



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

Retexturing – A90 Hatton

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Project Details

Description

The works are required to restore sections of the A90 carriageway near Hatton, Aberdeenshire utilising retexturing to reduce the wear and tear of the road surface. Using retexturing methods (shot-blasting) to improve the texture of the surface will enhance skid resistance and will improve the safety of the carriageway for vehicle users.

Shot-blasting retexturing will be used to retexture the carriageway surface throughout the scheme. This process involves blasting small steel shot onto the road surface and is a mobile captive/contained process whereby the shot-blasted material is vacuumed and sorted within the retexturing vehicle/machinery. Waste road material is stored, and the 'shot' is reused and recycled within the process until it disintegrates.

Construction activities are likely to entail:

- Installation of Traffic Management (TM) at location 1;
- Retexturing of surface using mobile unit;
- Quality check of surface;
- Removal of TM at location 1;
- Installation of Traffic Management (TM) at location 2;
- Retexturing of surface using mobile unit;
- Quality check of surface; and
- Removal of TM at location 2.

Construction plant, vehicles and machinery are likely to entail:

- Retexturing unit;
- Roller;
- Paver;
- Planer
- TM vehicles; and
- Wagon(s).

The proposed construction is programmed to be completed within this financial year (April 2024 to March 2025) and will take place during night-time hours. The duration

of the scheme is estimated to be 6-7 days. Traffic Management (TM) for the scheme is likely to entail temporary traffic lighting and lane closures. The total area of carriageway to be retextured is approx. 19,967m².

Location

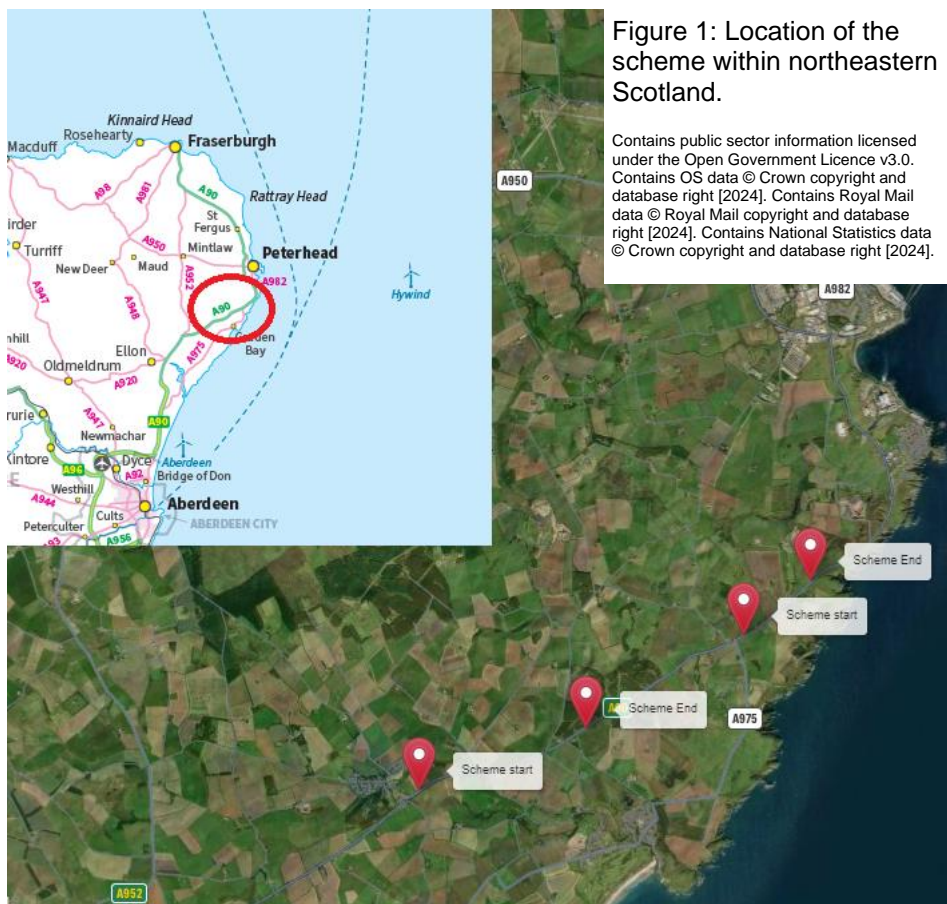
The scheme spans two sections of the A90 carriageway near Hatton, Aberdeenshire. The total area of carriageway to be retextured is approximately 19,967m². The scheme location can be found within Figure 1 (see below) with the start/end points being found at the following National Grid References (NGRs):

Location 1:

- Scheme start – NK 05607 37039
- Scheme end – NK 08196 38003

Location 2:

- Scheme start – NK 10625 39443
- Scheme end – NK11636 40275



Description of local environment

Air quality

The scheme is located within a rural section of the A90 carriageway, near Hatton and Auchiries, Aberdeenshire. Baseline air quality levels are likely to be influenced by vehicle traffic from the A90 carriageway and agricultural activities. [The Annual Average Daily Flow \(AADF\)](#) in 2023 for the A90 carriageway within the scheme extents (estimated count point: 20803), accounted for 9,053 vehicles, with 893 of these being Heavy Goods Vehicles (HGVs).

Approximately 21 residential properties have been identified within 200m of the scheme extents at location 1 with the closest of these being located at the roadside. Approximately 30 residential properties have been identified within 200m of location 2 with the closest being located at the roadside. No non-residential air quality sensitive receptors have been identified within 200m of location 1 or location 2.

Aberdeenshire Council has not declared any [Air Quality Management Areas \(AQMAs\)](#).

[The Scottish Pollutant Release Inventory \(SPRI\)](#) has not identified any polluting facilities/activities within 1km of the scheme extents.

Cultural heritage

The [PastMap](#) resource has been utilised to ascertain the designated (see Table 1 below) and undesignated (see Table 2 below) culturally significant assets within proximity to the scheme extents. Designated assets within proximity have been determined using a buffer of 300m whilst undesignated assets within proximity have been determined using a buffer of 100m.

Table 1: Designated Cultural Heritage Assets within 300m.

Name and Designation	Reference Number	Description	Distance from Scheme
Listed Building: Old Bridge, Water of Cruden, Midmill	LB3067	Listed building spanning a bridge over the Water of Cruden.	70m north of location 1
Listed Building: Auchiries School	LB3066	Listed building encapsulating an old school building in Auchiries,	120m north of location 1

Table 2: Non-Designated Cultural Heritage Assets within 100m.

Name and Designation	Reference Number	Description	Distance from Scheme
Historic Environment Record (HER): Uppermill Cottage	NK03NE0149	Site of a destroyed 19 th century cottage	5m north of location 1
HER: Auchiries	NK03NE0020	Polished stone axe found in this area	70m south of location 1
HER: Auchiries Farm, Cruden Bay	NK03NE0148	Farmstead (still in use)	10m south of location 1
HER: Station Farm	NK13NW0034	Farmstead (still in use)	60m south of location 2

Landscape and visual effects

Multiple visual residential receptors have direct views of the A90 carriageway within the scheme extents with little natural or man-made screening separating the carriageway from singular properties at the roadside and groups of properties within 300m of the highway boundary.

No [landscape designations](#) such as Garden and Designed Landscapes or National Scenic Areas (NSA) have been identified within 1km of the scheme extents.

[Scotland's Landscape Character Type Map](#) lists the landscape character type present within the scheme extents to be 'Coastal Agricultural Plain – Aberdeenshire.' [Scotland's Soil Map](#) classifies the land as '3.1' with regard to the Land Classification for Agriculture.

[Scotland's Ancient Woodland Inventory \(AWI\)](#) has not identified any ancient woodlands present within, or within 1km of the scheme extents. No [Tree Preservation Orders \(TPOs\)](#) have been identified adjacent to, or within 500m of the scheme extents.

Biodiversity

The area surrounding the A90 carriageway within the scheme extents contains areas of low-lying pastoral agricultural land, seaside cliff habitats and occasional stretches of woodland/scrub. [Scotland's AWI](#) has not identified any ancient woodlands present within, or within 1km of the scheme extents. No [TPOs](#) have been identified adjacent to, or within 500m of the scheme extents.

The following designated European sites have been identified within 2km:

- Buchan Ness to Collieston Coast Special Protection Area (SPA) (site ID: 8473) (approx. 250m distance),
- Buchan Ness to Collieston Coast Special Area of Conservation (SAC) (site ID: 8214) (approx. 250m distance)
- Ythan Estuary, Sands of Forvie and Meikle Loch SPA (site ID: 8592) (approx. 2km distance).

These sites are also hydrologically connected to the scheme via field drains and watercourses which flow beneath the A90 carriageway within the scheme extents. Due to the potential for likely significant effects on these designated European sites, a Habitats Regulations Appraisal (HRA) has been undertaken for the scheme. No nationally designated sites (such as Sites of Special Scientific Interest (SSSIs) have been identified within 200m of the scheme extents.

[The NBN Atlas](#) resource has identified the presence of Invasive Non-Native Species (INNS) including Japanese knotweed (*Fallopia japonica*), Himalayan balsam (*Impatiens Glandulifera*) and Giant hogweed (*Heracleum mantegazzianum*) within 500m of location 1. The Amey SS NE NMC INNS Map resource has not recorded the presence of any INNS or Transport Scotland Target Species within 500m 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 and in turn, a site visit was scoped out. 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 scheme is not located within 200m of any [Geological Conservation Review sites \(GCRs\), or SSSIs](#) designated for their geological significance.

[The National Soil Map of Scotland](#) lists the soil present within the scheme extents to be that of mineral podzols at the southern extent of location 1, and the northern extent of location 2 whilst mineral gleys can be found everywhere else within the works area.

[Bedrock Geology](#) at Location 1:

Collieston Formation - Pelite, semipelite and psammite. Metamorphic bedrock formed between 1000 and 541 million years ago between the Tonian and Ediacaran periods.

North-east Grampian Granitic Suite (ordovician) - Diorite. Igneous bedrock formed between 485.4 and 443.8 million years ago during the Ordovician period.

Superficial Deposits at Location 1:

Hatton Till Formation - Diamicton, clay, sand and gravel. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

Bedrock Geology at Location 2:

Peterhead Pluton - Granite. Igneous bedrock formed between 443.8 and 419.2 million years ago during the Silurian period.

Hatton Till Formation - Diamicton, clay, sand and gravel. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

Superficial Deposits at Location 2:

Hatton Till Formation - Diamicton, clay, sand and gravel. 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 3 (see below) details the materials required during the scheme whilst Table 4 (see below) details the wastes produced from the works.

Table 3: Materials required for the scheme.

Activity	Materials Required	Sources
Site Construction	<ul style="list-style-type: none"> • Oil; • Lubricant; 	Primary sources.

Activity	Materials Required	Sources
	<ul style="list-style-type: none"> • Vehicle fuel; and • Road marking materials and studs. 	

Table 4: Assumed wastes to be generated from the scheme.

Activity	Waste Produced	Disposal
Site construction	<ul style="list-style-type: none"> • Deteriorated ball-bearings from retexturing; and • Removed surface material, paint and studs. 	<p>Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p> <p>Any excess excavated material taken off site can potentially be used for future schemes.</p> <p>At this time surfacing may be planed and reused in-situ, ex-situ or recovered as a feedstock in the manufacture of new surfacing material or other products.</p> <p>Due to the nature of the scheme, combined with the associated costs and the volume of waste proposed to be generated, a Site Waste Management Plan (SWMP) will not be required for these works.</p>

Noise and vibration

Baseline noise levels surrounding the scheme extents are likely to be influenced by road traffic from the A90 carriageway combined with agricultural activities. The [AADE](#) in 2023 for the A90 carriageway within the scheme extents (estimated count point: 20803), accounted for 9,053 vehicles, with 893 of these being HGVs.

Approximately 49 residential properties have been identified within 300m of the scheme extents at location 1 with the closest of these being located at the roadside. Approximately 31 residential properties have been located within 300m of location 2 with the closest being located at the roadside. No non-residential noise sensitive receptors have been identified within 300m of location 1 or location 2. Little-to-no

natural or man-made screening exists between these properties and the scheme extents.

[Scotland's Noise Map](#) does not hold data for the A90 carriageway within the scheme extents at location 1. This resource indicates the daytime noise levels (Lden) within location 2 to be between 55-75 dB within 100m of the scheme extents. Modelled night-time noise levels (Lnight) indicate levels between 50-65 dB within 50m of the scheme extents. The scheme is not located within a [Candidate Noise Management Area \(CNMA\)](#).

Population and human health

The A90 carriageway within the scheme extents is located within rural Aberdeenshire. This section of the A90 carriageway connects the city of Aberdeen with smaller towns and villages including Peterhead and Fraserburgh. Whilst these smaller towns and villages contain public amenities and facilities including medical practices, educational facilities, the city of Aberdeen contains facilities of greater complexity, in greater abundance.

Approximately 49 residential properties have been identified within 300m of the scheme extents at location 1 with the closest of these being located at the roadside. Approximately 31 residential properties have been located within 300m of location 2 with the closest being located at the roadside. Agricultural businesses have also been identified within 300m of both locations.

The A90 carriageway within the scheme extents (both location 1 and location 2) is not street-lit. Footways are sporadically present within location 1 whilst location 2 contains footways for the majority of the scheme extents. A layby is also present at the northern extent of location 2. Various access roads and field access points are present throughout the scheme extents with the majority of these being the sole access points to residential properties, farms and fields. An access road to the Cliffs of Longhaven Wildlife Reserve has been identified within the extents of location 2. Bus stops are also present within both location 1 and location 2.

[Aberdeenshire Council Core Path](#) 206.1 has been identified approx. 260m southwest of location 1 whilst Aberdeenshire Council Core Path 207.1 terminates at the A90 carriageway at location 2. Location 2 is also located approx. 250m west of Aberdeenshire Council Core Path 7LD.01.25 of which traverses the coastline. No [National Cycle Network \(NCN\)](#) routes have been identified within 300m of the scheme extents.

Road drainage and the water environment

SEPA's Water Classification Hub has identified the Water of Cruden (site ID: 23200) flowing beneath the A90 carriageway at location 1. This watercourse is classified as being in 'Moderate' condition under the Water Framework Directive (WFD). No watercourses classified under the WFD have been identified flowing beneath location 2 of the scheme. Location 2 is located approximately 250m from the Buchan Ness to Cruden Bay Coast (site ID: 200125) of which is classified as being of a 'High' condition under the WFD. Various field drains have been identified adjacent to and flowing beneath the scheme extents at both locations.

SEPA's Water Classification Hub identified the groundwater conditions within the scheme extents (entitled Peterhead, site ID: 150630) as being in 'Good' condition.

[SEPA's Flood Map](#) has indicated a small area of the A90 carriageway within location 1 to be at a 'High' (approximately 10% each year) risk of surface water flooding each year. At the point where the Water of Cruden traverses location 1, the area surrounding the watercourse is listed as being at a 'High' (approximately 10% each year) risk of river water flooding. No areas of location 2 are at risk of surface, or river water flooding according to this resource.

The A90 carriageway within the scheme extents (at both location 1 and location 2) is drained via a mixture of top-entry gullies and verge-side filter drainage.

The A90 carriageway within the scheme extents is contained within the [Scottish Government's Aberdeenshire, Banff, Buchan and Moray Nitrate Vulnerable Zone \(NVZ\)](#). NVZs are areas designated as being at risk from agricultural nitrate pollution. Areas such as the Aberdeenshire, Banff, Buchan and Moray NVZ either result, or would likely result in a concentration equal or exceeding 50mg/l of nitrates in either surface or groundwater as a result of agriculture.

Climate

Carbon Goals

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

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (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 is working towards a contractual commitment to have carbon neutral depots on the NE NMC network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- 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 residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.

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;
 - Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
 - Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
 - Minimise drop heights from conveyors and other loading or handling equipment;
 - Ensure vehicles entering and leaving the work area are covered to prevent escape of materials during transport;
 - Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; 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.

Cultural heritage

Impacts

- Due to the containment of the scheme within the A90 carriageway extents, no impacts on cultural heritage have been identified as a result of the works.
- It is likely that the original construction of the A90 carriageway removed any archaeological features present and therefore the potential for new archaeological discoveries is very low.

Mitigation

- Should the nature of the works change, or additional excavation works be required, the Amey SS team will be contacted prior to works commencing.
- Works and storage of plant/machinery/vehicles will be contained within the carriageway boundary at all times throughout the scheme.

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

Landscape and visual effects

Impacts

- Residential properties within proximity to the scheme extents will have sight of the works which will temporarily impact the tranquillity of the area.
- No operational impacts will be had for visual receptors as works entail the like-for-like retexturing of the A90 carriageway within the scheme extents.

Mitigation

- Spill kits will be available on site and all operatives fully trained in spill response.

- Plant and machinery will be regularly maintained in order to reduce the risk of leaks of oil and fuel.
- Works will be contained within the A90 carriageway extents.

The residual effect on landscape and visual effects is deemed to be neutral. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects no further assessment is required.

Biodiversity

Impacts

- 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.
- The scheme has the potential to impact the designated European sites present within 2km of the scheme extents.

Mitigation

- A HRA has been undertaken to assess the impacts of the scheme upon the three aforementioned designated European sites. This appraisal has concluded that no Likely Significant Effects are likely as a result of these works and their proximity/connectivity to the sites.
- In the event that protected species are sighted, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the SS Team. The SS team will be contacted for any guidance if required, and the 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.
- All site lighting will be directed away from sensitive ecological receptors such as woodland and watercourses.
- Amey's environmental briefing on nesting birds will be delivered to operatives prior to the start of construction.
- Noise mitigation measures as outlined in the Noise and Vibration section and pollution control mitigations as outlined in the Road Drainage and the Water Environment section will be adhered to during the works.

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 works will result in contribution to resource depletion through use of virgin materials.
- GHG emissions will be generated by material production and transportation 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 where relevant.
- Road planings generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document where possible.

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

- Noise heavy works from activities such as shot blasting 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.
- A soft start to the works will be implemented, 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.
- Screening will be utilised when in close proximity to roadside residential properties.
- Amey's SS Team has contacted Aberdeenshire Council's Environmental Health Team to notify of the works due to night-time programming.

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.
- TM for the works will involve a lane closures and temporary traffic lighting:
 - 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 impact on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- Access to the bus stops, pedestrian footways, fields, farms, residential properties and the layby present within the scheme boundary is likely to be impacted by the scheme.
- Aberdeenshire Council Core Paths are unlikely to be impacted by the scheme due to its containment within the A90 carriageway boundary and their distance from 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.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Layby closures will be advertised on approach to the scheme extents.
- Bus stop closures (where required) will be discussed with the relevant operators and local authorities with alternatives provided for public transport users.
- Alternative footways will be provided and sign-posted for users where footway closures are required.
- Single access points to the Cliffs of Longhaven Wildlife Reserve, fields, farms and properties will be maintained at all times throughout the 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. Weather will be monitored throughout the scheme in order to avoid and prepare for any detrimental effects caused by precipitation.

- There is potential for the Water of Cruden and the Buchan Ness to Cruden Bay Coast to be adversely impacted by the scheme via pollution events such as chemical/material leakage.

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 the Water of Cruden and Buchan Ness to Curden Bay Coast watercourses 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.
- 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.
- Amey's environmental briefing on water pollution will be delivered to operatives prior to the start of construction.

With mitigation measures in place, no significant effects are predicted on road drainage and the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road Drainage and the Water Environment, no further assessment is required.

Climate

Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel distance and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be 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 limited to the like-for-like replacement of the carriageway structure, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

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

Assessment cumulative effects

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

[Aberdeenshire Council's Planning Portal](#) has not highlighted any relevant proposed developments or planning applications during the proposed timescale and at the location 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 deemed neutral and there will be no significant effects on the environment.

The following environmental surveys/reviews/consultations have been undertaken:

- An Environmental Scoping Assessment of the scheme, undertaken by the Amey Environment and Sustainability Team in May 2024.
- Consultation with Aberdeenshire Council's Environmental Health team in May 2024.
- A HRA, undertaken by the Amey Environment and Sustainability Team 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.
- The risk of major accidents or disasters is considered to be low.
- 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.
- 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.
- A HRA has been undertaken regarding the scheme's location within proximity (2km) to designated European sites. This document has concluded that no likely significant effects are likely to occur on these sites as a result of the scheme.

Characteristics of potential impacts of the scheme:

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

References of supporting documentation

1. Environmental Scoping Assessment. May 2024.
2. HRA. 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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