



TRANSPORT  
**SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

**A9 Dunkeld Railway Station –  
Cycle Lane**

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## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to upgrade an existing section of advisory cycle lane to a kerbed facility by widening the existing footway to create a shared use facility, as part of active travel. The scheme is located on the A9 carriage way in Birnam, towards the junction of Dunkeld and Birnam Railway Station.

The scheme will involve the following works:

- Set-up of traffic management and working area
- Widening the existing footpath, predominantly into the advisory cycle lane and slightly into the verge
- Installation of two new signs with steel poles
- Site demobilisation.

The proposed works aim to reduce the likelihood of vehicles, which are diverging into the auxiliary lane, colliding with cyclists in the advisory cycle lane.

Works will take place on the A9 trunk road and cycle lane over a length of approximately 80m, with the total working area being less than 1ha. Traffic management (TM) will be set up prior to any works starting and will be removed once the works are completed. It is envisaged that this will involve closure of the auxiliary lane whilst maintaining left turns into the junction. A site compound is not required.

The works are currently programmed to be completed within this financial year and are expected to start on 6<sup>th</sup> November 2023. Works are expected to be completed within approximately 2 weeks, operating between the hours of 09:30 and 16:00. If the programme changes, this may result in amendments to the exact TM requirements and working hours.

### Location

The works are located on the A9 carriageway in the settlement of Birnam, within the Perth and Kinross Council area (Figure 1). The scheme extents have the following approximate National Grid References: NO 03230 41608 to NO 03159 41639.



Figure 1. Location and scheme extent of the proposed works at A9 Dunkeld Railway Station.

## Description of local environment

### Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) ([Air Quality Management Areas](#)) and no Air Quality Monitoring Stations are located in the vicinity of works ([Air Quality Scotland](#)). The nearest air quality monitoring station (Perth Atholl Street) is located central in Perth, approximately 19.5km south of the scheme ([Scottish Air Quality](#)).

Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station due to the somewhat more 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, with emissions from the nearby active railway line presenting a secondary source.

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

The nearest traffic count point on the A9 carriageway is located approximately 3.3km south of the scheme. In 2021, the Average Annual Daily Flow (AADF) for this area was estimated as 12,348 vehicles, of which 7.5% were heavy goods vehicles (HGV) ([Road traffic statistics](#)).

## Cultural heritage

A desktop study using [PastMap](#) identified 43 Listed Buildings within 300m of the scheme. However, these buildings are all set back from the scheme location with no direct connectivity to the works. The closest two records pertain to the 'Dunkeld and Birnam Station including Footbridge' Category A Listed Building (LB11139), located approximately 80m northwest of the scheme, and to 'Eastern Terrace Block Gladstone Terrace, Birnam' Category C Listed Building (LB13732), located approximately 50m southeast of the scheme.

Birnam Conservation Area encompasses the area surrounding the scheme, excluding the A9 at the scheme extent. The closest extent of the Conservation Area is located at the opposite side of the junction, approximately 15m north of the scheme.

Of lesser cultural heritage importance, there are several records listed on the Canmore database and Historic Environment Record (HER) within 300m of the scheme, however these are all located over 50m from the scheme location.

All works will remain within the boundaries of the existing trunk road and therefore the works do not include any alterations that would affect the historic and architectural character of the above-mentioned features.

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

Construction of the A9 road corridor at the scheme location is likely to have encountered and removed any archaeological remains that may have been present within the existing footprint. Small scale excavation works are required for the scheme, however these will stay within existing engineered ground and will be limited to removal of small amounts of asphaltic material. Therefore, the risk of encountering features of cultural heritage value has been assessed to be negligible.

## Landscape and visual effects

The scheme lies entirely within the River Tay (Dunkeld) National Scenic Area (NSA), which has the following special qualities ([Special Qualities of the National Scenic Areas](#)):

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

The scheme does not fall within a National Park (NP) ([Sitelink](#)).

The Landscape Character Type (LCT) at the scheme extent is categorized as 'Lower Upland Glens' (no. 372) (Scottish Landscape Character Types), which 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, gorge-like 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 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 scheme is located on the A9 within the settlement of Birnam, approximately 18km north of Perth. The surrounding area is dominated by urban development, mainly to the east of the trunk road, with a number of residential and commercial properties. Landcover to the west is predominantly broadleaved woodland, with the railway and trunk road forming linear engineered features at the scheme location as shown on Historic Environment Scotland's [HLAMap](#).

## Biodiversity

A desktop study using NatureScot's [SiteLink](#) has noted that the scheme is not located within or adjacent to sensitive areas designated for biodiversity features. The closest protected area is River Tay Special Area of Conservation (SAC), located approximately 450m northeast of the scheme. However, there is no connectivity between the SAC and the works, as no connecting waterways are present and urban development and vegetated areas separate the scheme from the SAC. The River Tay SAC is not designated for species which may have a disturbance buffer of 450m, such as birds. Dunkeld - Blairgowrie Lochs – SAC was identified 2km north of the scheme and has no connectivity to the works, based on the SAC's location and intervening barriers of developed areas, woodland and changing terrain.

A number of bird species are also recorded on NBN within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected.

The [NBN Atlas](#) holds records of the invasive non-native species (INNS) of plant Japanese knotweed (*Fallopia japonica*), as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA). No records were returned for injurious weeds, as listed under the Weeds Act 1959, or invasive native perennials, as listed in the Trunk Road Inventory Manual.

Transport Scotland's Asset Management Performance System (AMPS) noted no records of INNS or injurious weeds within 300m of the scheme. However, a record of

Japanese knotweed is available 1km north of the scheme, and Himalayan balsam (*Impatiens glandulifera*) was identified 700m from the scheme.

Areas of woodland listed on the Ancient Woodland Inventory (AWI) ([Scotland's environment](#)) lie within 300m of the scheme, with the closest recorded as 'Ancient (of semi-natural origin)' lying approximately 90m to the southeast. The woodland is separated from the scheme by the railway and is therefore not connected to the works and is not required to be accessed.

Habitats in the surrounding area are dominated by urban areas, including areas of residential and business use as well as a railway line and the A9 trunk road. Tree belts line the road corridor and woodland is mainly extending west of the railway line, offering suitable habitat for protected mammal species.

## Geology and soils

The scheme is not located within 300m of a Geological Conservation Review Site (GCRS) or a Site of Special Scientific Interest (SSSI) with features of geological interest ([SiteLink](#)).

Bedrock within the scheme extents is comprised of semipelite and psammite of the Southern Highland Group, which is a metamorphic bedrock ([BGS Geology Viewer](#)).

Sedimentary superficial deposits have been recorded as glaciofluvial ice contact deposits of gravel, sand and silt within the scheme extents ([BGS Geology Viewer](#)).

The generalised soil type at the scheme location is recorded as mineral podzols on the National Soil Map of Scotland ([Scotland's Soils](#)).

## Material assets and waste

Materials required will likely consist of:

- Asphaltic material
- Concrete kerbs
- Bitumen seal in carriageway
- Imported soil to build up embankment
- Two signs and steel poles.

Waste materials will consist of asphaltic material, concrete kerbs, two signs and steel poles, which will be disposed of at a licenced facility. A Site Waste Management

Plan is not required for this scheme. Waste will be processed and disposed of appropriately.

## Noise and vibration

The works are located in an urban setting with a large number of residential and commercial receptors located within 300m of the scheme.

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

Noise modelled data for the scheme extent is recorded as 70-75dB within the A9 trunk road, and decreasing with increasing distance to the road ([Scotland's Noise](#)).

## Population and human health

There are a large number of residential and commercial properties located within 300m of the scheme as the scheme is located within the settlement of Birnam. All properties are well screened from the scheme by intervening roadside tree belts as well as buildings and ornamental shrubbery for properties further afield. The closest property is the commercial premise Lonely Mountain Skis, approximately 20m north from the scheme, and the closest residential properties are located along Gladstone Terrace, approximately 35-65m from the scheme.

Access to the properties mentioned above is not available from the A9 within the scheme extent, however, the scheme extent is located at the auxiliary lane to the Dunkeld & Birnam train station and parking area.

The scheme aims to upgrade the existing advisory cycle lane, which is marked on the auxiliary lane, by joining it with the adjacent footway. It is connected to a slightly wider foot- and cycle way which continues south of the scheme extent. To the north, a shared foot- and cycle way leads across the train station parking area and back to a path, which is set-back from the A9 trunk road. The cycle lane is part of the National Cycle Network (NCN) route 77 as available on Sustrans ([National Cycle Network](#)) and also a core path (DUNK/142, ID:3226) ([Scotland's environment web](#)). Additionally, core paths are located parallel to the north and south of the scheme, however, these are set-back from the works. No walking routes listed on [Walkhighlands](#) are located within the scheme.

The train station main building is located approximately 55m from the scheme at its closest point, and a bus stop is available at the station.

TM is expected to consist of closure of the A9 northbound auxiliary lane towards the train station for the scheme duration. The junction will remain open and no lane closure on the main lanes of the A9 are anticipated.

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, however, is a single carriageway featuring an auxiliary lane at the scheme location.

## Road drainage and the water environment

There are no waterbodies located within 300m of the works that have been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD). The closest classified waterbody is River Tay (R Tummel to R Isla Confluences), located approximately 450m northeast. It was assessed in 2020 as having an overall status of 'poor ecological potential'. The water body has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on water storage for hydroelectricity generation ([Water Classification Hub](#)).

The unclassified waterbody 'Inchewan Burn' is located approximately 150m northwest of the scheme, where is it culverted below the A9 carriageway.

The scheme falls within the 'Isla and Lower Tay Sand and Gravel' groundwater body which was classified by SEPA in 2020 as having 'poor' overall condition, and within the 'Killin, Aberfeldy and Angus Glens' groundwater body, which was classified as being in 'good' condition ([Water Classification Hub](#)).

The scheme extents and immediately adjacent land is not recorded as being at risk of surface water flooding or river flooding ([SEPA Flood Map](#)).

## Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act included a target of reducing CO<sub>2</sub> 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 maintained to the appropriate standards and will be switched off when not in use.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

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

The proposed works are not anticipated to have an adverse impact on cultural heritage features as the works will be restricted to made ground within the A9 carriageway boundary and features are located at least 50m away from the works.

The proposed works are not anticipated to have an adverse impact on Birnam Conservation Area, which encompasses the area surrounding the scheme, as the works and any potential storage or laydown locations will be restricted to areas of previously made ground. As such, there will not be any alteration of the characteristics of the Conservation Area.

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

- The storage or laydown area will be located within existing engineered ground.
- 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 will, 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 will be reduced as much as is reasonably practicable and ideally be limited to access on foot. There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.

With the above mitigation measures in place, it is anticipated that any potential 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 littering or obstructed views due to vehicles and machinery. However, proposed works will be highly localised on the A9 carriageway boundary and will require limited plant and machinery only. Land use will not change as a result of the works. The only visible change will be the raised cycle lane, however, this will be located within existing A9 carriageway boundary and is not considered to affect the special qualities of the River Tay (Dunkeld) NSA. 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 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

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, a range of standard good practice measures will be in place to reduce the risk of pollution in the surrounding environment as well as the risk of disturbance to protected species that may be present in the vicinity of works. The below measures will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site:

- Works will be strictly limited to areas required for access and cycle way works. Unnecessary encroachment onto terrestrial areas will not be tolerated.
- All works will be completed over approximately 2 weeks by utilising daytime working pattern (negating requirement for artificial lighting). As works will take place during the day only, a quiet period for the rest of the day will allow species to forage without potential noise or disturbance from the works.
- No discharges will be permitted to the water environment and appropriate containment measures will be in place during works.
- Should works commence within the breeding bird season, a nesting bird check will be carried out within 48h prior to works. If required, protected species licences will be sought to permit works and all conditions will be adhered to.
- 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 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.

In addition,

- The works are highly localised and located on engineered ground.
- No tree felling or permanent modification of habitat are associated with this scheme.
- No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works. Therefore, the potential for construction dust deposition or pollution of the habitats is considered unlikely.
- Noise originated by the proposed works is not considered to significantly deviate from the existing baseline noise levels generated by traffic flow on the A9 at the scheme location.

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**

The scheme is not located within a geological SSSI or GCRS, excavations are of small scale and stay within areas of engineered ground, and the following measures will be applied on site to protect geology and soil:

- The parking of machinery/personnel and storage of equipment on road verges and adjacent habitats 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) will be reinstated as much as is practicable.
- Best practice 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 effects on geology and soil 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 will be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

## Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a daytime working pattern and are anticipated to result in temporary minor noise impacts only. All residential receptors are set back at least 35m from the scheme and screened by intervening tree belts. In addition, the noise levels during the works are not anticipated to significantly vary from the existing noise levels at the scheme location. The following mitigation measures will be put in place:

- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- 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 vehicle noise and delays due to traffic management measures. The works will require limited plant and machinery and are highly localised. Road users will be informed of works through a media release, which will provide details of construction dates and times. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Access to the Dunkeld and Birnam train station will be maintained throughout the works. Lane closures on the main lanes of the A9 at the scheme location are not anticipated.
- The working hours are scheduled outside of peak travelling hours, avoiding the early morning and early evening hours.
- Journey planning information will be available for drivers online at the [trafficscotland.org](http://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. 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:

- 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 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 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.
- 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.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement.
- Where possible, local waste facilities will be used to reduce greenhouse gas emissions associated with transport of waste (if reuse or recycling of materials is not possible).

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 river flooding or surface water flooding.

Works are restricted to the engineered ground of the A9 carriageway and TM will be designed in line with existing guidance. The proposed works are anticipated to last two weeks. Where required, alternative pedestrian routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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

The proposed works are not anticipated to result in significant environmental effects. A search of the Perth and Kinross Council Planning Portal ([Map Search](#)) identified multiple active planning applications within 2km of the scheme. The closest applications are located within Birnam to the north and east of the scheme, with one proposal relating to erection of a dwellinghouse and parking, and other proposing to change current forms of use of properties to short-term let accommodation units. No specific dates for construction are listed for these applications. These erections and remodelling works are set back from the A9 with no direct access from the scheme location. In the event of an overlap in timings of the works, given the nature, scale, and construction duration of the proposed cycle lane 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 2km of the scheme. However, road works are noted to be carried out on Perth Road and A923, which are traversing through Birnam and Little Dunkeld, for approximately 3 months since end of August 2023. Due to the nature of the proposed works, and absence of other developments in the immediate vicinity of the works, there are no cumulative effects anticipated.

BEAR Scotland programme all 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 NMU facility as part of the road network (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) with works located wholly within a 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 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 does not exceed 1 ha.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- 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.
- 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:**

- The scheme is located within a NSA, however, the works are not considered to impact on the special qualities of the NSA.
- The scheme is located within a somewhat densely populated area, with all residential properties being screened and set back from the works.

- The scheme is not located within or connected to sensitive areas designated for biodiversity features.
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- The works will be carried out within the existing footprint of the A9.
- 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
- The works will be temporary, localised, and completed during daytime working hours.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- 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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