptors.
- Vehicles or machinery will not be parked or left to rest on any of the soft verges.
- In the event of observing a protected species on the live working site, all works will temporarily stop until the animal has moved on. The site control room will be contacted for environmental record.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundaries of the carriageway. Works and storage of equipment will be kept within the carriageway extents on hardstanding ground, particularly when in close proximity to designated European sites.
- All site operatives will be made aware of and briefed on the appropriate designated sites and the associated risks involved regarding the scheme and the surrounding habitats.
- Vehicles or machinery will not be parked or left to rest on any of the soft verges.
- Noise mitigation measures as outlined in the Noise and Vibration section below will be adhered to during the works.
- A Habitats Regulations Appraisal – Initial Screening Assessment has been undertaken for this scheme as part of the associated IER determining the mitigation measures and associated impact of the scheme on the surrounding designated sites.

It has been determined that the proposed project will not have any direct or indirect significant effects on biodiversity; providing all works operate in accordance with current best practice, the residual impact to biodiversity is considered to be neutral. It

has also been determined that the proposed project will not have any direct or indirect significant effects on the surrounding designated European Sites; providing all works operate in accordance with current best practice and mitigation measures detailed in this, and other relevant documents associated with the scheme. The residual impact on biodiversity is considered to be neutral.

## **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.

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.
- Uncontaminated road planings arising from the works will be fully recycled in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- If any waste containing coal tar is identified during the works, this will be classed as special waste. This will require landfill disposal to a site capable of accepting coal tar contaminated waste.
- The disposal of special waste is also subject to obtaining a SEPA consignment note and providing advance notice of at least three days prior to any waste movement.

It has been determined that the proposed project will not have any direct or indirect significant effects to the consumption of material assets or creation of waste.



## 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 residential properties will benefit from improved road surfacing as a result of the scheme.
- If works are required during night-time hours, then this could cause disturbance for residential properties in close proximity, and for the nearby amenity users. It is also anticipated that noise heavy works could cause day-time disturbance.

### Mitigation

- In the event of night-time programming, the Amey E&S team will contact Angus Council's Environmental Health Team prior to the commencement of the works.
- In the event of night-time programming, properties in proximity will be notified in advance of the works. Pre-notification will include details of proposed timings and duration of the works.
- 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.

It has been determined that the proposed project will not have any permanent direct or indirect significant effects on Noise and Vibration.

## Population and human health

### Impacts

- TM for the works will involve lane closures facilitated by a convoy system.
- Vehicle users may experience delays due to presence of TM, which may lead to driver frustration.
- Given the high percentage of HGVs at this location, TM may disturb HGV movement along this route.
- There is potential for the laybys to be out of use/blocked for the duration of the works only.

## 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.
- Layby closures, if required, will be advertised on approach.

It has been determined that the proposed project will not have any direct or indirect significant effects on population and human health.

## Road drainage and the water environment

### Impacts

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

### Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can 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.
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- All storage of materials/fuel and any refuelling activities (if required) will be more than 10m away from the River South Esk SAC watercourse at all times and placed on a hardstanding surface.

- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- Bunds will be provided around drums up to 205 litres with a buffer of 25% of their capacity.
- Bunds will be provided around bulk storage to a capacity of 110% of the stored fuel/oil.
- All site operatives will be briefed on the [Guidance for Pollution Prevention \(GPP\)](#) documents (namely, GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22) prior to working on site. This guidance will be adhered to on site at all times.

It has been determined that the proposed project will not have any direct or indirect significant effects on road drainage and the water environment. Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual effects on the local water environment is considered to be neutral.

## 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 being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

It has been determined that the proposed project will not have any direct or indirect significant effects on climate.

## Vulnerability of the project to risks

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

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

## Assessment cumulative effects

The [Scottish Road Works Commissioner's](#) Interactive Map has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Angus Council's planning portal has not highlighted any relevant proposed developments or planning applications during the proposed timescale and at the location of the proposed works.

Amey's current [programme of works](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

## Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in January 2023.

## 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 approximate 12,306m<sup>2</sup> (1.23ha) area of existing carriageway.
- At end of life, components can be recycled, reducing waste to landfill.
- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.

- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

## Location of the scheme

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

## Characteristics of potential impacts of the scheme

- As the works will be limited to the like-for-like replacement of the carriageway surfacing, 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.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction
- As the scheme is located less than 2km from two designated European Sites (namely the River Tay (SAC) (1.55km) and the River South Esk (SAC) (100m) a Habitats Regulations Appraisal – Initial Screening Assessment was undertaken by the Amey E&S Team. This assessment was able to conclude that there would likely be no significant adverse effects on the surrounding water quality due to the nature of the works in question and the general proximity to the designated sites. The transient nature of the works in question, combined with their containment within the carriageway extents have allowed for this conclusion. No in-water works are programmed as part of this scheme.

## 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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