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Environmental Impact Assessment Record of Determination

A9 410 River Braan

Expansion Joint Replacement

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out a replacement of bridge expansion joints at the A9 410 River Braan bridge, located on the A9 on the periphery of Dunkeld. The works will consist of like-for-like replacement of the bridge expansion joints. This is required due to the surfacing failure on top of the expansion joints causing water seepage through the joint into the bearing shelves.

The procedure is as follows:

- Set up traffic management (TM) and mark out site
- Remove existing expansion joint
- Place new expansion joint
- Remove TM and open road.

The works are currently programmed to be completed within the 2023/2024 financial year and are expected to commence in December 2023. Works are expected to be completed over 3 days, by operating during the daytime (07:00 – 19:00) working hours.

TM will involve single lane closures, facilitated by temporary traffic lights (TTLs). If the programme changes, this may result in amendments to the exact TM requirements. Where required, alternative pedestrian routes will be included in the TM setup.

Location

The A9 410 River Braan bridge carries the A9 trunk road over the River Braan on the periphery of Dunkeld within Perth and Kinross Council (Figure 1). The National Grid Reference (NGR) for the A9 410 River Braan bridge (measured at the centre of the bridge deck) is NO 02302 42183.

Figure 1. Location of the A9 410 River Brann Bridge.

Description of local environment

Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) (Air Quality Scotland).

The nearest air quality monitoring site to the scheme is located in Perth, approximately 20km southeast of the scheme (Air Quality Scotland), which records local concentrations Nitric oxide (NO) and Nitrogen dioxide (NO_2) and particle matters (PM_1, $PM_{2.5}$ and PM_{10}). The levels at the time of the search were recorded as low (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 less urbanised nature of the scheme location.

One site was noted on the Scottish Pollutant Release Inventory (SPRI) (Scotland's Environment) within 10km of the scheme:

- Perthshire Breeding Farm, Bankfoot – intensive livestock production and aquaculture (8.6km southeast of the scheme)

Average Annual Daily Flow (AADF) for the A9 carriageway approximately 4km southeast of the scheme extents accounted for 16,228 vehicles in 2022, of which 5.7% were heavy goods vehicles (HGV) (Road Traffic Statistics).

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A9 trunk road, with secondary sources influenced by urban activities associated with Dunkeld, Birnam and recreational tourism. The Highland Mainline railway line (with associated land) forms a corridor which lies to the south of the scheme (140m at its nearest point). Occasional train movement will therefore also have an impact. However, it is likely that train movements will be infrequent.

Cultural heritage

According to Historic Environment Scotland's PastMap (PastMap), the following cultural heritage features are located within 300m of the A9 410 River Braan bridge:

- Dunkeld Cathedral Scheduled Monument (SM90119) – lies 290m north of the bridge.
- Manse, Little Dunkeld Listed Building (LB11162) – lies 270m northeast of the bridge.
- Dunkeld Conservation Area – lies 190m north of the bridge.
- Dunkeld House Garden and Design Landscape (GDL00157) – lies 290m north of the bridge.
- Battle Of Dunkeld Battlefield (BTL32) – lies 290m north of the bridge.
- Four Historic Environment Records (HER) and one Canmore feature – the nearest of these pertain to the Listed Building and lies is 270m northeast of the bridge.

There are no World Heritage Sites within 300m of the scheme (PastMap).

All works are restricted to the trunk road, with only 'like-for-like' replacement of the bridge joints, therefore the works do not include any alterations that would affect the historic and architectural character of any features of cultural heritage interest. The nearest of the cultural heritage features lies 190m of the scheme and there is no connectivity between the scheme and noted records. Therefore 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 lies within the River Tay (Dunkeld) National Scenic Area (NSA) (Sitelink), which has been noted for picturesque and richly diverse scenery with the special qualities being:

- 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 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.

The A9 410 River Braan bridge is located within an urban fringe landscape with a variety of semi-natural habitats and urban land uses. The land cover surrounding the bridge is dominated by broadleaved deciduous woodland and intensively used grassland. Coniferous woodland and felled areas as well as extensive grassland and heathland are present in the wider area (Scotland's Environment).

Biodiversity

The A9 410 River Braan bridge spans the River Braan, which is noted as the River Tay Special Area of Conservation (SAC) (SiteLink) at the scheme extents.

The NBN Atlas also holds records of numerous bird species within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected (NBN Atlas).

There following records of invasive non-native species (INNS, denoted with a *) of plants, as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA), and injurious weeds, as listed under the Weeds Act 1959, or invasive native perennials, as listed in the Trunk Road Inventory Manual, are recorded on the NBN using the same search criteria (NBN Atlas).

- Broad-leaved dock (*Rumex obtusifolius*)
- Himalayan balsam (*Impatiens glandulifera*)*
- Himalayan cotoneaster (*Cotoneaster simonsii*)*
- Japanese knotweed (*Fallopia japonica*)*
- Rhododendron (*Rhododendron ponticum*)*
- Rosebay willowherb (*Chamerion vulgaris*)

None of the noted invasive or injurious weeds are located within the scheme extents, the nearest of these, Japanese knotweed, lies approximately 300m from the bridge.

The Asset Management Performance System (AMPS) highlighted one record of Japanese knotweed on the embankment of the A9 410 River Braan approximately 5-10m from the scheme.

Habitat in the surrounding area is a mixture of broadleaved deciduous woodland, intensively used grasslands, for agriculture as well as recreation (i.e., sportsgrounds), and areas of clear felling alongside hard surfaced areas for transport. The River Braan, which is spanned by the A9 410 Braan bridge, joins the River Tay approximately 200m north of the scheme extents. The River Braan and the River Tay provide significant freshwater and riparian habitats within the area.

An area of woodland listed as 'ancient' (of semi-natural origin) on the Ancient Woodland Inventory (AWI) lies approximately 85m south of the scheme extent (Scotland's Environment).

Ecological surveys

A preliminary ecological appraisal (PEA) and a preliminary roost assessment (PRA) was carried out in May 2023 by the BEAR Scotland Environmental team.

Geology and soils

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

Bedrock within the scheme extents is comprised of Southern Highland group (semipelite and psammite) which is a metamorphic bedrock (BGS GeoIndex).

Superficial deposits within the scheme extent are comprised of Alluvium (clay, silt, sand and gravel) which is a sedimentary deposit (BGS GeoIndex).

Soils within the scheme extent are recorded as mineral 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 will include reinstatement of the bridge joints and the bridge deck surface course. Materials used will consist of:

- Expansion joint nosing materials
- Asphaltic material (surface and binder)

Wastes are anticipated to be the current expansion joints which will be disposed of at a licenced waste facility.

The scheme is executed by the operating company as site operations 'As-of-Right' scheme of value less than £350,000. As a result, a Site Waste Management Plan (SWMP) is not required.

Noise and vibration

The scheme extent lies on the periphery of Dunkeld with numerous residential and commercial premises located within 300m of the scheme. All of these are suitably screened from the A9 410 River Braan bridge by at least 20m dense woodland belts.

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

Scotland's strategic noise maps shows that day-time noise levels pertaining to the trunk road within the scheme extents range between 70 and 80 decibels (Scotland's Environment).

Baseline noise level at the scheme location is likely to be primarily influenced by traffic along the A9 trunk road with secondary sources derived from urban activities within a wider area. The Highland Mainline railway line (with associated land) forms a corridor which lies to the south of the scheme (140m at its nearest point). Occasional train movement will therefore also have an impact. However, it is likely that train movements will be infrequent.

Population and human health

The A9 410 River Braan bridge lies on the periphery of Dunkeld within Perth and Kinross Council. As such, there are a number of commercial and residential properties located within 300m of the bridge. The nearest of these is a depot, which is located 30m southeast of the bridge. Numerous recreation greenspaces, with the nearest being Dunkeld and Birnam Sports and Leisure Hub and Birnam Highland Games Park lie within 300m of the scheme. Receptors are suitably screened from the bridge by dense woodland belts, which flank the A9 carriageway and the banks of the River Braan.

There are no pedestrian facilities (core paths (CP)) (Scotland's Environment), National Cycle Network (NCN) routes (OS Maps), walking routes as listed on WalkHighlands (WalkHighland), or other pedestrian facilities within the scheme extent.

A number of CPs lie within 300m of the A9 410 River Braan, however these are spanned by A9 and/or located within nearby woodlands and cannot be access from the scheme extents (Scotland's Environment).

A walking route listed on WalkHighlands, 'Inver Walk and Pine Cone Point, Dunkeld' is spanned by A9 410 River Braan bridge (WalkHighlands). This route cannot be accessed from the scheme extents.

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 at the scheme location is a single carriageway.

Road drainage and the water environment

The A9 410 River Braan bridge spans the River Braan (ID: 6576), which is a waterbody classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having 'good ecological potential'. (SEPA water classification hub).

The River Braan flows into the River Tay (R Tummel to R Isla Confluences) (ID: 6499) approximately 200m north of the scheme extent. The River Tay has been classified by SEPA in 2020 as having 'poor ecological potential' (SEPA water classification hub).

The scheme falls within the 'Tummel and Tay Sand and Gravel' groundwater body (ID: 150735) which has been classified as 'Good' and is also a Drinking Water Protected Area (Ground) (SEPA water classification hub).

The trunk road, within the scheme extents, is elevated approximately 5 to 10m above the river channel level and is not at risk of fluvial or surface water floodings (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 CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot)). By 2040, the Scottish Government is

committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Policies and plans

This Record of Determination (RoD) has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) and Transport Scotland's Environmental Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects (transport.gov.scot)).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- All plant, machinery and vehicles associated with the scheme will be switched off when not in use.
- All plant, machinery and vehicles associated with the scheme will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works.
- 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.

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 obstructed views due to vehicles and machinery. However, proposed works will be restricted to like-for-like bridge joint

replacement on the A9 410 River Braan bridge and will be carried out over 3 days and land use will not change as a result of the works. Therefore, the works will not create any significant change to the local landscape. No significant impacts to the River Tay (Dunkeld) NSA 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 is not permitted. 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

Designated Sites

The A9 410 River Braan bridge spans the River Braan, which is noted as the River Tay SAC at the scheme extents. The HRA assessment concluded that the works will not result in any likely significant effects (LSE) upon the qualifying features by virtue of the following factors:

- All works are restricted to made-ground on the A9 410 River Braan bridge deck, with only 'like-for-like' bridge expansion joint replacement being undertaken.
- All works will be completed over 3 days by utilising a daytime working pattern.
- 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.

- Disturbance levels due to joint replacement works are unlikely to be significantly higher than disturbance due to normal traffic on the A9. Any species in the area are likely to be habituated to existing levels of disturbance on the A9 due to traffic noise.

- Works will not promote the known negative pressure on the various designated species.

- 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.

Terrestrial Ecology

The works activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats. However, any protected species in the area are likely to be accustomed to traffic noise on the A9. Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the 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 completion of the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.

- No tree felling or in-stream works will be permitted.

- If works will take place during the breeding bird season (March to August inclusive), nesting bird checks will be required two weeks prior and within 48 hours of works commencing.

- All 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.

- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds 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 on additional mitigation measures.
- 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 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 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.

- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.

- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork shall be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).

- Re-use and recycling of waste will be encouraged and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).

- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.

- Where applicable, all temporary signage will be removed from site on completion of the works.

With the above mitigation measures in place, it is anticipated that any material assets and waste effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. Works will be undertaken over 3 days by utilising a daytime working programme and receptors are suitably screened from the bridge by woodland belts. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be always employed 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.
- 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 noise and delays due to traffic management measures. There are no pedestrian facilities within the scheme extents and human receptors are suitably screened from the A9 410 River Braan bridge. Road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of short duration. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance.
- 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 Traffic Scotland 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

During works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain or tidal movements) during works have the potential to have a direct or indirect effect on the surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works near water are detailed in the SEMP and will be adhered to on site.
- The scheme will not entail any in-stream works.
- 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 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. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special 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.
- 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 material 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 A9 410 River Braan bridge is not at risk of 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 days). TM will involve single line closures, facilitated by TTLs.

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 Highland Council Planning (Map Search) Portal did not identify any planning applications within 300m of the scheme location.

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. 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 Scotland 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. It has been assessed that there will be no effect with any other future works in the area. Any cumulative TM impacts due to overlap with the joint replacement works will be reviewed and managed as far as reasonably possible.

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.

The HRA has been undertaken to assess the potential effects of the joint replacement works on the qualifying features of a European Site, and has concluded that the proposed activities will not result in LSE on any of the qualifying features of River Tay SAC.

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 in the River Tay (Dunkeld) NSA which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- 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.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- The works will be temporary, localised, transient and completed during daytime hours and out of the peak tourist season, when the traffic count is at its lowest levels.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.

Location of the scheme:

- Although the works lie in a close proximity to the River Tay SAC, the HRA concluded that the works would not result in any LSE on the qualifying features.
- Works will not result in any adverse visual impact, and as such will not have a resulting adverse impact on the River Tay (Dunkeld) NSA.
- Ecological site surveys to date identified no protected species within the disturbance distance.
- No earthworks are required, and the scheme does not lie within any sites of historical, cultural, or archaeological significance.
- The scheme will be confined within the existing carriageway boundary (A9 410 River Braan bridge deck) and as a result will not require any land take or alter any local land uses.
- The site compound will be located on made ground.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- Mitigation measures detailed above (and in the SEMP) will be 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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