



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

**A9 North of Trinafour Junction –
NB duals**

Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works at the A9 North of Trinafour Junction NB duals. The works will consist of carriageway resurfacing and reinstatement of road markings and studs as well as hand excavation of small drainage outlets in the verge for a length of 364m (approximately 0.255 ha).

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site
- Mill out old surface course
- Lay new surface course
- Roll surface and allow it to go off
- Mark out lining schedule on site
- Remove TM and open road
- Lining/studding may be carried out at a later date under mobile TM or lane closures

The works are currently programmed to be completed within the 2022/2023 financial year (February 2023 to March 2023 inclusive). The provisional start date is 6th of February 2023 with works carried out over 5 days, between 7:00 and 19:00. However, works may be delayed into the first half of the 2023/2024 financial year (April to September 2023 inclusive). Changes in the programme may result in the need for night works. Traffic management (TM) is currently anticipated to consist of convoy and one lane closure. However, if the programme changes, this may result in amendments to the exact TM requirements. Where required, alternative pedestrian routes will be included in the TM setup.

Location

The scheme is located on the A9 trunk road in the Highland Council area, approximately 16km northwest of Blair Atholl (Figure 1).

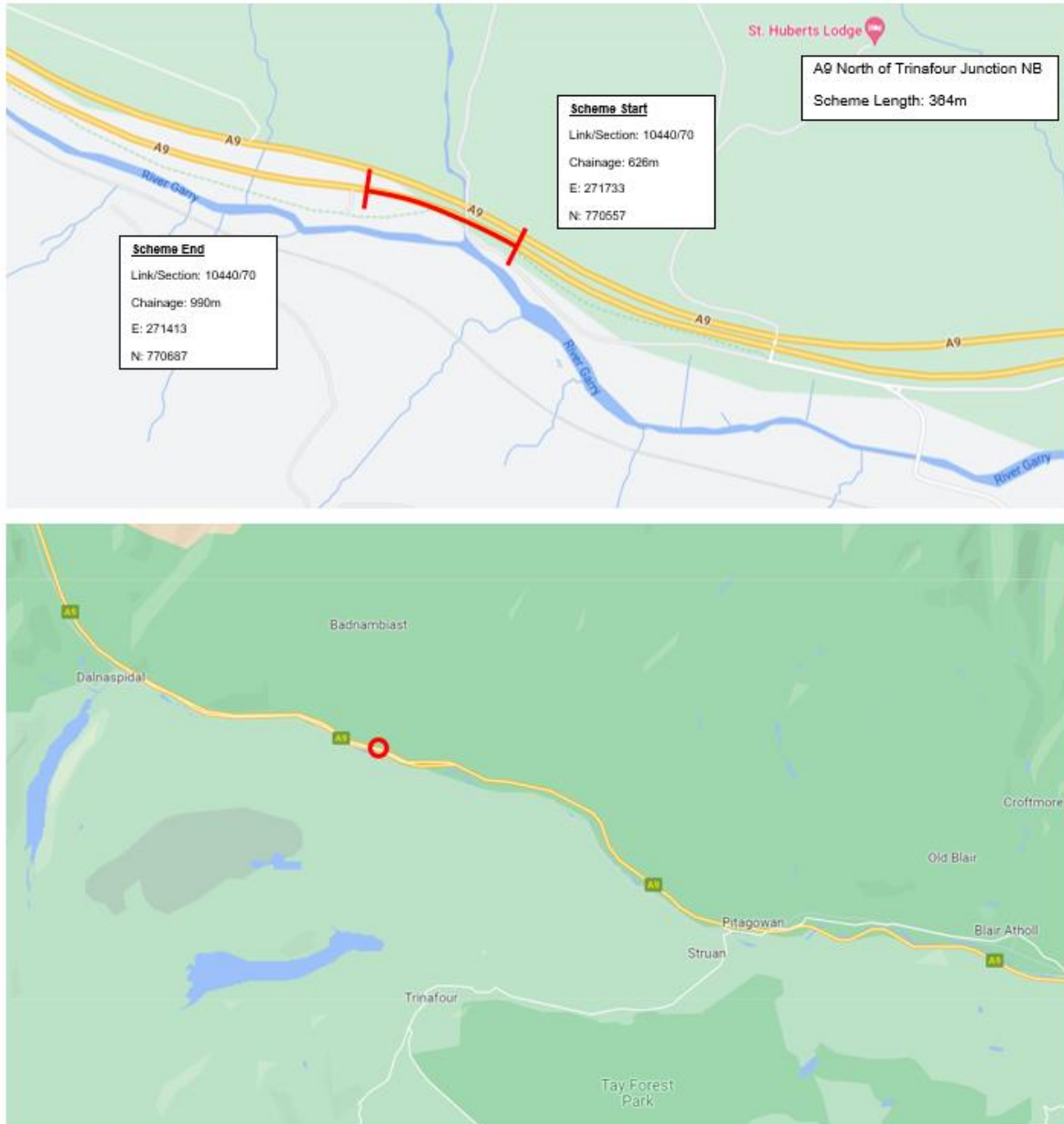


Figure 1. Location and scheme extent of the proposed resurfacing works at A9 North of Trinafour Junction. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 22-NW-0103-37).

Description of local environment

Air quality

The scheme is not located within any Air Quality Management Area (AQMA) and no air quality monitoring stations are located in the vicinity of works ([Air Quality Scotland](#)). The nearest air quality monitoring site to the scheme is located in Fort William, approximately 60km west of the scheme ([Air Quality Scotland](#)). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Fort William due to the remote nature of the scheme location.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases within 1km of the scheme.

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A9 trunk road.

Cultural heritage

According to Historic Environment Scotland's PastMap ([PastMap](#)), there are Historic Environment Records (HERs) and records from the Canmore database within 300m of the scheme extent. Multiple records fall within the scheme extent or are located in the vicinity of the works:

- Edendon Bridge New (HER and Canmore, ID: MPK9305 Road bridge) and Edendon Bridge Old (HER, ID: MPK9329, Military bridge), located within the scheme extent.
- Dunkeld – Dalnacardoch – Ruthven – Aviemore – Inverness Military Road; Dalnacardoch (HER, ID: MPK9303, Military Road), located within the scheme extent.
- Dalnacardoch Tollhouse (HER and Canmore, ID: MPK7328, Toll house), located approximately 20m south of the scheme.

Further HER and Canmore records are located in the surroundings, such as sheep folds and a bothy approximately 150m south of the scheme. However, there is no connectivity, given the distance to the scheme, their spatial separation by the River Garry and their stationary nature.

Construction of the A9 road corridor 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 has been assessed to be low.

There are no World Heritage Sites, Scheduled Monuments, Listed Buildings, Garden and Designed Landscapes, Conservation Areas or Inventory Battlefields identified within 300m of the scheme ([PastMap](#)).

Landscape and visual effects

The scheme is located within the Cairngorms National Park (NP) ([SiteLink \(nature.scot\)](#)) which is designated for the following general special qualities:

- Magnificent mountains towering over moorland, forest and strath,
- Vastness of space, scale and height,
- Strong juxtaposition of contrasting landscapes,
- A landscape of layers, from inhabited strath to remote, uninhabited upland,
- ‘The harmony of complicated curves’.

The Landscape Character Type (LCT) within the scheme extent is Upland Glen - Cairngorms (no. 162) ([Scottish Landscape Character Types](#)). The Upland Glen - Cairngorms LCT has the following key characteristics:

- Strong evidence of glacial processes, including steepened sides and level floors, shattered rock faces on higher slopes, hummocks of resistant rock on some glen floors and terraces of glacial deposits at the edges of glen floors.
- Often form arrival points into the Cairngorms National Park.
- Size varies from large open passes to narrower, more secluded glens
- Enclosed predominantly by steep slopes.
- Frequently differing land-use on one side of the glen to the other - linked to aspect.
- Improved, grazed fields on glen floors and floodplains.
- Mostly settled, some only sparsely, but often extensive evidence of past settlement, including prehistoric hut circles and associated field systems, pre-improvement townships, and seasonal shielings.
- Some landmark historic buildings.
- Access varies from narrow roads, estate and forestry tracks to main routes, but most have some form of road running through them.
- Varied experience when passing through glens from open and expansive to sheltered and secluded.
- Views to adjacent uplands; from which parts of the glens are visible and provide contrast.

The scheme is located in a rural area on the A9, approximately 16km northwest of the settlement Blair Atholl. Residential use is limited, with a few properties of Dalnacardoch located more than 300m to the east of the scheme extent. A railway line is located approximately 180m to the south of the scheme. Other forms of land use are limited, given its rural location and elevation. Areas of coniferous woodland are located in the surroundings. The landscape with its hills, mountains and waterfalls, as well as guest accommodations, is likely to attract tourists and outdoor recreationists ([Scotland's Environment](#)).

The A9 Trunk Road, within the North West, connects Perth with Thurso. It commences immediately north of Inveralmond Roundabout in Perth leading generally northwards for a distance of 357 kilometres to its junction with an unclassified road leading to Holborn Head lighthouse at Scrabster. The A9 is a mixture of single carriageway, '2+1' carriageway and stretches of two-lane dual carriageway.

Biodiversity

There are no European sites (Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Ramsar sites), National Nature Reserves (NNRs) or Local Nature Reserves (LNRs) within 300m of the scheme extents ([SiteLink](#)).

For Glen Garry Sites of Special Scientific interest (SSSIs), please refer to Geology and Soils ([SiteLink \(nature.scot\)](#)).

No ancient woodland of semi-natural origin is located within 300m of the scheme according to the Ancient Woodland Inventory Scotland ([Map | Scotland's environment web](#)).

The NBN Atlas does not hold any records of bird species within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected.

No invasive non-native species (INNS) of plants or injurious weeds were recorded using the same criteria ([NBN Atlas](#)).

Transport Scotland's Asset Management Performance System (AMPS) does not hold any records of INNS along the A9 throughout the scheme extent. However, three records of the injurious weed common ragwort (*Jacobea vulgaris*) are located outside the trunk road, approximately 200m from the scheme extent. All works will be restricted to the A9 carriageway and will entail limited verge working to create outlets; therefore it is unlikely that any INNS or injurious weeds will be encountered.

Habitats around the scheme are typically dominated by a variety of grasslands, including subalpine and extensive grasslands, other habitats include parkland and pine woodland. Coniferous woodland, early- stage woodlands and heathland can be found in the wider area. Within the scheme, Edendon water is spanned by Edendon Bridge, which is joining River Garry, to the south of the scheme ([Map | Scotland's environment web](#)).

Geology and soils

The scheme lies within a Geological Conservation Review Site (GCRS), 'A9 Road Cuttings and River Garry Gorge'. However, there is no further information available on sitelink ([SiteLink \(nature.scot\)](#)). There is also a Site of Special Scientific Interest (SSSI), Glen Garry, located within 300m of the scheme, including small patches along the A9, with the closest approximately 10-20m from the scheme. The SSSI is designated for the following feature ([SiteLink \(nature.scot\)](#)):

- Dalradian (Earth Sciences), in favourable maintained condition.

The bedrock within the scheme extents is comprised of Gaick Psammite Formation (Psammite). Information for Superficial deposits within the scheme extent are not available ([BGS GeolIndex](#)).

The Generalised Soil Type beneath the scheme extent is recorded as Mineral gleys ([Scotland's Soils](#)).

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings and studs. Materials used will consist of:

- Asphaltic material
- Thermoplastic road-marking paint
- Bituminous emulsion bond coat
- Milled in road studs

Wastes are anticipated to be planings from the carriageway surface course, which will be fully recovered for re-use (if not contaminated with coal tar) in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011 (exemption reference number: WML/XS/2004315). It is not yet known if the

works will encounter coal tar contaminated road surfacing (see Material Assets and Waste section).

Noise and vibration

Works are not located within a [Candidate Noise Management Area](#) (CNMA) or Candidate Quiet Area (CQA).

Noise modelled data is available for the scheme extent, which classifies the trunk road within the scheme extent as between 65 and 70 dB [Scotland's Noise Scotland's Environment](#)).

The scheme is situated within a rural location where vehicle traffic on the A9 is anticipated to be the dominant source of noise emissions.

Population and human health

The scheme is located in a rural area and as such there are no residential receptors within 300m of the scheme. The closest properties are Dalnacardoch Bothy, Cottage and Lodge, all located approximately 450m from the scheme's start. All properties are screened by woodland or scrub as well as an embankment which will provide a visual barrier to the scheme for residents.

There are no National Cycle Network (NCN) routes ([OS Maps](#)), walking routes listed on WalkHighlands ([WalkHighlands](#)), or Core Paths ([Scotland's Environment](#)) within the scheme extent. However, the NCN route 7 runs parallel to the south of the scheme, approximately 2m at its closest. The route is only partially screened along the scheme extent. There are no paved footpaths, bus stops or other pedestrian facilities along the A9 within the scheme extent.

The A9 Trunk Road, within the North West NMC, connects Perth with Thurso. It commences immediately north of Inveralmond Roundabout in Perth leading generally northwards for a distance of 357 kilometres to its junction with an unclassified road leading to Holborn Head lighthouse at Scrabster. The A9 is a mixture of single carriageway, '2+1' carriageway and stretches of two-lane dual carriageway.

The nearest traffic count point (ID 40725) on the A9 is located approximately 350m east of the scheme ([Road traffic statistics](#)). Estimated vehicle count data for this point in 2021 shows an Average Annual Daily Traffic (AADT) count of 8,201 motor vehicles, of which 21% (1,683) were heavy goods vehicles ([Road traffic statistics - Manual count point: 40725 \(dft.gov.uk\)](#)).

Road drainage and the water environment

Edendon water (ID:6609) is a river that is located within the scheme extent, which is approximately 17.5km in length and flows into the River Garry. Edendon water has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having an overall status of 'moderate ecological potential' ([Water Classification Hub \(sepa.org.uk\)](https://www.sepa.org.uk)). River Garry from Garry Intake to Errochty Water confluence (ID:6911) is located to the south of the scheme. The overall status was assessed by SEPA in 2020 as 'good ecological potential.' ([Water Classification Hub \(sepa.org.uk\)](https://www.sepa.org.uk)).

The scheme falls within the 'Rannoch' groundwater body (ID: 150691), which was classified by SEPA in 2020 as having an overall status of 'Good' ([Water Classification Hub \(sepa.org.uk\)](https://www.sepa.org.uk)).

A small area within the scheme extent has a high likelihood of river flooding associated with Edendon Water. This means that each year, these areas have a 10% chance (high risk) of flooding. No areas of surface water flooding are recorded within the scheme extent ([SEPA Flood Map](#)).

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot \(www.gov.scot\)](#)). By 2040, the Scottish Government is committed to reducing 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 and this commitment is being enacted through the Mission Zero for Transport ([Mission Zero for transport | Transport Scotland](#)). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate

emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) and Transport Scotland's Environmental Impact Assessment Guidance ([Guidance - Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- All plant, machinery and vehicles associated with the scheme must be maintained to the appropriate standards and must be switched off when not in use.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as much as reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials should be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

With the above mitigation measures in place, it is anticipated that any air quality effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this Record of Determination (RoD).

Cultural heritage

Although there are features of cultural heritage interest within 300m of the scheme, the construction of the A9 road corridor 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 has been assessed to be low. Moreover, all works are restricted to the trunk road, with only 'like-for-like' replacement of road surface material including excavation of outlets. However, the excavations will be undertaken by hand and are highly localised and of minor extent. The works do not include any alterations that would affect the historic and architectural character of features in the area. The following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.
- People, plant, and materials should, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access outwith these areas is required for the safe and effective completion of the scheme, it should be reduced as much as is reasonably practicable and ideally be limited to access on foot. There should be no storage of vehicles, plant, or materials against any buildings, walls or fences.

With the above mitigation measures in place, it is anticipated that any cultural heritage effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Landscape and visual effects

The proposed scheme lies within the Cairngorms National Park. However, as the proposed works are restricted to the A9 carriageway and consist of the like-for-like replacement of the road surface, consultation with The Cairngorms National Park Authority was not deemed necessary. Proposed works will be restricted to like-for-like resurfacing of the A9 carriageway and will be carried out over 5 days, and land use will not change as a result of the works. Therefore, the works will not create any significant change to the local landscape and no significant impacts to the park are expected. In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site must be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- The working area and site compound location will be appropriately reinstated following works.
- Works are to avoid encroaching on land and areas where work is not required or does not have permission to do so. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape should be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

With the above mitigation measures in place, it is anticipated that any landscape and visual effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Biodiversity

During road resurfacing, activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

There are no European sites (SPAs, SACs, Ramsar sites), NNRs or LNRs within 300m of the scheme extents. One geological SSSI is located approximately 20m from the works; see Geology and Soils for further assessment.

Although Common ragwort is known to be present along the A9 and may occur on road verges within the scheme extent, there are no records of the species within the scheme extent. Excavations of outlets are highly localised and do not require movement of soil off-site. All works are restricted to made ground within the carriageway boundary. Works will entail like-for-like replacement of road surfacing material and will not include vegetation removal. The scheme does not require permanent or temporary land-take, accommodation works, site clearance, or locally-gained resources, and there is no requirement to import topsoil. As such there is limited potential to spread or introduce INNS, invasive native perennials, or injurious weeds.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A9 and the scheme is of short duration. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works are to be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works are permitted.
- All construction operatives are to be briefed through toolbox talks prior to works commencing. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel should remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works should temporarily halt until the species has sufficiently moved on. Any sightings of protected species should be reported to the BEAR Scotland Environmental Team.
- Artificial lighting should be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for

mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.

- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level must be provided, allowing free passage for mammals and preventing entrapment.
- Site personnel should remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works may take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice.

With the above mitigation measures in place, it is anticipated that any biodiversity effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Geology and soils

The scheme lies within a GCRS and a geological SSSI is located in close proximity to the works. However, construction activities are restricted to made ground within the carriageway boundary. Works are restricted to like-for-like replacement of the road surfacing and drainage outlets will be hand excavated; therefore, the risk of damage to features of geological interest is negligible and the works are not anticipated to have an adverse impact on geology and soils.

With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is negligible.

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) should be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

With the above mitigation measures in place, it is anticipated that any geology and soils effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Material assets and waste

There is potential for impacts as a result of resource depletion through use and transportation of new materials. However, materials will be sourced locally where possible and the following mitigation measures will be put in place:

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging should be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

There is potential for impacts during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Uncontaminated Road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials must be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier must have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation must be present on site and be available for inspection. A copy of the Duty of Care paperwork should be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- If the works encounter coal tar, then this will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings ([Coal Tar Guidance](#)). This will include:

- Coal tar contaminated road planings will be classified as a Special Waste.
- All waste will be appropriately segregated, with coal tar contaminated planing being kept separate from uncontaminated planings.
- Coal tar contaminated road planings must be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA must be notified, at least 72 hours before and no longer than one month before, prior to Special Waste leaving site. It must be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes must be retained for a period of three years.
- Waste must be transported in a safe and secure manner to prevent the release of contaminated material en-route.

With the above mitigation measures in place, it is anticipated that any material assets and waste effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles. The works are not anticipated to take place overnight. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- For any night works (if required), the Environmental Health Officer (EHO) and local residents will be notified of works and provided with a 24-hour contact number for the BEAR Scotland Control Room.
- On-site construction tasks should be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.

- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms should be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

With the above mitigation measures in place, it is anticipated that any noise and vibration effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays due to traffic management measures. Local residents will be notified of works via letter drop and road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of short duration and will move progressively along the full scheme extent. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Local residents will be notified of the impending works and traffic management (lane closure with convoy). Information will provide contact details (office phone number and e-mail address) for the Project Engineer as well as a 24-hour contact number for the BEAR Scotland Control Room.
- Appropriate provisions / measures should be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.
- Local access to nearby properties will be maintained during construction.

With the above mitigation measures in place, it is anticipated that any population and human health effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Road drainage and the water environment

During resurfacing works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain or tidal movements) during works have the potential to have a direct or indirect effect on the surrounding

waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures must be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills must be logged and reported. In the event of any spills into the water environment, all works must stop and the incident must be reported to the project manager and the BEAR Scotland Environmental Team. SEPA must be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment must be regularly inspected for any signs of damage and leaks. A checklist must be present to make sure that the checks have been carried out.
- Storage of hazardous materials, oil and fuel containers should be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area must be identified. Fuel bowsers should be stored on an impermeable area and be fully bunded. This should be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel must be used, and drip trays must be in place. Care must be taken to reduce the chance of spillages. Spill kits must be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill must be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and must have bunding with a capacity of 110%. If these are not bunded then drip trays should also be supplied beneath the equipment with a capacity of 110%.

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. This receptor is not considered further in this RoD.

Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse

gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Where possible, the works will be undertaken utilising a daytime work pattern to reduce the requirement for additional lighting.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.
- BEAR Scotland participate in CEEQUAL.

With the above mitigation measures in place, it is anticipated that any climate effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Major Accidents and Disasters

The A9 trunkroad, located above Edendon Water, within the scheme extent has a high risk of river flooding.

Works are restricted to the made ground of the A9 carriageway and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last 5 days. Traffic management (TM) is currently anticipated to consist of one-lane road closure with convoy in opposite lane. Where required, alternative pedestrian routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment of cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity. A search of the Highland Council Planning Portal ([Map Search \(highland.gov.uk\)](https://www.highland.gov.uk)) confirmed that there are no planning applications within 300m of the scheme. A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has identified that no other roadworks are

currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. There are also no local authority road networks in proximity to the scheme. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing traffic management to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of traffic management, resulting in minimal disruption to users of the Scottish trunk road network. Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other future works in the area.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section, there are no significant effects anticipated on any environmental receptors as a result of the proposed 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) are situated in whole in the Cairngorms National Park which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- The total working area is less than 1 ha.
- The works will be temporary, localised, and of minor scale.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.

Location of the scheme:

- Works will not have a significant impact on the Cairngorms NP.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.
- The site compound will be located on made ground.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

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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