



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A9 Dalmarnock to Rotmell Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on the A9, approximately 4km north of Dunkeld. The works will consist of carriageway resurfacing and reinstatement of road markings over a length of 600m (approximately 0.432 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 2023/2024 financial year (June 2023 to March 2024 inclusive). Works are expected to be completed over three nights by utilising night-time working hours; however, changes in the programme may result in the need for day works.

Traffic management (TM) is still to be confirmed however it is anticipated that this will consist of overnight road closures with a suitable diversion route. However, if the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme is located on the A9, approximately 4km north of Dunkeld, in the Perth and Kinross Council region (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NO 00337 46233
- Scheme End: NO 00217 46817

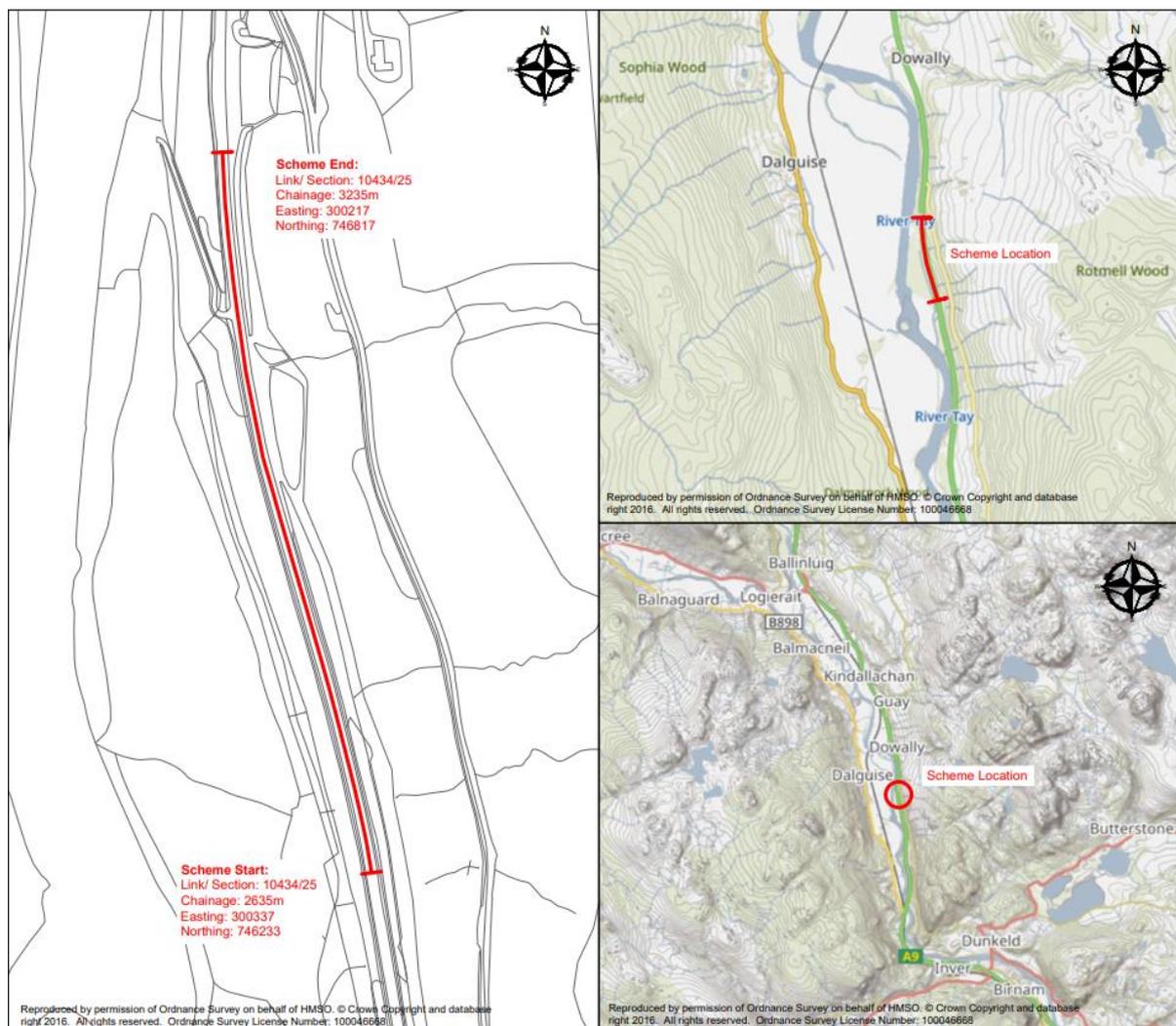


Figure 1. Location and scheme extent of the proposed resurfacing works at A9 Dalmarnock to Rotmell. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0103-155).

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 Perth, approximately 25km 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 Perth 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, with secondary sources likely to arise from nearby agricultural practices.

Cultural heritage

According to Historic Environment Scotland's PastMap ([PastMap](#)), the category B Listed Building '*Rotmell Farm*' (LB5575) lies approximately 270m northeast of the scheme. Of lesser cultural heritage interest, there are several features listed on the Historic Environment Record (HER) and Canmore database within the trunk road boundary and also within 300m of the scheme.

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

All works are restricted to the trunk road, with only 'like-for-like' replacement of road surface being undertaken, therefore the works do not include any alterations that would affect the historic and architectural character of any feature of cultural heritage interest. It has been determined that the proposed project does not carry the potential to cause direct or indirect impact to features of cultural heritage importance.

As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Landscape and visual effects

The scheme is located on the A9, approximately 4km north of Dunkeld. Land use surrounding the scheme is largely dominated by woodland and agricultural grassland.

The scheme is located within the River Tay (Dunkeld) National Scenic Area (NSA) ([Sitelink](#)) which has the following special qualities:

- The beauty of cultural landscapes accompanying natural grandeur
- The 'Gateway to the Highlands'
- Characterful rivers, waterfalls and kettle-hole lochs
- Exceptionally rich, varied and beautiful woodlands
- The picturesque cathedral town of Dunkeld
- Drama of The Falls of Braan and The Hermitage
- Dunkeld House policies

- Significant specimen trees
- The iconic view from King's Seat

The scheme does not fall within any National Parks, or other sites designated for landscape character or quality ([SiteLink](#)).

The Landscape Character Type (LCT) within the scheme extent is Lower Upland Glens (no. 372) ([Scottish Landscape Character Types](#)). The Lower Upland Glens LCT is characterised by:

- Lower sections of the principal glens north of the Highland Boundary Fault
- Larger scale landscapes than the mid and upper reaches of these glen, which are generally wider with broader floodplains
- Combinations of upland and lowland attributes, with evidence of glaciation, but lacking many of the classic glacial features, such as corries, hanging valleys and misfit rivers, found higher up
- Broad floodplains, often with meandering rivers, interspersed with narrower, gorgelike sections where harder rocks cross the glens
- The most settled parts of the glens, with transport corridors housing main roads and railways, large towns, castles, fortified manor houses, historic estates and estate villages
- Modern expansion of larger settlements, with pockets of smaller housing development out of the main settlements
- Fertile farmland on valley floor and valley slopes with large fields separated by hedgerows with tree lines, woodland belts and post and wire fences
- Substantial and varied woodland cover - broadleaf woodlands clothing steeper slopes, around estate properties and along rivers, with conifer forests on valley sides and associated with estates
- Influence of large estates, castles and Victorian development, with their historic buildings and parkland
- Corridor views along the valley.

Biodiversity

The River Tay Special Area of Conservation (SAC) lies to the west of the A9 throughout the scheme extent. At its nearest point, the SAC lies within 5m of the A9 northbound carriageway ([SiteLink](#)).

The NBN Atlas holds records of twelve 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 the following invasive non-native plant species (INNS) under the same criteria ([NBN Atlas](#)):

- Himalayan balsam (*Impatiens glandulifera*)
- Japanese knotweed (*Fallopia japonica*)

The nearest of these records are within the northbound and southbound road verges at the northern scheme extent.

Transport Scotland's Asset Management Performance System (AMPS) holds several records of Japanese knotweed along road verges, and the banks of the River Tay, throughout the scheme extent. There are also several records of common ragwort (*Jacobaea vulgaris*), an injurious weed, and rosebay willowherb (*Chamaenerion angustifolium*), an invasive native perennial, within the A9 road verges throughout the scheme extent.

Habitats surrounding the A9 consist of a combination of broadleaved woodland, agricultural grassland and temperate shrub heathland. The River Tay lies in close proximity of the A9 within the scheme extent which provide freshwater habitats in the area. Nearby woodland may also provide suitable habitat for species of roosting bat (Chiroptera) as well as breeding birds during the breeding period (March – August inclusive).

There are several areas of woodland listed on the Ancient Woodland Inventory (AWI) within 300m of the scheme, with some of these lying directly adjacent to the A9 trunk road. These areas consist of a combination of 'Ancient' (of semi-natural origin), 'Long-established' (of plantation origin) and 'Other' (on Roy map)' ([Scotland's Environment](#)). Works will be restricted to the A9 carriageway boundary and will not involve any tree-felling, therefore no impacts to AWI woodland are anticipated.

Considering the lack of habitat diversity within the trunk road boundary and the moderate traffic density at the scheme extent, it is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance.

A desktop study has been deemed sufficient for this assessment, and no ecological surveys have been carried out.

Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS) or a geologically designated Site of Special Scientific Interest (SSSI) ([SiteLink](#)).

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

A desktop study using the British Geological Survey Map ([BGS GeolIndex](#)) identifies the local geology type as the following:

- Bedrock Geology: Southern Highland Group (psammite and semipelite) which is a metamorphic bedrock.
- Superficial Deposits: Glaciofluvial Deposits (gravel, sand and silt) which are sedimentary superficial deposits.

Soils within the scheme extent are recorded as a combination of humus-iron podzols ([Scotland's Soils](#)).

As a result of the works taking place strictly within made ground within the A9 carriageway boundary, 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 resurface the worn carriageway and reinstate road markings. Materials used will consist of:

- Asphaltic material
- 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 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 number WML/XS/2006062). Consultation with the scheme designer has confirmed that the works will not encounter coal tar contaminated road surfacing.

A site waste management plan (SWMP) is not required for this scheme.

Noise and vibration

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

Scotland's strategic noise maps show that night-time noise levels in the vicinity of the trunk road within the scheme extents range between 60 and 65 decibels ([Scotland's Noise Scotland's Environment](#)) with these levels dropping to less than 50 decibels at the nearest residential receptor. Properties in proximity are afforded acoustic screening via the topography of the land and nearby woodland.

Baseline noise levels at the scheme location are likely to be primarily influenced by traffic along the A9 trunk road, with secondary influences from nearby agricultural practices.

Population and human health

There are only two residential properties within 300m of the scheme which lie 140m east and 270m northeast, respectively. However, due to the topography of the land and arrangement of the trunk road within the scheme extent, these properties cannot be observed from A9 within the scheme extent.

There are no National Cycle Network (NCN) routes ([OS Maps](#)), core paths ([Scotland's Environment](#)), walking routes listed on WalkHighlands ([WalkHighlands](#)), or any other pedestrian facilities 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 A9 is a single carriageway throughout the scheme extent and the national speed limit applies throughout the scheme.

The nearest traffic count point (ID: 30729) on the A9 is located approximately 1.5km north of the scheme ([Road traffic statistics](#)). Vehicle count data taken from this point in 2021 shows an Average Annual Daily Traffic (AADT) count of 11,296 motor vehicles, of which 1,414 (12.5%) were heavy goods vehicles ([Road traffic statistics](#)).

Road drainage and the water environment

There are several unclassified waterbodies that are culverted beneath the A9 within the scheme extent. Most of these watercourses flow in a south-westerly direction before discharging into the River Tay (R Tummel to R Isla Confluences) (ID: 6499).

River Tay (River Tummel to River Isla Confluences) 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 'Poor 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. The River Tay (River Tummel to River Isla Confluences) also lies to the west of the A9 throughout the scheme extent (110m at its nearest point) ([SEPA water classification hub](#)).

There are a large number of unclassified surface waterbodies/drainage ditches that lie within 300m of the scheme however these cannot be accessed from within the scheme extent.

The scheme falls within the 'Killin, Aberfeldy and Angus Glens' and 'Tummel and Tay Sand and Gravel' groundwater bodies which were both classified by SEPA in 2020 as having an overall status of 'Good' and are also Drinking Water Protected Areas (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 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 will be maintained to the appropriate standards and will be switched off when not in use.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- 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 far as is 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 will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains following planing.

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).

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, proposed works will be restricted to like-for-like resurfacing of the A9 carriageway and will be carried out over 3 nights 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. No significant impacts to the River Tay (Dunkeld) National Scenic Area are expected, and no consultations are required. 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 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 will 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. Although the scheme lies in proximity to the River Tay SAC, the high-level HRA assessment concluded that the works would not result in the potential for 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 road surface 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 works and lack of connectivity to the wider landscape means there are few pathways to disturbance and a highly reduced risk of pollution.
- 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

Although there are records of INNS and injurious weeds within the surrounding area (and potentially unrecorded instances within the road verges adjacent to the carriageway within the scheme extent), all works are restricted to made ground within the A9 carriageway boundary. Works will entail like-for-like replacement of the road surfacing material and will not include earthworks or 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 Site Environmental Management Plan (SEMP) and adhered to on site. 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 resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works will be permitted.
- 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 will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team.
- Artificial lighting will 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 will remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works will 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 will 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.
- 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 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 will 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 works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works are 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.
- The Environmental Health Officer (EHO) from Perth and Kinross Council will be notified of works.
- The noisiest works (e.g. planning) will be programmed to be completed before 23:00 each night, where reasonably practicable.
- 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.
- 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 BEAR 'Being a Good Neighbour' toolbox talk will be briefed to all operatives prior to commencement of works on site.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- 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 will 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:

- If access to local residents' properties are restricted then they will be notified of the impending works. 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.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance,
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site. However, works will be carried out during night-time working hours when it is expected that pedestrian footfall will be low.
- 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.

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 will be permitted. Appropriate containment measures will 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 will be logged and reported. In the event of any spills into the water environment, all works will stop and the incident must 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 will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays 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 will 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.

- The requirement for additional lighting will be reduced as far as reasonably practicable.
- 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 last 3 nights. Traffic management is still to be confirmed however it is anticipated that this will consist of overnight road closures with a suitable diversion route.

A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

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 Perth and Kinross Planning Portal ([Map Search](#)) confirmed that there are no planning applications 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. 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 within the River Tay (Dunkeld) National Scenic Area, 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 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 works will be like-for-like in nature, and will be restricted to the existing A9 carriageway boundary.
- The works will be temporary, localised, and completed during night-time hours, when the traffic count is at its lowest levels.
- 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.
- By removing the carriageway defects this will provide these parts of the A9 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.

Location of the scheme:

- Works will not result in any residual visual change, and as such will have no change to the special qualities for which the River Tay (Dunkeld) National Scenic Area is designated.
- The works are not expected to have LSE on the River Tay SAC, or any other designated site.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or 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.

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.

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- 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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