



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A9 Crubenmore NB & SB Junction (Duals)

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out surface course replacement on the A9 at the Crubenmore junction, approximately 9km north of Dalwhinnie. The treatment will include replacement of course (30mm/35mm depth) and binder course (70mm depth) and reinstatement of road markings. The scheme is 550m in length (250m northbound carriageway and 200m southbound carriageway) with a total area of 0.52ha.

The works are currently programmed to be completed within the 2024/2025 financial year over 6 nights by utilising night-time working hours (19:00 – 06:00). If the programme changes, there may be a requirement for daytime working.

Traffic management (TM) is currently anticipated to consist of nighttime lane closures with convoy working. The A9 southbound right turn lane and junction to Crubenmore will be closed and a diversion route will be in place. Access to non-motorised user (NMU) routes will be accommodated within TM. No pedestrian diversions are required.

Location

The scheme is located on a stretch of the A9 carriageway at the A9 Junction with General Wade’s Military Road, approximately 9km north of Dalwhinnie in the Highland Council area (Figure 1) (Grid ref: [NN 68349 92400 - NN 68146 92123](#)). Works will take place on both the northbound and southbound lanes at this location.

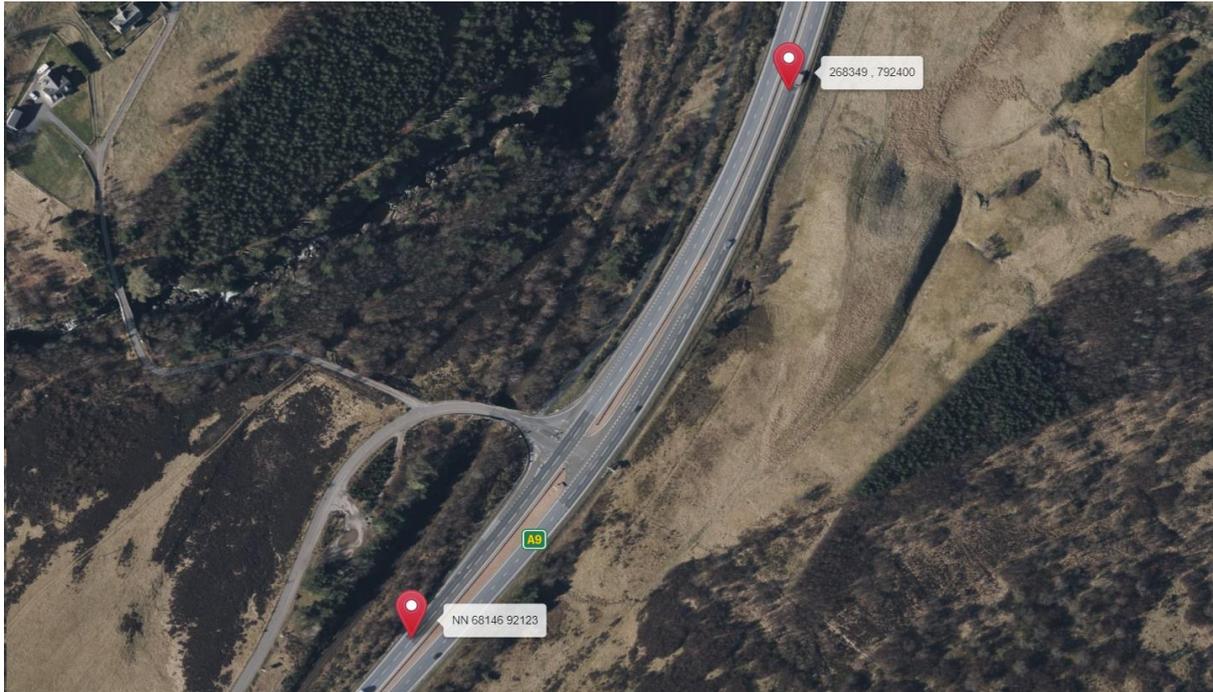


Figure 1. Scheme location. Source: UK Grid Reference Finder. © OpenStreetMap. Copyright © 2012-2024 Apple Inc.

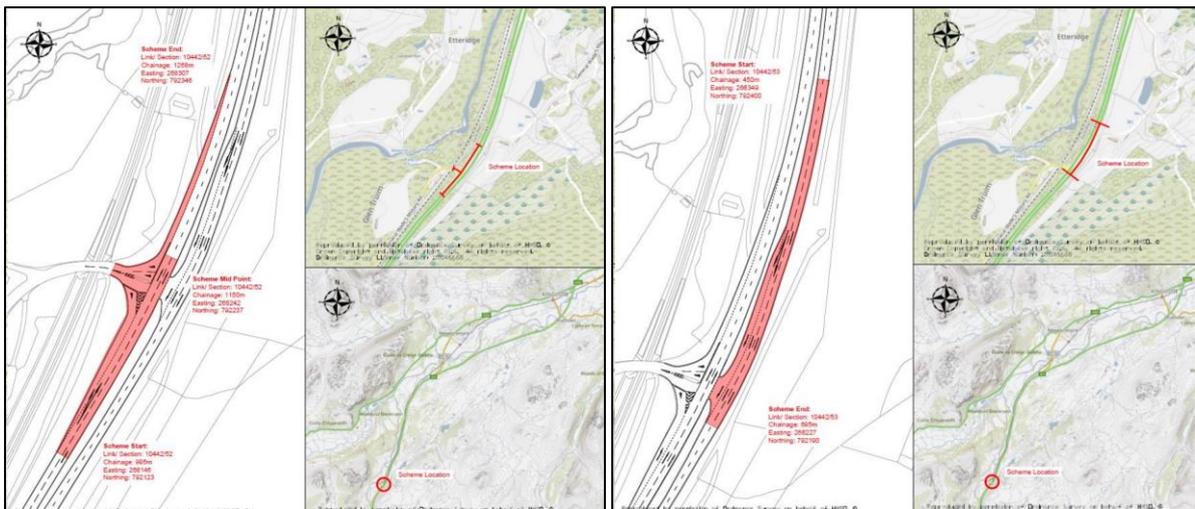


Figure 2. Scheme location showing area of works on the northbound lanes (left) and southbound lanes (right). Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

No Air Quality Management Areas (AQMAs) ([Scottish Air Quality](#)) are located within 10km of the scheme.

There are no [Scottish Pollutant Release Inventory](#) (SPRI) monitoring sites located within 10km of the scheme.

Baseline air quality in the study area is mainly influenced by vehicles travelling along the trunk road. Secondary sources are derived from vehicles travelling along the local road network and urban activities associated with tourism within the area.

Cultural heritage

According to [Pastmap](#), there are no cultural heritage features located within the scheme extents. The following cultural heritage features were highlighted to be within 300m of the scheme:

- Two Listed Buildings. The nearest of these, 'Crubenbeg Bridge over River Truim' (category B) lies 220m west of the scheme.
- Five features recorded on the Canmore database. The nearest 'Dunkeld - Dalnacardoch - Ruthven - Aviemore - Inverness Military Road' lies 15m east of the scheme.
- Four Historic Environment Records (HERs). The nearest 'Catlodge - Bridge Of Etteridge', also a Canmore feature, lies 15m east of the scheme.

There are no Scheduled Monuments, Garden & Designed Landscapes, Conservation Areas, World Heritage Sites or Inventory Battlefields located within 300m of the scheme.

The works are confined to the carriageway surface with no verge works required. Furthermore, construction of the A9 is likely to have removed any archaeological remains that may have been present within the area and as such 'cultural heritage' is scoped out and is not discussed further within this RoD.

Landscape and visual effects

The scheme extent lies within [Cairngorms National Park](#) (CNP). The Special General Qualities of CNP are the following:

- 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

The scheme is not situated within a [National Scenic Area](#) (NSA).

The scheme is located within a rural location on the A9, with land use surrounding the scheme dominated by woodland and fields of rough grassland. Peaks of highland areas form a skyline in the distance.

The [Landscape Character Type](#) (LCT) within the scheme extent is recorded as Upland Glen - Cairngorms (LCT No. 126), which has the following key characteristics:

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

The A9 Trunk Road 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 dual carriageway at the scheme extents.

Biodiversity

The River Spey Special Area of Conservation (SAC) ([SiteLink](#); NatureScot Site Code: 8366) lies 60m west of the scheme at the nearest point.

A Habitats Regulations Appraisal (HRA) was carried out to assess the potential for the works to result in Likely Significant Effects (LSE) on the designated features of the above site. Refer to the section below for details.

No locally or nationally designated sites (i.e. Sites of Special Interest (SSSI), National/Local Nature Reserves) are located within 300m of the scheme ([SiteLink](#)).

Numerous records of bird species were returned within 2km of the works by using NBN search (within the last 10 years). Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their nests are protected.

No invasive non-native species (INNS) of plant as listed on Schedule 9 of the WCA, invasive native perennials (as listed in the Trunk Road Inventory Manual) or injurious weeds, as listed under the Weeds Act 1959 were returned within 2km of the scheme extents (within the last 10 years), on the NBN Atlas.

No record of invasive or injurious plant species were recorded on Transport Scotland's Asset Management Performance System (AMPS) within 300m of the scheme extent.

Habitats in the surrounding area are dominated by conifer and broadleaved woodland and rough grassland. The River Truim lies 60m south of the scheme which together with minor tributaries provides some freshwater habitats in the surrounding area.

Numerous areas of woodland listed on the [Ancient Woodland Inventory](#) (AWI) as 'ancient (of semi-natural origin)' lie within 300m of the scheme.

No [Tree Preservation Orders](#) (TPO) are located within 300m of the scheme.

Geology and soils

The scheme does not lie within a [Geological Conservation Review Site \(GCRS\)](#), or a geologically designated [SSSI](#).

Bedrock within the scheme extent is comprised of: (i) Loch Laggan Psammite formation (psammite, micaceous) and (ii) Gaick Psammite Formation (psammite), which are metamorphic bedrocks ([BGS Geology Viewer](#)).

Superficial deposits within the scheme extent are recorded as sedimentary superficial deposits of Glaciofluvial Sheet Deposits (sand, gravel and boulders), which are sedimentary superficial deposits ([BGS Geology Viewer](#)).

The local soil type is recorded as mineral podzols ([Scotland's Environment Map](#)).

Soils within the scheme extent are recorded as being 'Class 0', as displayed on [Scotland's Peat Map](#). Class 0 is considered to be mineral soil, and peatland habitats are not typically found on such soils.

This receptor has no constraints (as identified in Environmental Baseline) that are likely to be impacted by the proposed works and as such 'geology and soils' is scoped out and is not discussed further within this RoD.

Material assets and waste

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

- Asphaltic Materials (TS2010 Surface Course & Warm Mix AC20 Binder Course)
- Bituminous Emulsion Bond Coat
- Thermoplastic Road Marking Paint

The value of the scheme does not exceed £350,000; therefore, a Site Waste Management Plan (SWMP) is not required.

The 550m scheme involves full length removal of the surface course and localised areas of binder course. In total, 441 tonnes of bituminous material (European Waste Catalogue Code: 17 03 02) will be removed from site, none of which is classified as hazardous material containing coal tar.

No site compound is required for these works. Storage of plant and equipment will be within TM on the A9 carriageway.

Noise and vibration

The scheme extent is located within a rural area with intermittent tree shelterbelts flanking the carriageway. Properties within 300m of the scheme are described below under 'Population and Human Health'.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the [Transportation Noise Action Plan](#) (Road Maps).

There are no modelled noise levels (Lden and Lnight) within the scheme extents ([Scotland's Noise Scotland's Environment](#)).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A9 carriageway. Secondary sources are derived from vehicles travelling along the local road network and urban activities associated with tourism within the area.

Population and human health

There are no residential or commercial properties located within 300m of the scheme extents. Three residential properties and two commercial premises (self-catering cottages and B&B) lie between 300m and 350m of the scheme and are accessed via a junction located within the scheme extents.

The scheme extent is located at the A9 junction with General Wade's Military Road (local road). The junction will be closed during the works and a diversion route will be in place.

Numerous [core paths](#) lie within 300m of the scheme extents. One of these, core path ID: UBS9, lies along the A9 northbound carriageway approximately 2m from the scheme extents. The core path is also noted as National Cycle Network ([NCN](#)) route Nr7.

A car park lies adjacent to the General Wade's Military Road 50m west of the scheme. The car park is a starting point for the walking route 'Falls of Truim and Truim woods' as listed on [WalkHighlands](#).

'Falls of Truim', which is a popular hiking area, lies 190m west of the scheme.

There are no paved footpaths, bus stops, laybys or other pedestrian facilities along the A9 within the scheme extent.

Road drainage and the water environment

There are no classified waterbodies by the Scottish Environment Protection Agency ([SEPA](#)) under the Water Framework Directive 2000/60/EC (WFD) spanned or culverted beneath the A9 within the scheme extent.

River Truim - lower catchment (ID: 23146) has been classified by SEPA as having an overall classification of 'Good' (in 2022) and lies 60m west of the scheme at its nearest point. River Truim - lower catchment is a river in the River Spey catchment of the Scotland river basin district. The main stem is approximately 11.4 kilometres in length ([SEPA](#)).

A number of minor tributaries and drainage channels lie within 300m of the scheme.

The scheme falls within the Strathnairn, Speyside and Cairngorms (ID: 150709) and Upper Spey Sand and Gravel (ID: 150814) which have been classified by SEPA in 2022 as having 'Good' overall condition. Both groundwater bodies are also designated as Drinking Water Protected Areas (Ground) ([DWPA](#)).

Road drainage within the scheme is provided via roadside filter drains.

The SEPA indicative surface water online [flood mapping](#) tool records no flooding issues within the scheme extents.

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. The main sources are likely to be dust generated by cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions 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.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.
- Ancillary plant, vehicles and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.
- 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.

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 will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.

However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A9, and construction works are programmed to be undertaken at night (6 nights) on a rolling programme. As such, the visual impact of the works will be somewhat reduced. Upon completion of the works, no residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change. CNP will be notified of the proposed works and advised of road closures/diversion routes in advance of the works.

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.
- Works will avoid encroaching on land and areas where work is not required or does not have permission to do so. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape 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

The scheme is not situated within a 'sensitive area' designated for biodiversity features (e.g., SAC, SPA, Ramsar, SSSI, etc). The River Spey SAC is located 60m from the scheme extents; therefore, an HRA was carried out to assess the risk of potential effects on the SAC. The HRA concluded that there was no potential for the proposed works to result in LSE on the qualifying features of the River Spey SAC based on the following factors:

- No works will take place within the boundary of the SAC and no in-water works are required; as such, no direct impacts (e.g., habitat loss) will occur.
- Given the minor and localised nature of the works, the lack of requirement for in-water works, distance from the SAC, and adherence to good practice measures for pollution prevention, no risk of significant pollution impacts (either to watercourses or associated feeding grounds) was identified.
- Although the works will result in a temporary (localised) increase in noise, this is unlikely to significantly affect the qualifying features of the SAC due to the distance between the scheme and the SAC.

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. However, works are restricted to the A9 carriageway and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A9 and the scheme is of short duration (6 nights) and will be undertaken on a rolling programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

No INNS, invasive native perennials or injurious weeds were noted within the scheme extents by AMPS and NBN Atlas. Furthermore, the works will also be restricted to the surfaced area of the carriageway with no or minimal access to road verges required, and as such it is unlikely that any injurious or invasive weeds will be encountered during the 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 scheme is of relatively short duration (6

nights) and will be undertaken on a rolling programme. 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 to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- 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 shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.
- Artificial lighting will also be directed away from areas of 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.

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 shall 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 must have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation 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 have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA or CQA and there are no residential or commercial properties located within 300m of the scheme. Works will also be completed over 6 nights on a rolling programme, with the aim being to complete the noisiest works by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

The following mitigation measures will be put in place:

- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- The Environmental Health Officers (EHO) from Highland Council will be notified of works.
- Local residents which are affected by the works will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- 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 will 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.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- 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 have the potential to have temporary adverse impacts on local residents, vehicle travellers, and NMUs. Although General Wade's Military Road (local road) will be closed during works with a diversion in place, no full road closures on A9 are currently expected. No significant congestion issues are noted during the proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the relatively low traffic counts and works being undertaken out of the traffic peak hours (and outside the peak tourist season). In the event of local access restrictions to residential properties, access will be granted as requested. Access to NMU facilities such as core paths, a walking route and NCN route, which lie within 300m of the scheme, will be maintained and the works are being undertaken at night when footfall and cyclist count is at its lowest.

Although no residential or commercial premises lie within 300m of the scheme, a cluster of residential premises and holiday accommodation lies between 300m and 350m of the scheme and is accessed via the junction within the scheme extents. The properties are screened from the scheme extents via woodland, however the works are being undertaken at night and there is potential for disturbance from noise, vibration and from additional construction lighting.

With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- The works schedule and any changes to this will be communicated to local residents prior to and throughout the programme.
- Construction lighting will consider the need to avoid illuminating surrounding environment to avoid a nuisance at night, and non-essential lighting will be switched off at night.

- Appropriate provisions / measures shall be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR Scotland'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

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to watercourses and/or drainage systems, which may lead to 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). No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR Scotland maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The works may result in potential direct or indirect effects on surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before works commence) to allow consideration of potential environmental effects.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures must be in place to prevent any loss of construction materials into the water environment.

- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will 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 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 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 shall 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 their Carbon Management Policy.
- Where possible, the works will be undertaken utilising a daytime work pattern to reduce the requirement for additional lighting.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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.

Vulnerability of the project to risks

No flooding issues are noted at the scheme location and there will be no change to the likelihood of flooding on the A9 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the A9 carriageway surface, with access to the scheme gained via the A9. TM will employ lane closures facilitated by temporary traffic lights and convoy working. The General Wade's Military Road (at the junction with A9) will be closed and a diversion route will be in place. The road closure and diversion route will be publicised in advance. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the traffic management setup.

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

Assessment of cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the Highland Council Planning Portal ([Map Search](#)) identified no approved planning applications within 300m of the scheme.

A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has identified that no other roadworks are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. 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 TM. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR Scotland will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, 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 within this Record of Determination, 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) is situated in whole within 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 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:

- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made ground on the A9 carriageway surface.
- Construction activities are restricted to an area of 0.52ha along a 550m stretch of the A9.
- The works will be confined to the road surface of the existing A9 carriageway and will be completed over 6 nights during nighttime hours.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- No INNS have been recorded within the scheme extents.

- The risk of major accidents or disasters is considered to be low.
- Measures will be in place to ensure appropriate removal and disposal of waste.

Location of the scheme:

- The scheme will be located within the existing A9 road boundary (carriageway surface) and as such, no land take will be required.
- The scheme extent is located within CNP, which will be notified of the proposed works.
- There are no GCRS or a geologically designated SSSI within 300m of the scheme.
- The River Spey SAC lies 60m west of the scheme. An HRA was carried out which concluded that there is no potential for LSE on the European site as a result of the proposed works.
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- The scheme lies within a rural area with sensitive receptors (residential and commercial properties) suitably set-back and screened from the scheme extents by intervening woodland.
- The site compound will be located on made ground within TM.

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.
- Works are programmed to only take 6 nights to complete on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- Residual impacts are considered to be beneficial for the travelling public which may use this stretch of carriageway. In addition, improved road surface will reduce the noise levels from travelling public and in turn will reduce disruption to the receptors located in proximity to the scheme.
- The SEMP will include plans to address environmental incidents.
- 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.
- 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.

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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