transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A9 Approach to Forteviot Junction NB

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A9 carriageway approaching the Forteviot junction within Perth and Kinross. The carriageway is presenting signs of continual deterioration with surface course and structural defects present throughout the bituminous carriageway material. Addressing these defects will provide an extended pavement life and will improve road safety and ride quality.

Construction activities will involve the implementation of Traffic Management (TM) followed by structural pavement inlays and crack, seat and overlay treatments to the existing carriageway footprint prior to the TM being removed. These works will require the following materials and plant/machinery/vehicles:

Materials:

- Bituminous surfacing materials (TS2010 10mm aggregate, AC20 binder, AC32 base and AC20 EME2 base/binder;
- Thermoplastic road markings;
- Iron milled in road stuffs and shoes; and
- Thermoplastic reflective inserts.

Plant/Machinery/Vehicles:

- Road planer;
- Excavator/pecker;
- Road paver;
- Tipper wagons;
- Badger guillotine; and
- Bond coat truck.

The works are programmed to commence on the 23rd of July 2023 with the scheme proposed to last approximately six days. These works are programmed to take place during both daytime and night-time hours with the TM for the scheme to involve the use of a contraflow system. The total area of works is estimated to be 15,000m^2.

Location

The scheme is located in a rural area of Perth and Kinross, on the A9 carriageway, approaching the Forteviot junction. The National Grid Reference (NGR) start/end coordinates of the scheme are detailed below, while the scheme location is illustrated in Figure 1:

- Scheme Start: NGR NO 02210 18048
- Scheme End: NGR NO 03216 19070

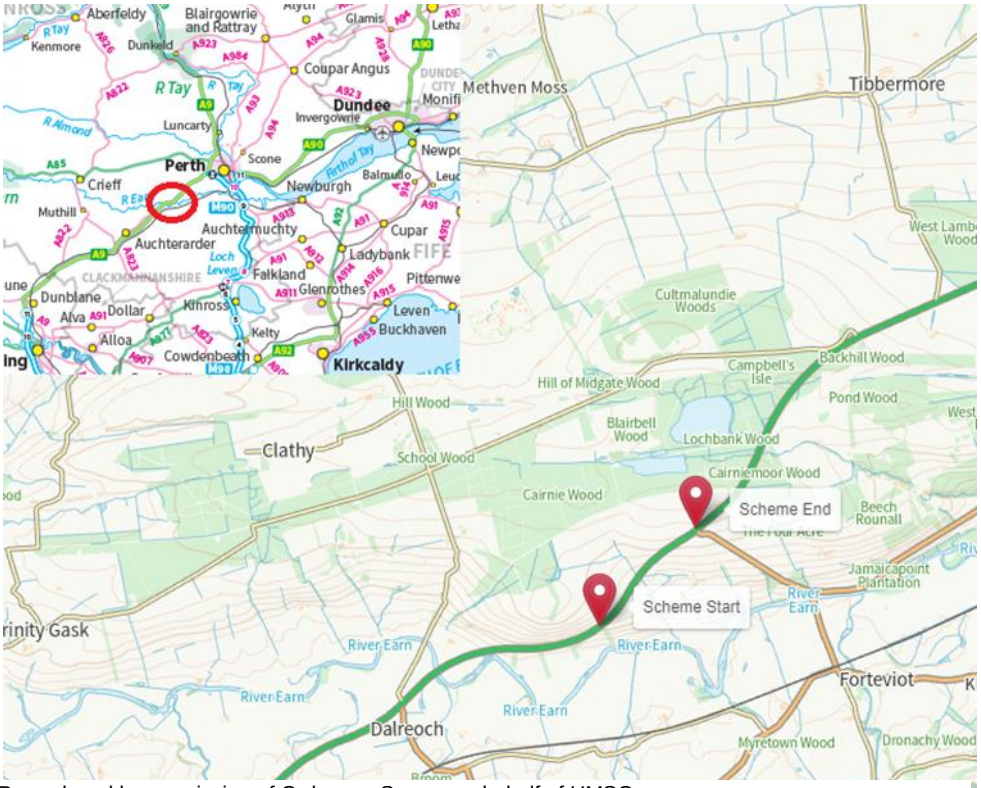

Figure 1: Scheme location within Perth and Kinross.

Description of local environment

Air quality

The proposed scheme is located on the A9 carriageway (Northbound (NB)) approaching the Forteviot junction, Perthshire. In 2021, this section of carriageway was estimated to have an Annual Average Daily Flow (AADF) of 25,865 vehicles with 2,642 of these being Heavy Goods Vehicles (HGVs) (automatic count point 80055).

There are two residential properties located within 300m of the scheme extents. These properties are located within Cairnie Braes farm and are located approx. 60m north of the scheme's northern extent.

Perth and Kinross Council has declared two Air Quality Management Areas (AQMAs) at Perth City and Crieff High Street. Perth City AQMA is declared for its levels of particulate matter of a diameter less than 10 micrometres (PM_{10}) and nitrogen dioxide (NO_2). This AQMA is located approx. 6km east of the scheme. Crieff High Street AQMA is declared for its levels of PM_{10} and NO_2 and is located approx. 15km west of the scheme.

Cultural heritage

A desktop study using the PastMap resource has identified the following designated (within 300m) and undesignated (within 100m) cultural heritage sites within proximity to the scheme extents:

- Fountainhead / Muir O'Fauld Historic Environment Record (HER) (Ref: MPK 6149) – Located approx. 90m north of the proposed scheme;
- Upper Cairnie HER (Ref: MPK7618) – Location approx. 90m north of the proposed scheme;
- Upper Cairnie HER (Ref: MPK 1964) – Located within the proposed scheme extents;
- Upper Cairnie HER (Ref: MPK19502) – Located approx. 50m north of the proposed scheme extents; and
- Battle of Dupplin Moor Battlefield (Ref: BTL8) – Located within the proposed scheme extents.

Landscape and visual effects

The surrounding landscape has been classified as rectilinear fields and farms and plantation using the HLA Map.

A desktop study using PastMap online interactive map has not identified any areas designated for their landscape quality within 300m of the scheme extents.

Views of, and from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are predicted.

The works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Biodiversity

The area surrounding the carriageway consists of sporadic areas of semi-mature woodland/scrub and areas of grassland and low-lying vegetation. The central reserve area is sparsely vegetated with low-lying vegetation. The dense woodland found towards the northern extent of the scheme (approx. 500m north) is classified within Scotland's Ancient Woodland Inventory.

NatureScot's Sitelink resource has identified the South Tayside Goose Roosts Special Protection Area (SPA) (site code: 8577) and Ramsar (site code: 8456) sites within 2km (approx. 600m north) of the scheme extents.

NatureScot's Sitelink resource has also indicated the presence of the Dupplin Lakes Site of Special Scientific Interest (SSSI) (site ID: 578) approx. 600m north of the scheme extents.

There are no records of the presence of Invasive Non-Native Species (INNS) within the scheme extents however, the presence of rhododendron *Rhododendron ponticum*, Japanese knotweed *Fallopia japonica* and Himalayan balsam *Impatiens glandulifera* has been identified within approx. 500m of the scheme extents.

The Amey E&S INNS Mapping resource has indicated the presence of INNS at the roadside within the scheme extents sporadically throughout the carriageway (species unspecified).

Geology and soils

The National Soil Map of Scotland lists the soils surrounding the scheme extents as brown earth and alluvial.

A desktop study using NatureScot Sitelink has not identified any Geological Conservation Review sites or SSSI's designated for their geological features within 2km of the site extents.

A desktop study using the British Geological Survey Map has identified the local geology types as the following:

Bedrock Geology:

- Scone Sandstone Formation - Sandstone. Sedimentary bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.

Superficial Deposits:

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

As the works will be restricted to the existing carriageway boundary and previously engineered layers, 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

Table 1: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	• Bituminous surfacing materials; • Vehicle fuel; • Road marking materials and studs; • Oil; and • Lubricant.	A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA).

Activity	Material Required	Origin/ Content
		As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

Table 2: Key waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	• Road planings (inert bituminous materials); and • Remove iron/metal/plastic components.	Uncontaminated road planings generated as a result of the works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings.' Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent.

Noise and vibration

Baseline noise in the area surrounding the proposed scheme extent is likely to be influenced by vehicle traffic from the A9 carriageway and agricultural activities. In 2021, this section of carriageway was estimated to have an AADF of 25,865 vehicles with 2,642 of these being HGVs (automatic count point 8005). Modelled day-time noise levels (Lden) surrounding the A9 carriageway at the scheme location show levels of 65-70dB within 30m, 60-65dB within 50m and 55-60dB within 90m whilst modelled night-time levels (Lden) show 60-65dB within 20m, 55-60dB within 40m and 55-60dB within 75m. The scheme does not fall within a Candidate Noise Management Area (CNMA) defined by the Transportation Noise Action Plan, Road Maps.

Approximately two residential properties are located within 300m of the scheme extents. These properties are located within Cairnie Braes farm and are located approx. 60m north of the scheme's northern extent. Little natural screening of sporadic areas of vegetation such as semi-mature trees and scrub is present between the residential properties at Cairnie Braes farm and the scheme extents.

No non-residential noise-sensitive receptors are present within 300m of the scheme extents.

Population and human health

Scotland's Historic Land-Use Map classifies the land surrounding the scheme as that of rectilinear farms and fields and plantation.

Two residential properties are located within 300m of the scheme extents. These properties are located within Cairnie Braes farm and are located approx. 60m north of the scheme's northern extent. These properties are accessed via the A9 NB carriageway at the northern extent of the scheme. No other access points are present on the NB carriageway however, an access road to the B934 (Forteviot junction) is present at the scheme's northern extent (southbound (SB) lane) and is accessible via a crossover point in the carriageway. The scheme's southern extent (SB lane) also contains a field access point which is also accessed via a crossover point. No non-residential properties are present within 300m of the scheme extents.

A layby is present towards the northern extent of the scheme (NB). A SB layby is also present towards the southern extent of the scheme. Perth and Kinross Council Core Path EARN/118 is present running parallel to, and under (via an underpass) the scheme extents. This core path links the areas of Chapelbank with Upper Cairnie and runs parallel to the NB carriageway before passing beneath the A9 carriageway at NO 02660 18631 and continuing to run parallel with the SB carriageway before terminating at Upper Cairnie. No National Cycle Network Routes are present within 300m of the scheme extents. No bus stops or pedestrian footways are present within the scheme extents.

Road drainage and the water environment

A desktop study using the SEPA Water Classification Map has identified the River Earn (site ID: 6800) located approx. 240m south of the scheme's southern extent. This watercourse has been classified as having 'Good Ecological Potential' under the Water Framework Directive (WFD). Pitcairnie Loch is located approx. 630m north of the scheme extents and is unclassified under the WFD. Dupplin Loch is also present approx. 900m north of the scheme (also unclassified under the WFD). An unnamed (and unclassified) watercourse has been identified flowing beneath the scheme extents at NO 02618 18582. This watercourse flows into the River Earn watercourse approx. 870m south of the scheme extents.

SEPA's Flood Mapping System has not identified any areas of the A9 carriageway within the scheme extents at risk of surface water or river water flooding.

The A9 carriageway approaching the Forteviot junction is drained via a mixture of verge-side filter drains and top-entry gullies.

Climate

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (GHG) by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce 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, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

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

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

Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – North East.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities such as milling and planing carry a potential to produce airborne particulate matter and generate emissions that may lead to a temporary decrease in local air quality.
- TM may result in a slight increase in associated vehicle emissions within the surrounding road network and local areas, which may cause a temporary decrease in local air quality.
- The Perth City AQMA and Crieff High Street AQMA will not be impacted by this scheme due to the distance from the scheme extents.

The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.

Mitigation

- The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2014) published by the Institute of Air Quality Management (IAQM) will be followed:
  - All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
  - All vehicle engines will be switched off when stationary; there will be no idling vehicles.
- Planing operations will be wetted to reduce dust arising.
- Drop heights into haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.

The residual significance of effect on air quality is deemed to be neutral. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality, no further assessment is required.

Cultural heritage

Impacts

- Construction activities have the potential to temporarily disturb the setting of the cultural heritage assets within 300m of the scheme due to the presence of plant, machinery and TM.
- Works will be contained within the carriageway boundary and will not adversely impact the Battle of Dupplin Moor Battlefield site.

Mitigation

- Should the nature of the works change or additional excavation works be required, the Amey E&S team will be contacted prior to works commencing.
- Should works encounter any materials of archaeological interest (i.e. Discoloured soils or material finds such as ceramics or bone) works will cease and the Amey E&S Team will be contacted.
- All site operatives will be informed of the locations of the designated cultural heritage assets.
- No materials or wastes will be stored within any undesignated cultural heritage assets where possible.
- Works and storage of plant/machinery/vehicles will be contained within the carriageway boundary at all times throughout the scheme.
- Due to the proposed scheme taking place within the Battle of Dupplin Moor Battlefield site, consultation has been undertaken with Historic Environment Scotland. Historic Environment Scotland responded 22nd June 2023 to confirm they are content there would be minimal impact on the historic Battlefield of Dupplin Moor.

The residual significance of effect on cultural heritage is deemed to be neutral. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage no further assessment is required.

Biodiversity

Impacts

- During night-time programming, misdirected site lighting and additional noise from construction activities could cause temporary disturbance to any surrounding nocturnal species.
- There is potential for protected species to be active within the surrounding area and for the works to result in disturbance to these species.

- There is potential for INNS to harm site operatives if contact is made with species. There is the potential for works (if uncontrolled) to spread INNS.
- There is potential for the species utilising the Dupplin Lochs SSSI to be impacted by the proposed scheme whilst grazing in surrounding fields.
- The Dupplin Ancient Woodland will not be impacted by the proposed scheme due to the general unintrusive (contained within the carriageway boundary) and temporary nature of the works and the distance of the works from the site.
- There is potential for the works to impact upon the designated European sites (South Tayside Goose Roosts Ramsar and SPA) approx. 600m from the scheme extents. Pollution incidents have the potential to impact upon this site and the habitats they are designed to protect. A Stage 1 Habitats Regulations Appraisal (HRA) has been undertaken for this scheme and has concluded no likely significant effects with regard to the SPA and Ramsar as a result of this scheme. The minor nature of the scheme combined with its transient and unintrusive nature regarding the surrounding environment has allowed for this conclusion.

Mitigation

- In the event that protected species are sighted on site, works will temporarily be suspended until the animal has moved on. The protected species will not be approached and any sightings will be reported to the Amey E&S Team.
- The Amey E&S team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- All temporary lighting will be directional and pointed away from sensitive ecological receptors to minimise disturbance to nocturnal species.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundary of the carriageway. No works and storage of plant, machinery, vehicles and equipment will be undertaken on the grass verges.
- Noise mitigation measures as outlined in the Noise and Vibration section will be adhered to during the works.
- Mitigation measures detailed in the Road Drainage and the Water Environment section will be adhered to during the works.
- The Invasive Plants and Japanese knotweed briefings will be delivered to all site operatives before works start.
- If INNS are discovered within the scheme extents and could potentially be impacted by the works, the work will cease and the Amey E&S team will be notified.
- No attempts will be made to cut, treat or remove INNS species.

- Due to the nature of the proposed scheme, combined with the transient nature of the works and the requirement of the works to be contained within the carriageway, an ecological site survey has not been deemed as a requirement for this scheme.

The works in question will be like-for-like in nature and with the control measures detailed within this document in place, combined with the Stage 1 HRA being undertaken and concluding no likely significant effects, the residual significance of effect to biodiversity is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- Greenhouse gas (GHG) emissions will be generated by material production and transportation to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- It is Amey policy to reuse or recycle as much waste material as possible. Where recycling is not feasible, waste material will be removed to a licenced waste facility.
- Where possible, different waste streams will be separated at the source.
- Waste will be stored in suitable containers and covered.
- Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As such, road planings generated as a result of the works may be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings.'

With best practice mitigation measures in place, the residual significance of effect on material assets and waste is considered to be neutral. Therefore, in accordance with

DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby residential properties will benefit from improved road surfacing as a result of the scheme.
- Noise heavy works will likely be required during night-time hours, which could cause disturbance for residential properties within 300m of the scheme extents.

Mitigation

- Due to night-time programming, the Amey E&S team will contact Perth & Kinross Council's Environmental Health Team prior to the commencement of the works.
- Properties within 300m of the scheme extents will be notified in advance of the works. Pre-notification will include details of proposed timings and duration of the works and will also include a 24hr contact number should members of the public wish to contact the Amey control centre in relation to the scheme.
- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- Sort start techniques will be implemented on site while starting plant/machinery and vehicles.
- Operatives will be briefed with the Noise & Vibration toolbox talk prior to the works commencing.

With best practice mitigation measures in place, the residual significance of effect on noise and vibration is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration, no further assessment is required.

Population and human health

Impacts

- TM for the works will involve the closure of a section of the A9 carriageway with a contraflow system in place. This will likely result in temporary delays and longer journey times for road users and local residents.

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- Perth and Kinross Council Core Path Earn/118 is unlikely to be impacted by the proposed scheme due to the pathway being present parallel to and beneath as opposed to within the scheme extents.
- Access to Cairnie Braes farm and the associated residential properties is likely to be impacted by the proposed scheme.
- Access to the B934 carriageway and the farm access point listed above from the NB carriageway is likely to be impacted by the scheme.
- Access to the laybys within the scheme extents are likely to be impacted by the proposed scheme.

Mitigation

- Due to night-time programming, properties within 300m of the proposed scheme extents will be notified in advance of the works. Pre-notification will include details of proposed timings, duration of the works and alternative access/egress routes for those affected by TM.
- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works and away from residential areas.
- Alternative arrangements will be made regarding access to Cairnie Braes, the surrounding farmland (where relevant) and the B934 carriageway. These arrangements will be advertised within the local community and on approach to the proposed scheme extents.
- Layby closures will be advertised upon approach.

With best practice mitigation measures in place, the residual significance of effect on population and human health is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health, no further assessment is required.

Road drainage and the water environment

Impacts

- If not adequately controlled, debris and runoff from the works could enter the surrounding surface water environment. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage system, thus having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the surrounding water environment.
- Should flooding occur, this may delay the scheduled works.
- There is potential for the unclassified watercourse flowing beneath the carriageway to be impacted by the proposed scheme.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site both during and following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This will be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The Amey E&S control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted frequently, especially during heavy rainfall and wind.
- Weather reports will be monitored prior to and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so.
- All operatives working on site will be informed of the location of the watercourse flowing beneath the proposed scheme extents, the River Earn, the Dupplin Loch and the Pitcairnie Loch prior to works commencing.
- All storage of materials/fuel and any refuelling activities will be more than 10m away from any drainage inlet at all times and placed on a hardstanding surface.

- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- Bunds will be provided around drums up to 205 litres with 25% of their capacity.
- Bunds will be provided around bulk storage to a capacity of 110% of the stored fuel/oil.
- All operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents, namely, GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs the residual significance of effect on the water environment is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment, no further assessment is required.

Climate

Impacts:

GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

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

It has been determined that the proposed project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment cumulative effects

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

Perth & Kinross's Planning Portal has not highlighted any relevant proposed developments or planning applications during the proposed timescale and at the location of the proposed works.

Amey have resurfacing works programmed on the A9 carriageway outside the village of Greenloaning Perth and Kinross on 20th July 2023. No other nearby schemes which may result in a combined effect on nearby receptors have been identified.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual effect is deemed neutral and there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Amey Environment and Sustainability Team in June 2023.
- A Stage 1 Habitats Regulations Appraisal, undertaken by the Amey Environment and Sustainability Team in June 2023 which concluded that there would be no likely significant effects as a result of the proposed works on the South Tayside Goose Roosts SPA and Ramsar.

The following consultations have been undertaken:

- The Amey E&S team has contacted Perth & Kinross Council's Environmental Health Team to notify of the works due to night-time programming.
- Due to the proposed scheme taking place within the Battle of Dupplin Moor Battlefield site, consultation has been undertaken with Historic Environment Scotland. Due to the works being contained within the carriageway, combined

with the mitigation measures above, Historic Environment Scotland provided no further comment.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

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

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

Characteristics of the scheme:

- Construction activities are restricted to the existing carriageway.
- At end of life, components can be recycled, reducing waste to landfill.
- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- The chosen material TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- No significant residual impacts are predicted. Disruption due to construction activities are not expected to be significant and will be mitigated as far as is reasonably practicable.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take and will not alter any local land uses.

- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).
- A HRA Stage 1 Assessment was carried out due to the presence of The South Tayside Goose Roosts SPA located 600m from the works. The HRA concluded no likely significant effects.

Characteristics of potential impacts of the scheme:

- The successful completion of the scheme will afford benefits to carriageway users due to improved condition and ride quality of the carriageway surface.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.

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.

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, July 2023

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot