



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A9 700 Pitagowan**

## **Expansion Joint Replacement**

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## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to carry out a replacement of the existing expansion joint on the downlink end of the A9 700 Pitagowan bridge. The current expansion joint has broken posing a safety and durability risk.

The works will include:

- Set up of traffic management (TM) – two-way traffic lights, convoy vehicle and lane closure.
- Use of road saw to cut the existing joint profile into sections.
- Removal of existing joint.
- Cleaning of expansion cavity and preparation of deck.
- Seating of new metal rails and welding at centreline and cranks at kerbs.
- Pouring of new nosing material
- Application of anti-skid finish
- Insertion of new elastomeric seal
- Removal of TM.

The works are currently programmed to be completed within the first half of the 2023/2024 financial year (April to September 2023 inclusive). Works are expected to be completed over 3 days during daylight working hours; however, changes in the programme may result in the need for night works. TM will consist of lane closures facilitated using two-way traffic lights and convoy vehicle. 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 Perth and Kinross council, approximately 800m east of House of Bruar and 5.5km east of Blair Atholl (Figure 1).

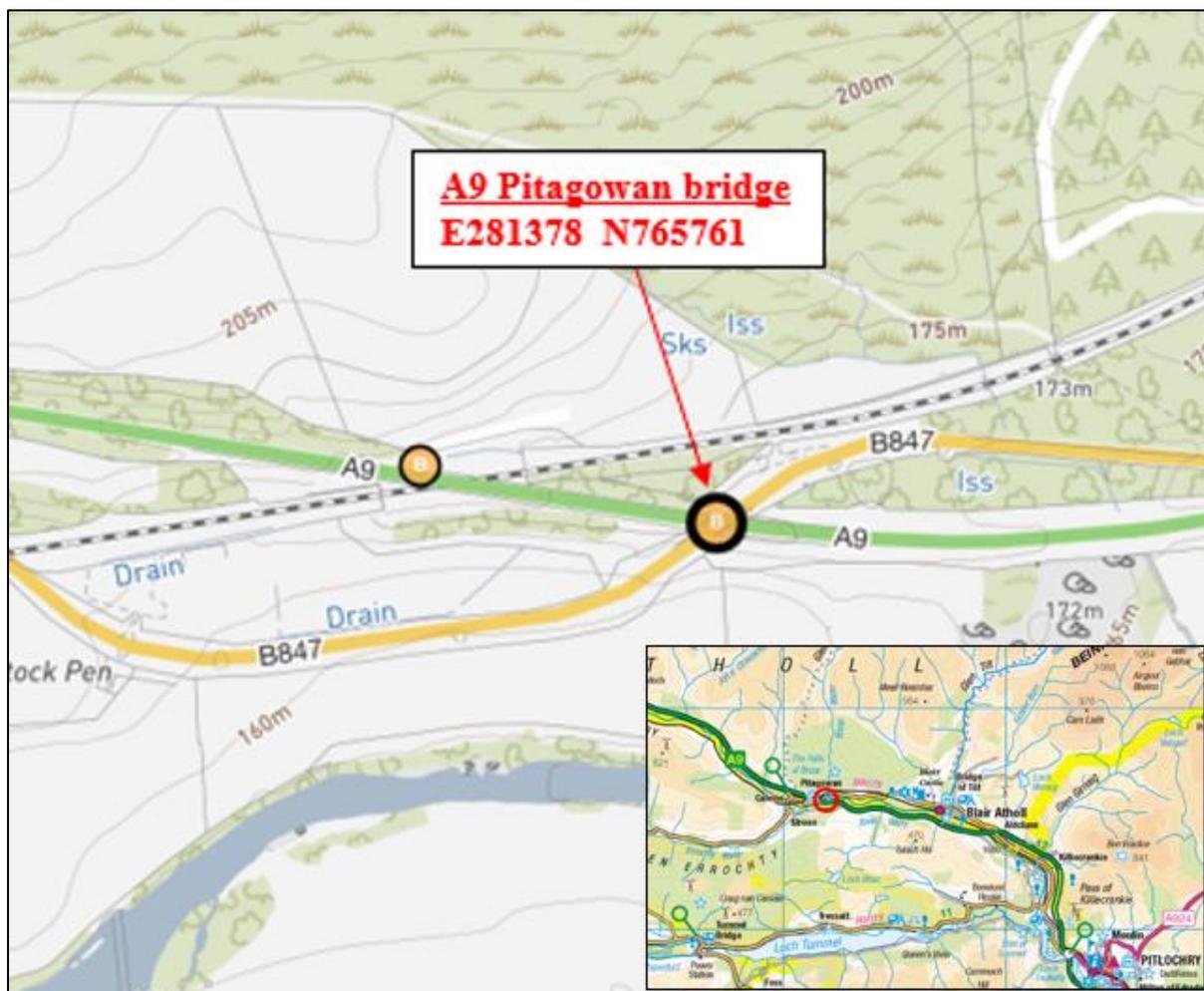


Figure 1. Location of the proposed expansion joint replacement works at A9 700 Pitagowan.

## Description of local environment

### Air quality

The scheme is not located within any Air Quality Management Areas (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 Crieff, approximately 45km south 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 Crieff due to the less urbanised 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 and agricultural emissions. The Highland Mainline

railway line (with associated land) forms a corridor which lies to the north of the scheme (40m at its nearest point) and runs parallel with the A9 within the scheme area. Occasional train movement will therefore also have an impact. However, it is likely that train movements will be infrequent.

## Cultural heritage

According to Historic Environment Scotland's PastMap ([PastMap](#)), there are two features of listed on the Historic Environment Record (HER) within 300m of the scheme. The nearest of these lies 180m north of the scheme and there is no connectivity between the scheme and either of the HERs ([PastMap](#)).

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 (CNP) ([Sitelink](#)) which has the following special qualities:

### 1.0 General 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'
- Landscapes both cultural and natural

### 2.0 The Mountains and Plateaux

- The unifying presence of the central mountains
- An imposing massif of strong dramatic character
- The unique plateaux of vast scale, distinctive landforms and exposed, boulder strewn high ground
- The surrounding hills
- The drama of deep carries
- Exceptional glacial landforms

- Snowscapes

### **3.0 Moorlands**

- Extensive moorland, linking the farmland, woodland and the high tops
- A patchwork of muirburn

### **4.0 Glens and Straths**

- Steep glens and high passes
- Broad, farmed straths
- Renowned rivers
- Beautiful lochs

### **5.0 Trees, Woods and Forests**

- Dark and venerable pine forest
- Light and airy birch woods
- Parkland and policy woodlands
- Long association with forestry

### **6.0 Wildlife and Nature**

- Dominance of natural landforms
- Extensive tracts of natural vegetation
- Association with iconic animals
- Wild land
- Wildness

### **7.0 Visual and Sensory Qualities**

- Layers of receding ridge lines
- Grand panoramas and framed views
- A landscape of many colours
- Dark skies
- Attractive and contrasting textures
- The dominance of natural sounds

## 8.0 Culture and History

- Distinctive planned towns
- Vernacular stone buildings
- Dramatic, historical routes
- The wistfulness of abandoned settlements
- Focal cultural landmarks of castles, distilleries and bridges
- The Royal connection

## 9.0 Recreation

- A landscape of opportunities
- Spirituality

The Landscape Character Type (LCT) within the scheme extent is Broad Glen with Estates - Cairngorms (no. 129) ([Scottish Landscape Character Types](#)). The Broad Glen with Estates - Cairngorms LCT is characterised by:

- Large glens
- Contained by high, rounded hills.
- Flat, broad strath floors, sometimes constricted into rocky wooded gorges, housing the upper/mid sections of major rivers flowing down from the Cairngorms.
- The rivers are a feature whether meandering in sinuous loops or faster-flowing along boulder-strewn stretches.
- Number of side glens cut by tributary streams/burns.
- Pastures on valley floors, interspersed with policy tree planting and stretches of riparian woodland.
- Policy woodlands that often include areas of parkland trees.
- Extensive woodlands: steeper slopes have conifer forest with some heather moorland on open hills.
- Settlements at bridging points and crossroads.
- Large estate houses and castles with associated lodges, cottages and steadings.
- Diverse landscape character with much visual interest.

The scheme lies within a rural area, approximately 5.5km east of Blair Athol. Land use surrounding the scheme is largely dominated by agricultural grassland and temperate shrub heathland. There are some small pockets of broadleaved woodland

which border the A9 either side of the bridge however larger areas of woodland lie further afield, beyond both carriageways ([Scotland's Environment](#)).

## Biodiversity

The scheme is not situated within or immediately adjacent to a Statutory Designated Site e.g. Special Area of Conservation (SAC), Special Protection Area (SPA), Site of Special Scientific Interest (SSSI), Ramsar, National Nature Reserve (NNR), etc ([SiteLink](#)).

The River Tay SAC ([SiteLink](#)) lies 170m south of the bridge at its nearest point.

The NBN Atlas also holds records of numerous 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 ([NBN Atlas](#)).

The NBN Atlas holds records of rhododendron (*Rhododendron ponticum*), an invasive non-native species (INNS) of plant, using the same search criteria. However, it is worth noting that this record is set back approximately 1km from the scheme extent.

Transport Scotland's Asset Management Performance System (AMPS) does not hold any records of INNS or injurious weeds along the A9 within the scheme extent.

Habitat in the surrounding area is largely dominated by agricultural grassland and temperate shrub heathland. There are some small pockets of broadleaved woodland which border the A9 either side of the bridge however larger areas of woodland lie further afield, beyond both carriageways.

## Field Surveys

A protected species walkover was carried out by the BEAR NW Environment Team in January 2023.

The updated survey assessed the bridge to have a moderate summer bat roost potential and low hibernation roost potential. No bats or evidence of bats (e.g., droppings) were found during the survey.

Woodland in proximity to the scheme typically comprised of young trees and no trees with Potential Roost Features were identified.

There were no signs of nesting birds within the bridge or surrounding woodland, however the survey was carried out in January, outside of the main bird breeding

season. It is possible that birds use the bridge and surrounding woodland to nest during the bird breeding period.

There were no signs of other protected species within the survey buffer area.

## Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS) or geological SSSI ([SiteLink](#)).

There are no Local Geodiversity Sites (LGS) with connectivity to the scheme extents ([SiteLink](#)).

Bedrock within the scheme extents is comprised of Gaick Psammite Formation (psammite) which is a metamorphic bedrock ([BGS GeoIndex](#)). Superficial deposits within the scheme extent are comprised of Devensian Till (diamicton) which is a sedimentary deposit ([BGS GeoIndex](#)).

Soils within the scheme extent are recorded as peaty gleyed podzols and brown earths ([Scotland's Soils](#)).

As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact 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 replace an existing expansion joint on the bridge. Materials used are expected to consist of:

- EIMR joint rails
- Nosing material
- Primer
- Anti-Skid finish
- QC-10 Rapid deck repair
- Elastomeric seal

The main waste produced during the construction phase will be concrete (estimated 2 tonnes) with a small amount of metals (estimated 0.2 tonnes).

## Noise and vibration

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

Scotland's strategic noise maps show that day-time noise levels pertaining to the trunk road within the scheme extents range between 70 and 80 decibels. There are no residential receptors within 300m of the scheme. Baseline noise level at the scheme location is likely to be primarily influenced by traffic along the A9 trunk road and day-to-day agricultural activities. The Highland Mainline railway line (with associated land) forms a corridor which lies to the north of the scheme (40m at its nearest point) and runs parallel with the A9 within the scheme area. Occasional train movement will therefore also have an impact. However, it is likely that train movements will be infrequent.

## Population and human health

There are no residential or commercial receptors within 300m of the scheme.

A section of the National Cycle Network (NCN) route 7 utilises the local road which runs beneath the A9 at Pitagowan bridge ([OS Maps](#)). There are no walking routes listed on WalkHighlands ([WalkHighlands](#)), core paths ([Scotland's Environment](#)), local footpaths or other community facilities within the scheme extent. There are surfaced raised verges present on either side of the structure however these are not footpaths for pedestrian use and there are also no footpaths on approach to the structure.

The nearest traffic count point (ID 40725) on the A9 is located approximately 10km west of the scheme ([Road traffic statistics](#)). Vehicle count data taken from this point in 2021 shows an Average Annual Daily Traffic (AADT) count of 8201 motor vehicles, of which 1683 (20%) were heavy goods vehicles ([Road traffic statistics](#)).

## Road drainage and the water environment

There are no classified surface waterbodies spanned, culverted beneath, or which lie within 300m of the scheme extents ([SEPA water environment hub](#)). The River Garry (Errochty Water Confluence to Loch Faskally) (ID: 6836) lies 170m south of the bridge ([SEPA water environment hub](#)). The River Garry (Errochty Water Confluence to Loch Faskally) is a waterbody which has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having 'Good ecological potential' and has been designated as a heavily modified water body on account of physical alterations that

cannot be addressed without a significant impact on water storage for hydroelectricity generation ([SEPA water environment hub](#)).

The scheme falls within the 'Rannoch' groundwater body which has been classified as 'Good' and is also a Drinking Water Protected Area (Ground) ([SEPA water classification hub](#)).

The trunk road, within the scheme extents, is not at risk of surface water flooding ([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 (RoD) 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.

- Prior to works commencing on the A9 700 Pitagowan bridge, a containment system will be in place to prevent the loss of any materials (e.g. dust, debris, wet concrete and water) from activities such as dust suppression, as well as concrete pouring and repairs. The integrity of the containment system shall be checked frequently (at least daily) and should containment fail, operations will cease immediately, and necessary repairs undertaken.
- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and will 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 shall 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

The proposed works are not anticipated to have an adverse impact on cultural heritage as the works will be restricted to the A9 700 Pitagowan bridge and involve the replacement of an existing expansion joint. There are no recorded features of cultural heritage within the works footprint. 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 shall, 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 shall be reduced as much as is reasonably practicable and will ideally be limited to access on foot. There shall 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

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of littering or obstructed views due to vehicles and machinery. However, works will be restricted to the A9 700 Pitagowan bridge and will be limited to the replacement of an existing expansion joint. Works will be carried out during daylight hours over 3 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 CNP are expected. 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.
- The working area and site compound location will be appropriately reinstated following works.
- Works will avoid encroaching on land and areas where work is not required or permission has not been granted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape shall 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 works, 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.

The scheme is not situated within or immediately adjacent to a Statutory Designated Site e.g. SAC, SPA, SSSI, Ramsar, NNR, etc.

Although the scheme is located within 300m of the River Tay SAC, the high-level HRA assessment concluded that the works would not result in any likely significant effects (LSE) upon the qualifying features of these by virtue of the following factors:

- All works are restricted to made-ground within the footprint of the A9 trunk road, with only 'like-for-like' replacement of the bridge expansion joint being undertaken which will not involve any change of the natural landscape or its processes.
- There is no requirement for land take (or resources) or site clearance from within the SAC and no works are required within any part of the SAC.
- The works will not involve any in-stream works or any discharges to the natural water environment, and therefore there will be no change to water quality or impact on qualifying features.
- The location of the work and lack of connectivity to the wider landscape means there are few pathways to disturbance and a highly reduced risk of pollution.
- Works will not promote the known negative pressure on the various designated species.
- Given the relatively rural location of the scheme it is anticipated that foraging species would easily avoid the works area if any disturbance was created from noise, as there is an abundance of alternative habitat present in the landscape suitable for foraging.
- No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental Management Plan (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 nearby railway line, 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 will be strictly limited to areas required for access and works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works are permitted.
- Two activity surveys will be completed on the bridge during the core summer survey season (May to August inclusive). If works are delayed until the winter hibernation season (November to March inclusive), one winter hibernation inspection (WHI) will be completed on the bridge during the core hibernation season (December to February inclusive) prior to works commencing. If bats are

confirmed to roost within the bridge structure a license from NatureScot will be obtained prior to completion of the works.

- If works will take place during the breeding bird season (March to August inclusive), nesting bird checks will be required two weeks prior and within 48 hours of works commencing.
- All site workers will be informed of the potential for bats to be present in the area and to remain vigilant whilst undertaking works. A toolbox Talk 'Working with Bats' will be delivered to ensure if bats are to be found during the works and in this instance, all works should be stopped in the immediate area around the bat and the licensed bat ecologist and NatureScot be contacted for advice.
- All construction operatives will 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 and INNS.
- Site personnel shall remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.
- Where possible, works shall be carried out during daylight hours. If artificial lighting is required, it shall 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 will be provided, allowing free passage for mammals and preventing entrapment.
- Site personnel shall remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works are permitted to 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.

## 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.
- Concrete washout will not be discharged on to the ground, drains or watercourses. After concrete works, any residual concrete wash water will be collected and removed from site as contaminated water. All waste will be removed from site and disposed of safely and legally, preferably by recycling or re-use.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will 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 will be present on site and be available for inspection. A copy of the Duty of Care paperwork shall 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.

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 scheme works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. There are no residential properties within 300m of the scheme. 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.
- On-site construction tasks shall 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 shall 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. There are no residential or commercial receptors within 300m of the scheme. 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. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Where possible, works shall be carried out during daylight hours.
- Appropriate provisions / measures shall be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Access to the NCN route and any pedestrian facilities will be maintained at all times.
- Journey planning information will be available for drivers online at the [trafficscotland.org](http://trafficscotland.org) website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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 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:

- Prior to works commencing on the A9 700 Pitagowan bridge, a containment system will be in place to prevent the loss of any materials (e.g. dust, debris, wet concrete and water) from activities such as dust suppression, as well as concrete pouring and repairs. The integrity of the containment system shall be checked frequently (at least daily) and should containment fail, operations will cease immediately, and necessary repairs undertaken.
- The scheme will not entail any in-stream works.
- Standard working practices will 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 and appropriate containment measures will be in place to prevent any loss of construction materials into the water environment (e.g. dust, debris, wet concrete). Any dust, concrete debris, or other materials produced during works will be contained and removed from site to be disposed of appropriately.
- 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 will be logged and reported. In the event of any spills into the water environment, all works shall stop and the incident will be reported to the project

manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.

- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers shall be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers shall be stored on an impermeable area and be fully bunded. This shall be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will 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 will have bunding with a capacity of 110%. If these are not bunded then drip trays shall 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 the 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.

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 trunk road, within scheme extents, is not at risk of surface water 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 only last 3 days. Traffic management will consist of lane closures facilitated using two-way traffic lights and a convoy vehicle. 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. A search of Perth and Kinross Council Planning Portal ([Map Search](#)) confirmed that there are no planning applications less than five years old within 300m of the scheme.

A search of the Scottish Roads Works Commissioner's 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. No smaller scale traffic restrictions / roadworks are found on the local authority road network in proximity to the proposed works, and as such, no cumulative effect is assessed. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all 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 or part 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 completed during daytime working hours.
- 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.

- Field surveys to date have not identified any additional protected species shelters or roosts and no protected species licences have been required.
- It is not anticipated that INNS will be encountered during the works however 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:

- Although the works are located within 300m of the River Tay SAC, the high-level HRA concluded that the works would not result in any LSE on the qualifying features of this.
- Works will not result in any adverse visual impact, and as such will not have a resulting adverse impact on the Cairngorms National Park.
- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- 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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