



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A90 South of Rathen (Resurfacing)

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Project Details

Description

Resurfacing works are required along a rural stretch of the A90 carriageway at Rathen, Aberdeenshire. The works involving structural inlays (40-310mm depths) are required to restore the carriageway due to various defects and deterioration including fretting, potholes, alligator cracking and longitudinal cracking.

Construction activities and the associated plant/non-road mobile machinery (NRMM) required are as follows:

- Implementation of traffic management (TM) and marking out site (TM plant);
- Removal of existing surfacing (planer and lorries);
- Inlay resurfacing to permitted depths (paver and lorries).
- Reinstatement of road markings, linings, and studs (lorries and plant); and,
- Removal of TM.

The scheme exceeds 1ha in area, approximately 1.316ha.

The proposed construction is programmed to be undertaken and completed within this financial year (April 2024 to March 2025) for the duration of 20 working days during night-time hours.

TM will comprise of an overnight convoy for the duration of the works. Aberdeenshire Council have been notified of such arrangements.

Location

This section of the A90 is a single carriageway, approximately 1.76km long, located at Rathen, Aberdeenshire, at the following National Grid References (NGRs) (Figure 1):

- Scheme start: NK 00313 59476
- Scheme end: NJ 99764 61106



Figure 1. Scheme Location Map.

Description of local environment

Air quality

The baseline air quality surrounding the scheme extents is likely to be influenced by high traffic flow along the A90 trunk road and surrounding agricultural activities.

[Annual Average Daily Flow](#) (AADF) in 2023 for the closest count point to the scheme (site number: 78586) was estimated at 7,348 total vehicles with 4.1% Heavy Goods Vehicles (HGVs).

There are approximately 40 air quality receptors located within 300m, including residential properties, and Rathen West Church. The closest receptor is a residential property located approximately 15m east of the carriageway boundary (NJ 99786 61108).

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

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

Cultural heritage

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

Listed Buildings:

- Rathen (West) Parish Church (Category C) (Reference: LB16138) approximately 220m east.
- West Lodge, Mormond (Cortes) House (Category C) (Reference: LB16121) approximately 25m west.
- Mormond (Cortes) House (Category B) (Reference: LB19778) approximately 220m west.

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

Pastmap has recorded approximately six non-designated cultural heritage features within 200m of the scheme as listed below:

Historic Environment Records (HERs):

- Rathen West Church Cemetery (Reference: NK06SW0097) (Documentary record only) approximately 190m east.
- Roseacre, Rathen (Reference: NJ96SE0083) (Documentary record only) approximately 10m east.
- Rathen War Memorial (Reference: NK06SW0062) (Standing structure) approximately 187m east.
- Middletack (Reference: NJ96SE0016) (Crop Mark (Includes Soil Mark)) approximately 100m west.
- Rathen (Reference: NK06SW0206) (Standing Structure) approximately 177m east.
- Rathen (Reference: NK06SW0010) (Artefact) approximately 5m east.

Landscape and visual effects

The scheme is located along a rural stretch of the A90 carriageway, with sporadic rural properties, and towns, such as Rathen in the surrounding landscape. Few of these residential properties have direct sight of the scheme, however the closest visual receptors are situated approximately 5m from the scheme, immediately overlooking the carriageway.

Land surrounding the scheme is dominated by areas of open grazing and arable land, areas of woodland west of the carriageway boundary surrounding the schemes southern extent. Localised areas of semi-mature, mature trees and scrub line the carriageway along extents. Historic Environment Scotland's [HLAMap](#) classifies the surrounding land as urban area, rectilinear fields, and farms, designed landscape and small holdings.

There are no National Scenic Areas or other sites designated for their landscape character or quality located within 500m, or visible to or from the scheme.

The scheme is located within the Coastal Agricultural Plain - Aberdeenshire [Landscape Character Type \(LCT 17\)](#) with the following key characteristics:

- Low-lying and very gently undulating landform, with a pattern of subtle ridges and valleys in the north-east.
- Water courses in broad shallow valleys.
- Mainly arable farming, with fairly extensive areas of moss and wetland.
- Large, open, geometric fields.
- Coniferous forest particularly extensive in southern part of the area.

- Limited broadleaf woodland, forming rare shelterbelts and small groups around farms.
- Well settled landscape of dispersed farms, many newer houses and a number of settlements, and occasional mansions in designed landscapes.
- Communication structures and tall masts on some higher ground, and power transmission lines radiating from Peterhead power station, which itself is highly visible.
- Major roads crossing the area.

An unnamed area of woodland west of the scheme is protected under a [Tree Preservation Order](#) (Reference: AC TPO 121 (2019)) and the Ancient Woodland Inventory (AWI). This woodland is an area of long-established woodland (of plantation origin) (ID: 2337) and lines the carriageway from the scheme start to the NGR NK 00000 59899, approximately 10m west.

Biodiversity

[NatureScot's Sitelink](#) resource has not identified any European designated sites within 2km of the scheme.

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](#)).

Due to the works being temporary, contained to the engineered carriageway surface, the requirement for a Preliminary Ecological Walkover (PEW) has been scoped out by a qualified ecologist.

NBN Atlas has identified the Invasive Non-Native Species (INNS) of Japanese knotweed (*Fallopia japonica*) within 500m, approximately 175m northeast.

Amey's Asset Management Performance System (AMPS) has not identified any INNS within 500m. It however identifies Rosebay willowherb (*Chamerion angustifolium*), an injurious weed approximately 245m north of the scheme (NJ 99724 61347).

Geology and soils

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

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

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

- Metamorphic bedrock of the Strichen Formation (semipelite, pelite and psammite) formed between 1000 and 541 million years ago (Mya) between the Tonian and Ediacaran periods.

Superficial deposits comprise of:

- Sedimentary superficial deposits of alluvium (clay, silt, sand and gravel) formed between 116 and 11.8 thousand years ago during the Quaternary period.
- Sedimentary superficial deposits of Devensian Till (Diamicton) formed between 116 and 11.8 thousand years ago during the Quaternary period.

As a result of the works taking place strictly within made ground within the A90 carriageway boundary, it has been determined that the project does not carry the potential to cause direct or indirect impacts to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

The proposed works are required to inlay resurface the A90 carriageway displaying surface defects, with additional construction activities involving reinstating road markings and studs.

Materials used will consist of:

- Surfacing, binder and base materials; and
- Road marking materials (thermoplastic road marking paint) and studs.

Wastes are anticipated to be planings from the carriageway surface course, with no coal tar recorded from coring logs within scheme extents.

The Contractor is responsible for the disposal of road planings, and this will be registered in accordance with a Paragraph 13(a) waste exemption issued by the Scottish Environment Protection Agency (SEPA), as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

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

Noise and vibration

There are approximately 40 noise sensitive receptors (NSRs) located within 300m, including residential properties, Rathen West Church (NK 00011 60858), and a holiday accommodation property (NK 00508 59314). The closest receptor is a residential property located approximately 15m east of the carriageway boundary (NJ 99786 61108). Semi-mature trees and scrub provide partial screening between this receptor and the carriageway where works are to occur.

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

[Scotland's Noise Map](#) records day-evening-night levels (Lden) just east of the scheme extents at >70-75dB within the carriageway. Modelled night levels (L_{ngt}) for the same area are >60-65dB.

Baseline noise levels surrounding the scheme extents are likely to be influenced by high traffic flow along the A90 trunk road and surrounding agricultural activities. For AADF details, please refer to the 'Air Quality' section above.

Population and human health

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

Rathen West Church is located approximately 190m east at NK 00011 60858. No other community facilities (education, recreational, medical or other religious facilities) are located within 300m of the scheme.

There are no Public Rights of Way (PRoW) along the scheme extents, including no [Aberdeenshire Council Core Paths](#) or The [National Cycle Network](#) routes.

A bus stop is located along the northbound carriageway within the scheme extents at NJ 99815 60744.

Eight access/egress points are located along the scheme extents providing residential, agricultural and local road access.

The A90 carriageway within the specified scheme extents does not have street lighting due to the location being within a largely rural area.

Road drainage and the water environment

The Water of Philorth/Water of Tyrie (ID: 23059) classified under the Water Framework Directive (WFD) has 'good ecological potential' and flows under the carriageway within the scheme extents (NJ 99779 61029).

A fishery with two ponds is located approximately 290m (NK 00055 61250) and 250m northeast (NJ 99957 61313) of the scheme.

Cortes Loch is located approximately 125m south of the scheme at NK 00401 59305.

Various field drains are located within agricultural land surrounding the scheme, with an unnamed watercourse located approximately 155m west at NJ 99847 59898.

No other classified, or unclassified watercourses are located within 500m.

The scheme falls within two groundwater bodies, the Fraserburgh Sand and Gravel (ID: 150800) and Fraserburgh (ID: 150634) both classified by SEPA in 2022 as having an overall status of 'Good' ([SEPA Water Classification Hub](#)).

The scheme falls within the Moray, Aberdeenshire, Banff and Buchan [Nitrate Vulnerable Zone](#) (NVZ). Works are not anticipated to increase nitrate levels or pollution from leaching into groundwater or watercourses.

Minor, localised patches of the A90 carriageway within the scheme extents are identified as having a medium (0.5%) chance of annual surface water flooding. The Water of Philorth has a high (10%) chance of annual flooding where it flows beneath the A90 carriageway ([SEPA Flood Maps](#)).

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

Climate

Carbon Goals

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

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the [Mission Zero for Transport](#). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are 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

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

- Best practice and measures as outlined in the '[Guidance on the assessment of dust from demolition and construction \(January 2024\)](#)' published by the institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
 - Site layout will be planned (including plant and vehicles) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
 - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
 - Drop heights from conveyors and other loading or handling equipment will be minimised;
 - Vehicles entering and leaving the work area will be covered/sheeted to prevent escape of materials during transport;
 - Equipment will be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
 - When not in use, plant and vehicles will be switched off and there will be no idling vehicles.
- All plant and fuel-requiring equipment used during construction will be well maintained to minimise emissions.
- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.

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

Cultural heritage

Despite records of cultural heritage features within 300m, no records or features are within the scheme extents, and furthermore, no earthworks or land acquisition is required, with works restricted to the carriageway boundary. Original construction of the A90 carriageway is likely to have removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area is low.

The following best practice mitigation measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest, and existing identified features within the surrounding area:

- Plant and machinery will be stored within the carriageway boundary as far as reasonably practicable. Where areas out with the carriageway are to be accessed, it will be reduced as far as possible, and ideally limited to access on foot.
- Plant, machinery and materials will not be stored near, or against any identified listed buildings.
- If a change to the construction programme onsite is required that involves changes to the scheme extents Amey's Environmental Team will be notified.

Given the nature of the works, works area, and distance from identified cultural heritage features, no significant effects are predicted on cultural heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Landscape and visual effects

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

However, vehicles, NRMM and materials will be restricted to areas of made ground on the A90, construction works are programmed to be undertaken overnight for 20 working days. As such, the visual impact of the works will be slightly reduced.

Upon completion of the works, no residual impacts are anticipated, as once complete the visual appearance will remain unaffected, with a renewed, improved road surface being the only discernible change.

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

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

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

Biodiversity

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

INNS and injurious weed species have been recorded within 500m of the scheme, however both recordings are over 150m from the carriageway boundary. Works will be confined to the trunk road surface, involving like-for-like carriageway resurfacing with no earthworks, permanent (or temporary) land-take, accommodation works or site clearance, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce INNS or injurious flowering plant species.

The following mitigation measures will be in place:

- A 'soft start' will be implemented on site each day. This involves switching on plant/vehicles sequentially as opposed to simultaneously, to ensure a gradual increase in noise for minimal disturbance.
- Site lighting will be directional and aimed away from sensitive ecological receptors including trees and watercourses.
- Should a protected species be encountered or move on site, works will be temporarily halted until the animal has moved on, or until Amey's Environmental Team can provide advice.
- Amey's Environmental Team will be contacted if:
 - There are any sightings of protected species on, or within close surroundings of the active works area;
 - Unforeseen site clearance, or additional construction activities are required; or

- INNS are found within the work area.
- Plant, vehicles and materials will be contained within areas of engineered ground, and not stored on grass verges as far as reasonably practicable. If required, reinstatement of any damaged areas will be undertaken upon completion of the scheme.

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

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

Material assets and waste

There is potential for impacts as a result of resource depletion through use and transportation of new materials, however, due to the scale and scope of works no significant impacts are anticipated for material assets and waste.

Furthermore, materials will be sourced locally where possible and the design life for the TS2010 surfacing proposed is estimated to be 20 years, thus reducing the requirement for maintenance to this section of road over this period.

The following mitigation measures will be put in place:

- Materials will be derived from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Waste will be stored in suitable containers and covered.
- Where possible, different waste streams will be separated at the source.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- 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 will be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings' where possible.
- A SWMP will be prepared due to the scheme value exceeding £350k.
- All waste will be transported by suitable licenced contractor and have a valid Waste Transfer Note (WTN).

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of machinery and construction vehicles. The works will take place during night-time working hours for a short duration of approximately 20 working days. This potential disturbance will likely impact NSRs adjacent and surrounding scheme extents and will likely increase noise levels from ambient night levels, however, this is not anticipated to be significant due to the scale and duration of the scheme and with mitigation measures in place.

On completion of the scheme, motorists and nearby local amenity users will benefit from improved road surfacing and resulting reduced noise levels following scheme completion.

The following mitigation measures will be in place:

- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- A 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- Amey's Noise and Vibration environmental briefing will be delivered to all site operatives before works start.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.
- Aberdeenshire Council's Environmental Health Team have been contacted to notify of night-time programming.

With best practice mitigation measures in place, 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

During construction, activities undertaken on site may have temporary adverse impacts on local residents and vehicle travellers as a result of construction presence,

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

Numerous access points to local roads and residential properties are within scheme extents, however access will be maintained or granted where required.

With the following mitigation measures in place, the risk of significant impacts on population and human health is not considered significant.

- Local residents and businesses will be informed of the proposed working schedule, in particular the times and durations of the works. This will include:
 - Notification via a letter drop will be issued to local residents prior to commencement of the works, in particular due to night-time programming and road restrictions;
 - Pre-construction notice of the works and journey planning via social media and on approach to scheme extents.
- Construction lighting will consider the need to avoid illuminating surrounding properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Access points to residential properties within scheme extents will be maintained where required throughout the works period.

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

Road drainage and the water environment

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

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

The following mitigation measures will be in place:

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

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

Climate

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

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

The following mitigation measures will be in place:

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

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

Vulnerability of the project to risks

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

Works are contained within the carriageway boundary and thus 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. Improvement of the road surface will enhance skid resistance, and thus overall road safety on completion of the scheme.

The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment cumulative effects

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

[Aberdeenshire Council Planning Portal](#) has identified one extant planning application within the scheme surroundings for the erection of two dwellings (APP/2024/0951). Due to the transient, and minor nature of the scheme resurfacing works, no cumulative impacts are anticipated.

The [Scottish Road Works Commissioner's Interactive Map](#) has not highlighted any current works programmes occurring along the A90 carriageway in close proximity to the scheme.

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

Assessments of the environmental effects

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

- Aberdeenshire Council Environmental Health Team was notified of the works.

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

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

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

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made ground on the A90 carriageway.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- No INNS have been recorded within the scheme extents.

- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- By improving the road surface this will provide this part of the A90 carriageway an extended life cycle, and improve road safety, thus having positive operational impacts for road users. Furthermore, improved road surface will reduce the road noise levels and in turn will reduce disruption to the receptor located in proximity to the scheme.

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 located within the existing A90 carriageway boundary (carriageway surface) and as such, no land take or vegetation clearance will be required.

Characteristics of potential impacts of the scheme:

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

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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