

NOTICE OF DECISION

A9 DUALLING PROGRAMME: KILLIECRANKIE TO GLEN GARRY PROJECT ENVIRONMENTAL IMPACT ASSESSMENT PARAGRAPH 7 OF SCHEDULE 1 OF THE ROADS (SCOTLAND) ACT 1984

The Scottish Ministers give notice that they have decided to proceed with the project to dual the A9 between Killiecrankie and Glen Garry.

The Scottish Ministers have complied with paragraph 7(1A) of schedule 1 of the Roads (Scotland) Act 1984 by taking into consideration–

- a) the Environmental Statement (ES) available at <https://www.transport.gov.scot/publication/draft-orders-and-environmental-statement-killiecrankie-to-glen-garry-a9-dualling/>, and
- b) the opinions on that report and the project which were expressed in writing by: Historic Environment Scotland (HES); Scottish Environment Protection Agency (SEPA); NatureScot; Killiecrankie and Fincastle Community Council; Scottish Battlefields Trust; 1745 Association; Historic Environment Scotland; Cairngorms National Park Authority; SSE plc and SSE Generation Limited; Network Rail Infrastructure Limited; Perth and Kinross Council; Scottish Water; opinions expressed in writing by other persons; and

The Scottish Ministers have taken into consideration (a) and (b) by –

- Reviewing the Environmental Impact Assessment (EIA) reported in the ES and residual effects as set out in the ES Chapter 22 (Summary of Significant Residual Effects) This concluded significant residual impacts for People and Communities – Community and Private Assets (adverse and beneficial); People and Communities – All Travellers (adverse and beneficial); Geology, Soils, Contaminated Land and Groundwater (adverse); Road Drainage and the Water Environment (adverse and beneficial), Landscape (adverse); Visual (adverse), Cultural Heritage (adverse), Noise & Vibration (adverse) and Cumulative Impacts (adverse).
- Reviewing the required mitigation and monitoring measures as set out in the ES Chapter 21 (Schedule of Environmental Commitments) and ensuring that the agreed commitments will form contractual requirements on the Contractor (or Transport Scotland where applicable).
- Reviewing the required mitigation and monitoring measures as specified in the Schedule of Environmental Commitments as presented in Chapter 21 of the ES. The mitigation and monitoring measures will be fully implemented and incorporated into the contract documents that will be developed to construct and operate the proposed Project.
- Reviewing the opinions from the consultation bodies and other Statutory representations detailed in point (b), acknowledging opinions and incorporating further requirements into Statutory Undertakings, that will, where appropriate be incorporated into the contract documents that will be developed to construct and operate the proposed Project. A summary of responses received following publication of the ES, and how these have been considered, is provided in Section 5 and 9 of the decision.
- Reviewing other environmental information such as the Assessment carried out under The Conservation (Natural Habitats, etc.) Regulations 1994, as amended, which concluded that the proposed Project would not result in an adverse effect on

site integrity on the River Tay Special Area of Conservation (SAC) and the Tulach Hill and Glen Fender Meadows SAC.

Reasons for Decision

The Scottish Ministers have decided to proceed with the proposed Project for the following reasons –

- The proposed Project will provide a number of benefits including improved journey times and reliability, economic growth, improved connectivity and reduced rates and severity of accidents on the A9.
- The proposed Project is integral to delivering the overall benefits of the A9 Dualling Programme and without the proposed Project the benefits described above would not be fully realised and the Dualling Programme diminished.
- An ES was consulted on and published for the Project. There are no outstanding objections.
- There are no remaining objections from statutory consultees, namely NatureScot, SEPA, Historic Environment Scotland, Perth and Kinross Council and Cairngorms National Park Authority.
- The proposed Project complies with Conservation (Natural Habitats, &c.) Regulations 1994 and has concluded that the proposed Project will not result in an adverse effect on site integrity on the River Tay Special Area of Conservation (SAC) and the Tulach Hill and Glen Fender Meadows SAC.
- The mitigation and monitoring measures committed to in the ES and the Statutory Undertakings will be fully implemented and incorporated into construction and operational contracts, where appropriate.

A full copy of the Scottish Ministers' decision is available at:

<https://www.transport.gov.scot/publication/scottish-minister-s-decision-letter-and-reporters-report-november-2022-killiecrankie-to-glen-garry-a9-dualling/>.



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10 October 2024