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Environmental Impact Assessment Record of Determination

A90 Brechin Bypass - Crossovers and Southbound Overlay

Contents

Project Details

Description

Overlay resurfacing works are required to temporarily repair the existing A90 southbound carriageway surface due to structural issues such as cracking and water ingress. The existing carriageway is comprised of reinforced concrete and is currently failing, nearing the end of its design life. The works are proposed as a short-term repair, while optioneering to determine long-term pavement treatment is undertaken. Similar overlay works have been undertaken in December 2025 for the A90 northbound carriageway, with the southbound overlay proposed to comprise a similar 50mm build-up, consisting of a 20mm SAMI layer and a 30mm thin surface course.

Additionally, crossover improvements are required to enhance the resilience of the trunk road network, and comprise the construction of three new crossovers, and the upgrading of an existing crossover. At each crossover location, the scope of works includes the removal of existing pavement and construction of new pavement, together with the removal of existing Vehicle Restraint Systems (VRS) and installation of new VRS. The installation and removal of VRS will extend slightly beyond the extents of the crossovers.

The scheme is located along the A90 Brechin Bypass, north of Brechin, between Each Inchock and Keithock, Angus. This section of the A90 is a dual carriageway, and the scheme is approximately 6.30 kilometres long, with a total area over 10 hectares.

The plant and machinery required for the overlay and crossover improvement works are as follows:

- Planer/miller to remove existing surfacing;
- Asphalt/aggregate truck;
- Rollers for smoothing of new surfacing;
- Concrete truck;
- Excavator(s);
- Post driver; and
- Vehicles including access vans, and material delivery vehicles.

The proposed construction is programmed to be undertaken and completed within the 2025-2026 financial year, proposed for February and March 2026. TM will in place 24/7, with works likely to be undertaken during day and night-time working

hours to reduce the construction period. The works will last approximately four weeks. TM will entail a combination of contraflow, overnight convoy and lane closures.

Location

The scheme is located north of Brechin, Angus at the following National Grid References (NGRs) (Figure 1):

- Scheme start: NO 56217 59609
- Scheme end: NO 61032 63403

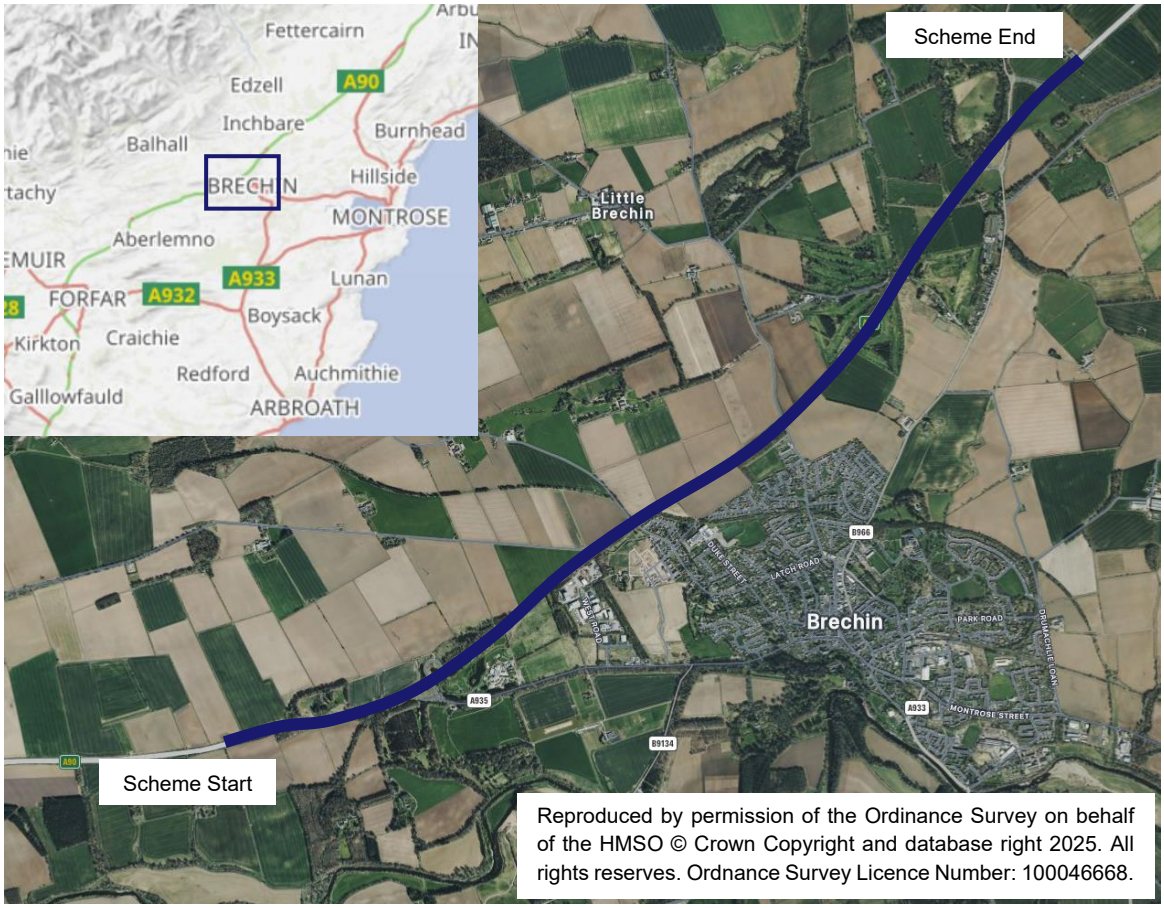

Figure 1. Scheme Location Map.

Description of local environment

Air quality

The scheme extents cover a largely rural stretch of the A90 carriageway, within Angus, with the town of Brechin located to the south. Baseline air quality surrounding the scheme extents is likely to be influenced primarily by traffic flow along the A90, with secondary sources from agricultural and residential activities.

Annual Average Daily Flow (AADF) in 2024 within the scheme extents (site number: 10863) was counted at 16,390 total vehicles, with 2,168 (13.2%) Heavy Goods Vehicles (HGVs).

Angus Council currently has no designated Air Quality Management Areas (AQMAs). There are no real-time air quality monitoring stations (Air Quality in Scotland) or any sites on the Scottish Pollutant Release Inventory (SPRI) located within 1km of the scheme extents.

There are approximately 100 air quality-sensitive receptors located within 200m of the scheme extents, including agricultural and residential properties. Most receptors are concentrated in Brechin which lies south of the scheme extents. The nearest residential receptor is located approximately 10m from the boundary of the southbound carriageway, at grid reference NO 57097 59804.

Cultural heritage

A desktop study has been undertaken using (Historic Scotland Designations and PastMap), where an asset has been listed more than once, its highest statutory designation has been recorded. This refers to designations including World Heritage Sites, Scheduled Monuments, Battlefields and Listed Buildings.

There are no statutory cultural heritage features located within the scheme footprint, however, the following six are located within 300m of the scheme extents:

- A Category B Listed Building, *St. Ann's* (LB5008) located 115m north at NO 56765 59846.
- A Category C Listed Building, *Kintrockat Lodge and Gates* (LB5012) located 35m south at NO 57022 59754.
- A Category B Listed Building, *Keithock, Main Gates* (LB5052) located 245m southeast at NO 60683 63412.
- A Category B Listed Building, *Little Keithock Dovecot* (LB5054) located 230m southeast at NO 60667 62639.

- A Category C Listed Building, *Little Keithock Bridge Over Keithock Burn* (LB5049) located 255m southeast at NO 60673 62596.
- A Scheduled Monument, *Keithock, Roman Camp N Of East Mains of Keithock* (SM2303) located 140m northeast at NO 61109 63521.

Historic Environment Records (HERs) and National Record of the Historic Environment (NRHE) provide local and national level information on Scotland's historic environment. There are approximately 25 records listed on the HER and NRHE located within 200m, with the following located within the scheme extents:

- St Ann's Well, Brechin HER (N055NE0001), a documentary record only.
- West Lodge and Gates, St Ann's Cottage, Brechin HER (NO55NE0031), gates and lodges.
- Main Gates, St Ann's Cottage, Brechin HER (NO55NE0032), gates.
- Cookston HER (NO56SE0365), a documentary record only.

Landscape and visual effects

Landscape

The scheme lies within a predominantly rural setting, characterised largely by rectilinear fields and farms to the north, and recreation and urban area to the south (HLAMap). Two unnamed areas of long-established (of plantation origin) woodland designated under the Ancient Woodland Inventory (AWI) are located adjacent to the scheme extents, approximately 5m north and south of the carriageway towards the scheme's start (centred at NO 57426 59999) (Scotland's Environment Map). No other landscape designations, including Tree Preservation Orders (TPOs) are present within 500m.

The scheme falls within the Broad Valley Lowlands - Tayside Landscape Character Type (LCT 384), characterised by broad, low agricultural land.

Visual

There are approximately three visual receptors of the scheme, which are residential properties located along Banks of Brechin. There are additional residential visual receptors with a partial view of the scheme, due to natural screening and the general land arrangement and topography.

Transient visual receptors include road users (motorists, public transport users) travelling along the A90, who will experience brief and intermittent views of the scheme.

Biodiversity

Protected areas

The River South Esk Special Area of Conservation (SAC) (EU Site Code UK0030262) is located within 2km of the scheme, approximately 750m at its closest point (Sitelink).

Two unnamed areas of long-established (of plantation origin) woodland designated under the AWI are located adjacent to the scheme extents, approximately 5m north and south of the carriageway toward the scheme's start (centred at NO 57426 59999). No other landscape designations, including TPOs are present within 200m.

Field survey

An ecological field survey has been scoped out by a qualified ecologist due to the transient nature of the works and their containment within the trunk road boundary, indicating a low likelihood of significant ecological impact.

Invasive plants

Transport Scotland's Asset Management Performance System (AMPS) has not recorded any invasive non-native species (INNS) within 500m of the scheme extents. Rosebay willowherb *(Chamerion angustifolium),* a Transport Scotland target species is recorded along the southbound verge, adjacent to the scheme extents. NBN Atlas has not recorded INNS or injurious weeds within 500m of the scheme extents.

Geology and soils

Geology

There are no Geological Conservation Review Sites (GCRS), or geological SSSIs located within 300m (Sitelink).

Bedrock geology comprises sedimentary sandstone of the Scone Sandstone Formation, formed between 419.2 and 393.3 million years ago (Mya) (British Geological Survey Geology Viewer).

Superficial deposits consist of the following sedimentary deposits:

- Sand and gravel from Glaciofluvial Sheet Deposits, formed during the Quaternary period between 116 and 11.8 thousand years ago.
- Till, Devensian (Diamicton) formed between 116 and 11.8 thousand years ago during the Quaternary period

Soils

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

Material assets and waste

Materials

Materials required are as follows:

- Asphalt, concrete and aggregates for new surfacing;
- Sealant/bonding for joints;
- Steel barrier and posts;
- Concrete for crossover barrier;
- Concrete for barrier foundations;
- Red chips to be installed at new barrier sections on approach to the crossovers;
- Road marking materials/paint;
- Vehicle fuel;
- Oil; and
- Lubricant.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, the asphalt surfacing will contain a percentage of recycled material.

Wastes

Wastes are anticipated to include:

- Carriageway surfacing planings, consisting of concrete and asphalt; and
- Existing concrete barrier and foundations.

Waste will primarily be recycled at a licenced facility, thereby reducing the amount sent to landfill and promoting circular economy practices.

There is no known evidence of coal tar containing road planings.

A Site Waste Management Plan (SWMP) will be prepared prior to the works which will detail how resource use and waste arising from the works will be managed throughout the scheme. This is required due to the scheme exceeding £350,000 in value and will help control and reduce the amount of waste produced, resulting in less landfilled waste.

Noise and vibration

The scheme is located in a predominantly rural area, however, with urban and residential land to the south. Baseline noise levels are primarily influenced by traffic on the A90, with secondary sources from agricultural and residential activities. For AADF details, please refer to the Air Quality section above.

Modelled day-evening-night (L_{den}) noise levels along the scheme exceed 80dB, and night noise levels (L_{night}) for the period 23:00-07:00 range from >70B to 75dB. At the closest receptor, L_{night} is recorded between >60B to 65dB and L_{den} between >70B to 75dB (Scotland's Noise Map).

There are approximately 150 noise-sensitive receptors (NSRs) comprising agricultural and residential properties located within 300m. The majority of receptors are located in Brechin, to the south of the scheme extents, with the nearest residential receptor situated approximately 10 metres from the southbound carriageway boundary at grid reference NO 57097 59804.

The works are not located within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) (TNAP).

Population and human health

There are approximately 150 receptors located within 300m, with the nearest residential receptor located 10m from the southbound carriageway boundary at grid reference NO 57097 59804.

Brechin Castle Centre, a recreational facility is located approximately 120m south. No other community facilities (educational, medical or religious) are located within 300m. Furthermore, the works will be fully contained within the carriageway boundary, requiring no land take from residential, agricultural, business, or community land.

Access to local roads (A935 and B966) is within the scheme extents, providing access to residential properties and community facilities.

The following core paths are located within the scheme surroundings (Core Paths map | Angus Council):

- Barrelwell to A90 is located adjacent to the northbound carriageway at the scheme end;
- Trinity to Cookstown Road located on a A90 overbridge; and
- Little Keithock located on an A90 overbridge.

There is no other provision for walkers, cyclists, or horse-riders (WCH) along the scheme extents.

No lighting points or bus stops are located along the scheme extents. Two laybys are located along the scheme extents at grid reference NO 57937 60372 and NO 59695 61701.

Road drainage and the water environment

Surface water

Road drainage along the scheme extents comprises drainage channels, filter drains, and gullies.

No statutory surface watercourses, designated under the Water Framework Directive (WFD) (SEPA) Water Classification Hub) are located within 500m of the scheme. Numerous non-statutory watercourses and field drains are located within 500m, with one, Keithock Burn, flowing beneath the scheme extents at approximately NO 60508 62808.

Groundwater

The scheme lies within the Brechin groundwater body (ID 150573) which was classified as having a 'Good' overall condition under the WFD in 2023 (SEPA Water Classification Hub). The scheme is located within the Strathmore and Fife (including Finavon) a Scottish Government Nitrate Vulnerable Zone (NVZ).

Flood risk

Localised areas of the scheme extents are at risk of surface water flooding, ranging from low (0.1%) to high (10%) (SEPA's Flood Map). The scheme is located within a

2028-2034 potentially vulnerable area (PVA), where the highest flood risk is likely to occur in the future (Potentially Vulnerable Areas (PVAs) 2028-2034).

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009, as amended by the Scottish Carbon Budgets Amendment Regulations 2025 sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for greenhouse gases including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

- 2026 - 2030: Average emissions to be 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline
- 2041 - 2045: Average emissions to be 94% lower than baseline.

These budgets are legally binding and will be supported by a new Climate Change Plan, which will outline the specific policies and actions required to meet the targets.

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

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

Amey are working towards a contractual commitment to have carbon neutral depots on the North East Network Management Contract (NE NMC) network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities may temporarily affect local air quality due to dust and particulate emissions, particularly during milling/planing of the carriageway and excavations associated with the crossover improvement works. Increased HGV movement and construction plant presence may also contribute to short-term exhaust emissions. TM (contraflow, convoy and lane closures) may result in congestion and elevated traffic-related emissions during the works.

However, there are no changes to traffic flow characteristics post-construction (composition, speed or flows) and any air quality impacts will be short-term and localised.

Mitigation measures will follow best practice guidance from the Institute of Air Quality Management (IAQM), from the 'assessment of dust from demolition and construction (January 2024)' including:

- 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, such as planings, 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.

The following additional mitigation measures will be implemented:

- 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.

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

Cultural heritage

No designated cultural heritage features are located within the scheme extents, and no land acquisition is required. All works are confined to the existing carriageway boundary, with no significant vibration effects anticipated due to the nature and scale of the works. As such, no impacts are anticipated to the closest listed building located 35m from the scheme.

No impacts are identified to the non-extant HERs as they are documentary records only. The extant HERs located within the scheme extents are unlikely to be affected, as the original construction of the A90 likely removed any historic remains, and the potential for unknown archaeology is considered low.

The following mitigation measures will be in place:

- Plant and machinery will be stored within the carriageway boundary where practicable.
- Any access beyond the carriageway will be minimised and ideally limited to foot access.

No significant effects are anticipated to cultural heritage. Therefore, in line with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Landscape and visual effects

Short-term impacts on landscape character and visual amenity for nearby visual receptors may occur during construction due to the presence of TM, plant, vehicles and artificial lighting. While many visual receptors are partially screened, approximately three have a direct view of the works and therefore may experience a higher level of temporary visual intrusion during the construction period. Such effects will remain limited and short-term, as all works are confined to the A90 carriageway boundary. No residual landscape or visual impacts are anticipated post-construction, with the improved road surface and crossovers being the only visible change, both of which are consistent with the existing trunk road setting.

The following mitigation measures will be in place:

- The site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.

- Works will avoid encroaching on land and areas where work is not required or not permitted, including for storage and parking.

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

Biodiversity

Construction activities have the potential to cause temporary adverse impacts on biodiversity due to vehicle presence, noise, excavation and additional artificial site lighting that will be required during the night-time works. This may disturb protected species within the scheme surroundings.

No INNS have been recorded within the scheme extents, and with no land-take, site clearance, or imported topsoil required, there is limited risk of introduction or spread of INNS. There is no anticipated impact to the adjacent areas of AWI woodland as works are contained to the existing carriageway boundary, with no vegetation clearance required.

There is a potential risk of indirect pollution to aquatic habitats, particularly during milling operations and excavations within the central reserve at crossover locations, and periods of heavy rainfall (see Road Drainage and the Water Environment section for further details).

Due to the proximity of the scheme to the River South Esk SAC, a HRA has been undertaken. No direct impacts are anticipated to the designated site as the works are confined to the existing carriageway, and no hydrological connectivity is identified. Pollution prevention measures will be in place as standard best practice. Additionally, no significant effects are anticipated as:

- The habitat area of the European Site will not be reduced as a result of the scheme.
- There will be no long-term disturbance to key species as a result of the scheme.
- No habitat or species fragmentation will occur as a result of the scheme.
- There will be no reduction in species density as a result of the scheme.
- There will be no change in the key indicators of conservation value.
- The scheme works will not reduce the ability of the designated site to cope with climate change.

The following mitigation measures will be in place:

- A ‘soft start’ procedure with regard to plant, machinery and vehicles will be implemented daily to gradually increase noise levels and minimise disturbance.
- Directional site lighting will be used, aimed away from sensitive ecological features such as adjacent woodland and watercourses.
- Plant, vehicles and materials will be contained to areas of engineered ground and not stored on grass verges as far as reasonably practicable. Any damaged areas will be reinstated post-works.
- If a protected species is encountered, works will be paused and advice sought from Amey’s Environmental Team.
- Additional pollution prevention measures are detailed in the Road Drainage and the Water Environment section.

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

Geology and soils

Construction activities, including overlay resurfacing and crossover improvement works will be contained to the existing A90 carriageway boundary, resulting in limited potential for soil disturbance. In the absence of mitigation, there is a risk of pollution to soils from accidental spills or leaks of fuels and oils from construction plant and machinery, as well as from excavation activities. However, any impact is expected to be minor and temporary, with no significant effect on the function or quality of local geology and soils.

The following mitigation measures will be in place:

- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, reinstatement will be undertaken.
- Excavated material from crossover works will be used as backfill where possible.
- Pollution prevention measures outlined in the *Road Drainage and the Water Environment* section will be followed during construction.

With mitigation measures in place, no significant effects are anticipated on geology and soils. Therefore, in line with DMRB Guidance document LA 109: Geology and Soils no further assessment is required.

Material assets and waste

There is potential for resource depletion through the use and transportation of primary materials such as aggregates, asphalt, concrete, steel barriers and posts.

However, the use of recycled content within asphalt and reuse of excavated materials will help mitigate long-term resource use.

Potential impacts related to pollution from materials and waste may result if these are not appropriately managed during construction. Therefore, the following regulatory requirements will be adhered to:

- A SWMP will be prepared prior to the works which will detail how resource use and waste will be managed. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.
- The Contractor is responsible for the management and disposal of road planings arising from the works. All waste will be managed in accordance with the Environmental Authorisations (Scotland) Regulations 2025, under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy. Landfill disposal will only be considered where recovery or reuse options are not practicable.
- All waste will be disposed of at SEPA-licenced facilities by carriers with valid waste licences. A waste transfer note (WTN) will be completed every time waste is removed from the site and retained for two years.

The following mitigation measures will be implemented:

- Operators will follow duty of care protocols for the safe handling, storage, and transfer of waste. This includes maintaining proper documentation and the use of licensed carriers.
- Waste will be stored in suitable, covered containers, and segregated at the source where possible.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Good materials management methods (e.g., ‘just-in-time’ delivery) will be used to minimise and prevent the disposal of unused materials.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Excavated material from excavations associated with the crossover and VRS works will be used as backfill as far as possible to minimise off-site disposal.

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

Noise and vibration

Construction activities, particularly milling and the use of machinery such as planers and construction vehicles may cause temporary noise and vibration impacts. These are not expected to significantly exceed ambient levels or result in notable disturbance to surrounding NSRs, in particular due to the high baseline noise levels. TM may also contribute to short-term increases in noise due to congestion.

Post-construction, no adverse noise or vibration impacts are anticipated. The improved road surface and crossover installation and upgrades will not change the traffic speed or flows. Ambient noise levels are expected to return or become lower than pre-construction conditions due to the improved surfacing, from concrete to asphalt and resulting smoother road surface.

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

- Quiet working methods will be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations.
- 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.
- Operations will be sequenced to minimise simultaneous use of high-noise equipment, and a ‘soft start’ to works will be in place, whereby plant, machinery and vehicles are started sequentially as opposed to simultaneously.
- Plant and machinery will be regularly maintained to prevent excessive noise from worn parts or inefficient operation.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. Where night-works are to be undertaken, the noisiest works will be undertaken before 23:00 where possible.

The following further mitigation measures related to noise and vibration will be in place:

- Amey’s Noise and Vibration environmental briefing will be delivered to all site operatives before works start.
- Angus Council Environmental Health Team has been notified of the works due to night-time programming.
- A letter drop will be delivered to NSRs as a pre-construction notification of the works and programming schedule.

- Engagement and pre-notification of the works through social media will be undertaken prior to commencement of the works, to make road users and local residents aware of the upcoming works.

With best practice mitigation measures in place, no significant effects on noise and vibration are predicted. Therefore, in line with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Construction activities may cause temporary disruption to road users due to TM, noise, and delays.

There is no anticipated impact to the core paths located within the scheme surroundings, as they are located outwith the scheme extents with no alternative WCH arrangements are required during the works.

Road access points within the scheme extents may be temporarily affected during construction, however, access will be maintained and granted where required. Local residents and road users will be informed of the working schedule, in particular the times and durations of the works through a letter drop and pre-construction notice of the works which include journey planning via social media; and signage on approach to scheme extents. Directional lighting will be used to avoid nuisance to nearby properties during the night-time works.

Angus Council's Environmental Health Team has been notified of the works.

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

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

Road drainage and the water environment

Construction activities may pose a risk of indirect pollution to the water environment from spills of fuels, oils, chemicals, and road planings and excavated materials entering surface runoff and drainage systems. Keithock Burn flows beneath the carriageway, which could act as a pathway for pollutants. However, as it is a contained culvert beneath the carriageway, with no in-water works, abstraction or transfers of water from, or discharges to a waterbody, the potential for a direct pollution incident within a waterbody is unlikely.

The works will not increase flood risk as they are limited to the existing impermeable carriageway surface and central reservation, with no alteration to drainage infrastructure or surface water runoff patterns. No other post construction impacts are anticipated.

The following best practice and pollution prevention and control measures will be in place:

- All operatives will be aware of SEPA's Guidance for Pollution Prevention (GPP) documents.
- 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 (available 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 or a flooding event. The works will only continue when it is deemed safe to do so and runoff/ drainage can be adequately controlled to prevent pollution.
- Where refuelling on site is required, there will be designated refuelling areas, located more than 10m from surface water drainage systems, and within hard standing and bunds to prevent leaks or spills escaping.
- Concrete curing for VRS foundations will be protected/covered from precipitation to prevent runoff contamination.
- Mixing of concrete on site will be undertaken >10m from watercourses and surface water drainage systems.
- No washout from concrete mixing will enter the water environment and will be taken off site for appropriate treatment.
- Amey's Water Pollution Prevention environmental briefing will be delivered to all site operatives before works start.

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

Climate

Construction activities may result in GHG emissions from vehicles, machinery, material use and production, and transportation. However, given the nature of the scheme, the volume of materials required to be imported on site is low, reducing the overall impact.

The following mitigation measures will be in place:

- Where possible, materials and suppliers will be sourced locally to reduce GHG emissions associated with travel distance.
- Waste disposal will be directed to local licensed facilities.
- Plant, machinery and vehicles will not be left idling when not in use.
- Further actions and considerations for this scheme are detailed in the above Material Assets and Waste section.

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

Vulnerability of the project to risks

Construction activities are confined to the carriageway boundary, reducing the risk of major accidents or environmental disasters. Furthermore, TM will be designed in line with existing guidance. TM will comprise of a convoy system, with no full road closure or diversion routes required.

Considering the above, the vulnerability of the project to of major accidents and disasters is considered to be low.

Assessment cumulative effects

Angus Council's Planning Portal have not identified any extant planning applications surrounding the scheme extents that would result in any in-combination effects.

The Scottish Road Works Commissioner's Interactive Map has not highlighted any works during the proposed timescale at the location of the works.

Amey's current programme of works has not identified 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.

During construction, activities associated with the works may have minor temporary disturbances such as changes to noise and vibration and air quality, and potential disturbance to local wildlife.

The scheme is not anticipated to have significant environmental effects having regard to its nature, scale and location. The residual impacts arising from the works can be appropriately mitigated and thus no cumulative or in-combination effects are anticipated.

Assessments of the environmental effects

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

An Environmental Scoping Assessment, Habitats Regulations Appraisal and consultation with Angus Council has been undertaken in January 2026 by Amey's Environmental Team.

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 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.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- No impacts on the environment are expected during the operational phase as a result of works, with positive impacts on road users and surrounding NSRs during the operational phase.
- No in combination effects have been identified.

Location of the scheme:

- The scheme is located within 2km to the River South Esk SAC for which a HRA will be undertaken prior to the works. Due to the nature of the works, no significant impacts are anticipated.
- 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 contained to the existing A90 carriageway boundary and hardstanding within the central reservation, and as such, no land take or vegetation clearance will be required. In addition, the scheme will not alter any local land uses or habitats.

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.
- Measures to minimise the potential disturbance to protected species 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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