



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

**A9 River Garry to Shierglas -
Resurfacing**

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A9 carriageway, approximately 1km south of Blair Atholl.

The works will involve the replacement of surface course over an approximate length of 450m. There are areas where a partial reconstruction will be utilised and areas where a deeper inlay will be utilised. The scheme covers an area of approximately 0.338ha.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site;
- Mill out old surface course;
- Lay new surface course;
- Roll surface and allow it to go off;
- Installation of road markings and studs; and
- Remove TM and open road.

The works are currently programmed to be completed within the 2023/2024 financial year (April 2023 to March 2024 inclusive) and are expected to commence on 11th of October 2023. Works are expected to be completed over 3 nights, operating between the hours of 19:00 and 07:00. Changes in the programme may result in the need for day works.

Traffic management (TM) will consist of single lane closures, facilitated by temporary traffic lights and a convoy traffic management system. 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 works are located on the A9 carriageway, 1km south of Blair Atholl, within the Perth and Kinross Council area (Figure 1). The scheme has the following approximate National Grid References (NGRs):

- Scheme Start: NN 88791 64298 (western extent)
- Scheme End: NN 89235 64263 (eastern extent)

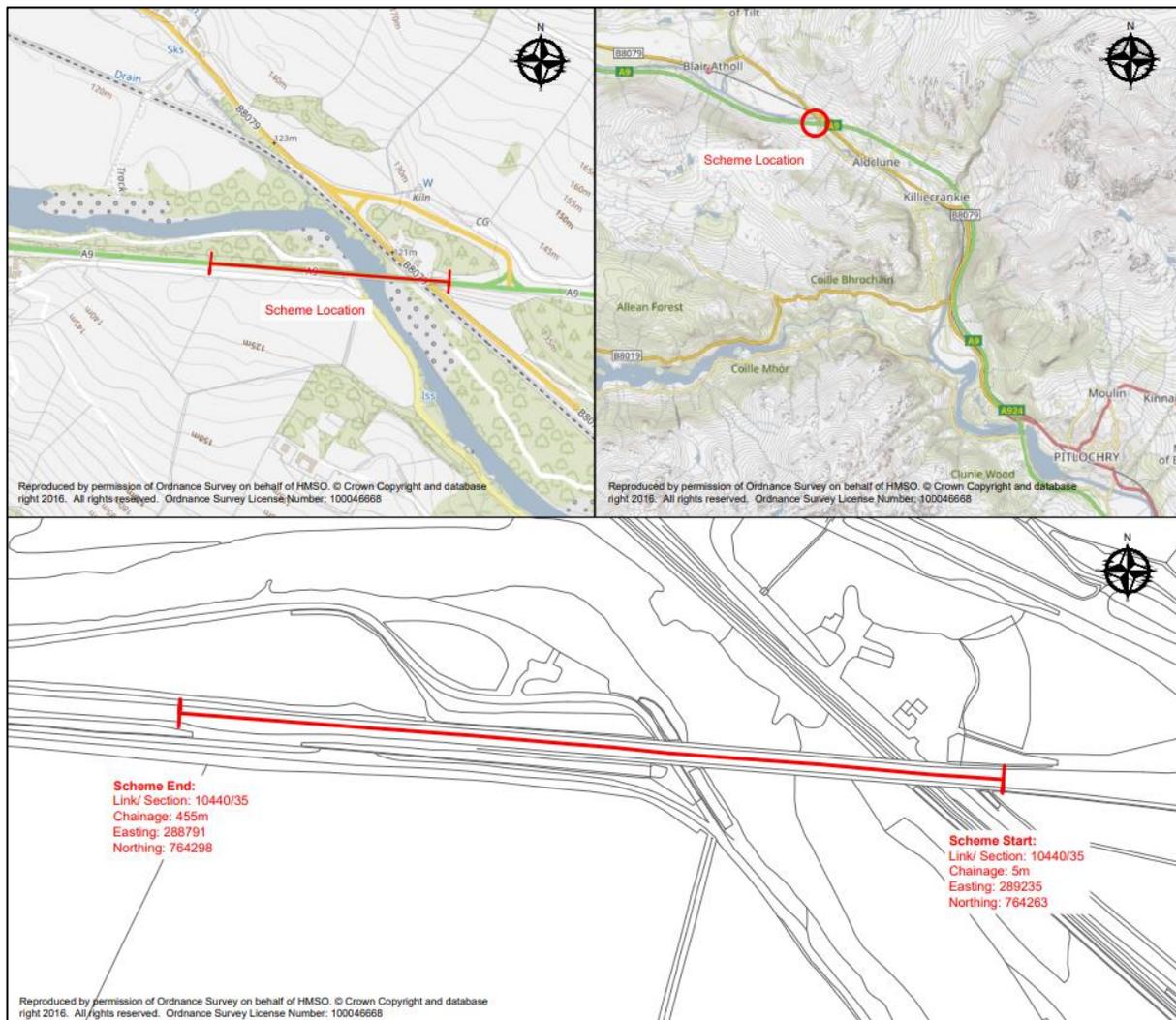


Figure 1. Location and scheme extent of the proposed resurfacing works at A9 River Garry to Shierglas. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0103-149).

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 station is located in Perth, approximately 45km south of the scheme ([Air Quality Scotland](#)). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Perth due to the remote nature of the scheme location. Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A9 trunk road.

No sites are registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases within 1km proximity of the scheme.

Average Annual Daily Flow (AADF) was estimated for the nearest traffic count point on the A9 carriageway located 10km south of the scheme in 2022, and accounted for 15,632 vehicles, of which 1,497 (10%) were heavy goods vehicles (HGV) ([Road Traffic Statistics](#)).

Cultural heritage

A desktop study using PastMap ([PastMap](#)) identified the following features of cultural heritage within 300m of the scheme extents:

- One Category B Listed Building; Limekiln (Near Essangal), which is located 140m north of the A9 carriageway.
- The 'Battle Of Killiecrankie', a Battlefields inventory boundary, which encompasses the A9 at the eastern scheme extent.
- Ten features listed on the Historic Environment Record (HER) and Canmore databases; the closest of which pertains to 'Battle Of Killiecrankie', which encompasses the eastern scheme extent.

There are no World Heritage Sites, Scheduled Monuments, Conservation Areas, or Garden and Designed Landscapes identified within 300m of the scheme.

Landscape and visual effects

The scheme is located entirely within the Cairngorms National Park (CNP) ([Sitelink](#)).

The CNP has the following Special General Qualities:

- Magnificent mountains towering over moorland, forest and strath;

- Vastness of space, scale and height;
- Strong juxtaposition of contrasting landscapes;
- A landscape of layers, from inhabited strath to remote, uninhabited upland;
- ‘The harmony of complicated curves’; and
- Landscapes both cultural and natural.

The scheme does not fall within a National Scenic Area (NSA) ([Sitelink](#)).

The Landscape Character Type (LCT) within the scheme extent is categorised as ‘Broad Glen with Estates’ (no. 129) ([Scottish Landscape Character Types](#)), which is characterised by:

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

Historic Environment Scotland’s [HLAMap](#) has highlighted the surrounding landscape to consist of a combination of managed woodland, rectilinear fields and farms, designed landscapes and a quarry. The A9 carriageway forms an engineered linear corridor in the landscape.

Biodiversity

A desktop study using NatureScot [SiteLink](#) has noted a number of sensitive areas within proximity of, or which may share connectivity with, the scheme:

- The River Tay Special Area of Conservation (SAC), which is spanned by the A9 within the scheme extent.

- The Aldclune and Invervack Meadows Site of Special Scientific Interest (SSSI), which is spanned by the A9 within the scheme extent.
- The Pass of Killiecrankie SSSI, which lies approximately 2km downstream of the scheme extent.
- The Shingle Islands SSSI, which lies approximately 13km downstream of the scheme extent.
- The Shingle Islands SAC which lies approximately 13km downstream of the scheme extent.

The NBN Atlas ([NBN Atlas](#)) holds records of the following injurious weeds, as listed under the Weeds Act 1959, and invasive native perennials, as listed in the Trunk Road Inventory Manual, within 2km of the scheme:

- Broad-leaved dock (*Rumex obtusifolius*);
- Creeping thistle (*Cirsium arvense*);
- Rosebay willowherb (*Chamerion angustifolium*); and
- Spear thistle (*Cirsium vulgare*).

No records of invasive non-native species (INNS) of plants, as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA) were found using the same search criteria.

Transport Scotland's Asset Management Performance System (AMPS) holds records of rosebay willowherb and common ragwort (*Senecio jacobaea*) along the A9 verges throughout the scheme extent.

Habitats in the surrounding area are dominated by a combination of agricultural land and woodland ([Scotland's Environment](#)). Freshwater habitat is provided by River Garry, which is spanned by the A9 within the scheme extents and by a number of small and minor waterbodies interspersed within the area.

Woodland (5.9ha), recorded on the AWI as ancient (of semi-natural origin) lies 100m east of the scheme extent ([Scotland's Environment](#)). The works are confined to the A9 carriageway and do not require vegetation management, therefore any impact on the woodland is not anticipated.

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

Due to the lack of suitable habitat for permanent shelter or temporary resting places within proximity of the scheme, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

The scheme does not lie within 300m of a Geological Conservation Review Site (GCRS) or a geological SSSI ([SiteLink](#)).

Bedrock within the scheme extents is comprised of 'Blair Atholl Dark Limestone' and 'Dark Schist Formations' (graphitic and metalimestone), which are metamorphic bedrock types ([BGS GeoIndex](#)).

Superficial deposits within the scheme extent are comprised of Alluvium (clay, silt, sand and gravel), which are sedimentary deposits ([BGS GeoIndex](#)).

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

Material assets and waste

The proposed works are necessary to resurface the worn carriageway, likely requiring a binder inlay and reinstatement of road markings. Materials used will consist of:

- Asphaltic material;
- Bituminous emulsion bond coat;
- Milled in road studs; and
- Thermoplastic road marking paint.

Wastes are anticipated to be planings from the carriageway surface course, which will be recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this will be registered prior to the start of works in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

A Site Waste Management Plan (SWMP) is not required for this scheme.

Investigations undertaken on the A9 confirmed coal tar absence within the scheme extent.

Noise and vibration

The works are located in a rural setting with two residential properties located approximately 20m and 50m north of the A9 carriageway within the scheme extents

(at the River Garry bridge). No screening exists between the proposed works and these properties.

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

Noise modelled data available for the scheme extent lists the baseline noise levels for night time as between 60 and 65dB ([Scotland's Noise Scotland's Environment](#)). Baseline noise levels are likely to be primarily influenced by traffic travelling along the A9 trunk road.

Population and human health

There are two residential properties located within 300m of the scheme. The closest property is located 20m north, with no visual or acoustic screening present. No other sensitive human receptors are located within 300m of the scheme.

There are no National Cycle Network (NCN) routes ([OS Maps](#)), core paths ([Scotland's Environment](#)) or walking routes as listed on [WalkHighlands](#) within the scheme extents. There are also no paved footpaths or other pedestrian facilities along the A9 within the scheme extent.

One layby is also located along the westbound carriageway at the western extent of the scheme, and an off-slip exists on the eastbound carriageway, immediately east of the scheme extent.

TM will likely involve single lane closures with two-way traffic lights and a convoy.

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 north of Inverness is a single carriageway trunk road and is a key route to the far north of Scotland.

Road drainage and the water environment

The River Garry (Errochty Water Confluence to L Faskally) (ID: 6836) is spanned by the A9 within the scheme extents. River Garry has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) as having 'Good ecological potential' (2020) ([SEPA Water Environment Hub](#)).

Numerous waterbodies, considered to be tributaries, and/or drainage ditches lie within 300m of the scheme.

The scheme falls within the 'Tummel and Tay Sand and Gravel' groundwater body, which was classified by SEPA in 2020 as having 'Good' overall condition ([SEPA water environmental hub](#)).

This section of A9 is noted as having no risk of surface water flooding. Small patches of the trunk road towards the western end of the scheme extent are recorded as having a low likelihood (0.1% chance of flooding each year) of river water flooding, associated with the nearby River Garry. ([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 included a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot \(www.gov.scot\)](#)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

Policies and plans

This Record of Determination (RoD) has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) and Transport Scotland's Environmental

Impact Assessment Guidance ([Guidance - Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)).

Description of main environmental impacts and proposed mitigation

Air quality

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

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- 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 to 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.
- Activities involving cutting/planing will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains following planing.

With the above mitigation measures in place, it is anticipated that any air quality effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this Record of Determination (RoD).

Cultural Heritage

Although there are records of cultural heritage interest within 300m of the scheme extents, there are no earthworks associated with the scheme and construction of the A9 road corridor is likely to have removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area has been assessed to be low. Moreover, all works are confined to the upper engineered layers of the A9 carriageway and are restricted to like-for-like replacement of the road surfacing material. Therefore, the works do not include any alterations that would affect the historic and architectural character of the noted cultural heritage records or features, or would have the potential to expose any undiscovered features of cultural heritage.

As standard, the following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There shall be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.
- People, plant, and materials shall, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access outwith these areas is required for the safe and effective completion of the scheme, it shall be reduced as much as is reasonably practicable and ideally be limited to access on foot.

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

Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of obstructed views due to vehicles and machinery. Works will be restricted to the A9 carriageway boundary and will be limited to the like-for-like replacement of the carriageway surface, and will be carried out over three nights.

Land use will not change as a result of the works, and the works will not result in any residual change to the visual amenity of the local landscape. 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 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 shall be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

During road resurfacing, activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

The scheme is located within proximity of, or shares potential connectivity with, multiple designated sites. However, a Habitats Regulation Appraisal (HRA) concluded that the works would not have the potential to result in any likely significant effects (LSE) upon the qualifying features of these by virtue of the following factors:

- All works are restricted to made-ground within the footprint of the A9 trunk road, with only 'like-for-like' replacement of road surface being undertaken, which will not involve any change of the natural landscape or its processes.
- There is no requirement for land take (or resources) or site clearance associated with the scheme and the works are limited to the existing A9 carriageway boundary, and as such stay within engineered ground.
- 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 works are unlikely to be significantly higher than disturbance due to normal traffic on the A9 and it is thought that any protected species in the area are likely to be habituated to existing levels of disturbance on the A9 due to traffic noise.
- Artificial lighting used during the night works will be sufficiently screened and aligned so as to ensure that there is no direct illumination of neighbouring habitat (e.g., locations adjacent to river habitat, woodland etc.) to ensure minimal impact on protected species.

- Works will not promote the known negative pressure on the 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.
- Standard good practice measures, like containment measures for working near water, to prevent water pollution and disturbance to the environment will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. These methods are used for any scheme near water regardless of the presence of European sites and are therefore not considered to be mitigation measures.

All works will be restricted to the A9 carriageway surface and will not entail any verge working. There are also no earthworks associated with the scheme, the scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- 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 shall take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice on additional mitigation measures.
- Works will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- 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 shall be reported to the BEAR Scotland Environmental Team.
- 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.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- 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.

Geology and Soils

All works are confined to the A9 carriageway and are restricted to like-for-like replacement of the road surfacing material. No earthworks are expected as part of these works, however excavation may result in localised and minor soil exposure or disturbance. The following measures will be applied to on site:

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) should be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

With the above mitigation measures in place, it is anticipated that any geology and soils 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 must be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

There is potential for impacts during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork must 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.

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a night-time working pattern, and two properties fall within 100m of the scheme. The proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme. 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 employed at all times to reduce noise to a minimum.
- Residents within 300m of the scheme will be notified in advance of the works, likely by a letter drop. This notification will include details of proposed nature,

timings and duration of the works, and a 24-hour contact number for the BEAR Scotland Control Room.

- The Environmental Health Officer (EHO) for Perth and Kinross Council will be notified of works.
- The noisiest works (e.g. planing) will be programmed to be completed as early in the nightly schedule as possible, where reasonably practicable.
- 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 construction presence/noise, and delays due to traffic management measures. No local access is likely to be obstructed by presence of works and TM. 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 (3 nights) and will move progressively along the full scheme extent. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Notification will be issued to local residents prior to commencement of the works, advising of any proposed works and expected restrictions.
- Any changes of schedule (e.g. change from night-time works to daytime works) will be communicated to local residents throughout the programme.
- Appropriate provisions / measures will 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

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

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water are detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems are 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 will 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 will be removed, double bagged and taken off site as special contaminated waste.

- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays must 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 materials movement, and waste will be disposed at local landfill.

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

Major Accidents and Disasters

The trunk road within the scheme extents is not at risk of surface water flooding and river flooding is limited to low likelihood (0.1% each year) towards the western end of the scheme extent.

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 only 3 nights. Traffic management will likely involve single lane closures with two-way traffic lights and a convoy. Where required, alternative pedestrian provisions/routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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 cumulative effects

During construction, activities associated with the works may create several types of minor temporary disturbances such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect.

A search of the Perth and Kinross Planning Portal ([Map Search](#)) identified three planning applications within 300m of the scheme in the last five years including the erection of a replacement dwellinghouse (20/00115/FLL; approved in April 2020), the formation of forestry tracks, timber yard and associated works (19/01668/FLL; approved in January 2020) and the erection of replacement asphalt plant and associated works at the local quarry (22/00434/FLL; approved in July 2022). No specific dates for construction are listed for these applications, however none of these works' footprints overlap with the A9 carriageway within the scheme extents.

Given the relatively short duration of the scheme (three nights) and the proposed upcoming construction in October, it is unlikely that any of the above planning applications will be constructed at the same time as the proposed scheme (where these are not already constructed). In the event of an overlap, given the nature, scale, and construction duration of the proposed works it is not anticipated that the scheme will interact with any of the above planning applications in such a way as to produce significant combined environmental effects.

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 at the same time as this scheme, on the trunk road at the schemes location and within 3km of the scheme. Due to the nature of the proposed works, and absence of other developments in the vicinity or the works, there are no cumulative effects anticipated.

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.

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) are situated wholly within the Cairngorms National Park, a 'sensitive area' within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- The total working area is restricted to the 0.338ha of existing carriageway.
- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made-ground on the A9 carriageway surface.

- The works will be temporary, transient, localised, and completed during night-time hours on a rolling programme, 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.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide this part of the A9 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- 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.

Location of the scheme:

- Works will not result in any residual visual change, and as such will have no impact on the CNP or the local landscape following completion of works.
- The HRA screening concluded that the works will not result in any change to the qualifying features of the nearby SACs or SSSIs.
- The works are not expected to result in any alteration to existing features or exposure of potential undiscovered features of cultural heritage.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take, or alter any local land uses or habitats.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.

- 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.
- 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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