



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A9 Dalnaspidal - Active Travel Improvements

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to improve a path for the shared use of pedestrians and cyclists, which runs parallel to a section of the northbound A9 carriageway south of Dalwhinnie.

The existing surfacing of the path will be replaced along the full 2.6km length, and sections of the route will be widened. The exact design of the scheme is yet to be finalised; however, the following activities are expected:

- Excavation within the verge to facilitate widening, with any material reused for landscaping where possible, or disposed of.
- Milling out of old surface course (depths to be confirmed).
- Laying and rolling of new surface course.
- Replacement or installation of new kerbing.
- Road/path markings will be applied where necessary.
- Vegetation removal is anticipated to facilitate areas of widening.

Requirement of site compound is yet to be confirmed. Where this is necessary, site compound will be situated on areas of existing hard standing/made ground. No amendments to culverts within the scheme extents are anticipated.

The scheme covers an approximate area of 1.04ha. The works are currently programmed to be completed within the 2023/2024 financial year. The exact duration of the works is yet to be confirmed; however, it is anticipated that the works will operate over an approximate six-week time scale, during daytime hours.

The scheme is located on a shared use path which branches from and travels parallel to the A9, south of Dalwhinnie, within the Perth and Kinross Council area.

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 and is a single carriageway throughout the scheme extent.

Traffic management (TM) will not be required on the A9 carriageway; however, restrictions may be in place on the shared use path/access track. Full closure of this path is not anticipated.

Location

The scheme is located on a shared use path which branches from and travels parallel to the A9, south of Dalwhinnie, within the Perth and Kinross Council area (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NN 64551 73344
- Scheme End: NN 63217 75621

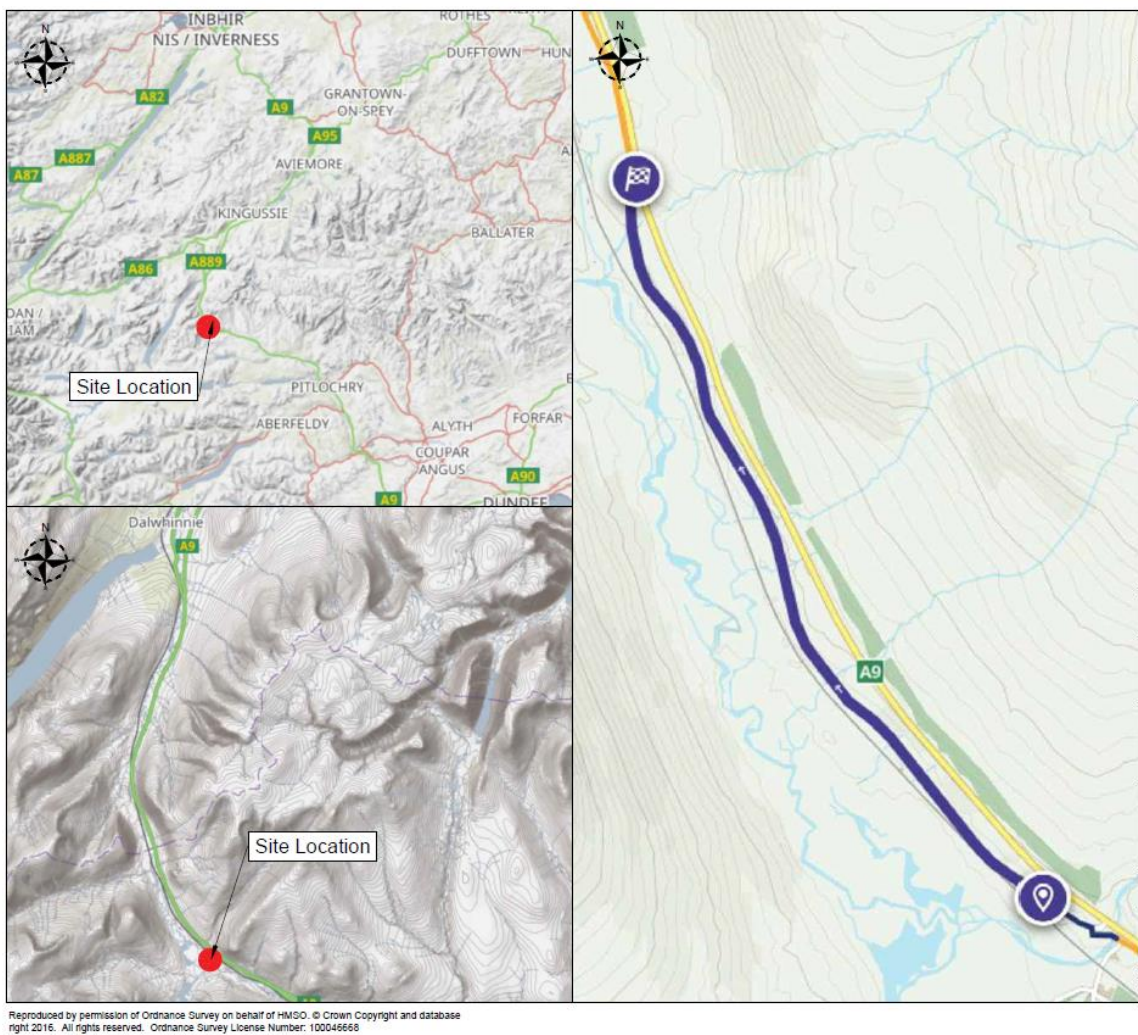


Figure 1. Location of the proposed active travel route improvement scheme at Dalnaspidal. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0802-19).

Description of local environment

Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) ([Air Quality Scotland](#)). No Air Quality Monitoring Stations are located within 10km of the works ([Air Quality Scotland](#)).

Average Annual Daily Flow (AADF) for the A9 carriageway approximately 3km north of the scheme extents accounted for 9,938 vehicles in 2022, of which 19% were heavy goods vehicles (HGV) ([Road Traffic Statistics](#)).

Baseline air quality is likely to be primarily influenced by traffic along the A9 trunk road, with secondary sources likely to arise from the Highland Main Railway Line which travels parallel to the shared use path for the full scheme extent (at a distance of less than 10m at its closest point).

Cultural heritage

A desktop study using [PastMap](#) has highlighted approximately 30 features listed on the Historic Environment Record (HER) and Canmore databases within 300m of the scheme. The closest of these pertains to Dalnaspidal Railway Station, both a Canmore and a HER, which is located 10m south of the scheme.

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

The proposed project does not carry the potential to cause direct or indirect impact to noted cultural heritage features. Furthermore, the construction of the shared use path and the A9 have likely identified any cultural heritage features present within the area. As such, impact has been assessed as being 'negligible' and has been scoped out of requiring further assessment.

Landscape and visual effects

The scheme is located entirely within Cairngorms National Park (CNP), which has the following special general qualities ([SiteLink](#)):

- Magnificent mountains towering over moorland, forest and strath
- Vastness of space, scale and height
- Strong juxtaposition of contrasting landscapes

- A landscape of layers, from inhabited strath to remote, uninhabited upland
- 'The harmony of complicated curves'
- Landscapes both cultural and natural

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

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

Land cover surrounding the scheme is a combination of woodland, grassland, and temperate shrub heathland ([Scotland Landcover Map](#)).

Biodiversity

A desktop study using Nature Scot ([SiteLink](#)) has identified the following designated biodiversity sites which are located within, or share connectivity with, the proposed scheme:

- Drumochter Hills Site of Special Scientific Interest (SSSI), in which the scheme is located entirely within.

- Drumochter Hills Special Protected Area (SPA) is located 50m from the scheme at its closest point (located both east and west of the proposed works).
- Drumochter Hills Special Area of Conservation (SAC) is located 50m from the scheme at its closest point (located both east and west of the proposed works).

Due to potential connectivity between the works area and these European sites, a Habitats Regulations Appraisal (HRA) was carried out. Refer to the section below for details.

The NBN Atlas does not hold any records of invasive non-native species (INNS) of plants, injurious weeds (as listed under the Weeds Act 1959), or invasive native perennials (as listed in the Trunk Road Inventory Manual) by utilising the same search criteria.

In addition, Transport Scotland's Asset Management Performance System (AMPS) holds no records of INNS, injurious weeds or native invasive perennials within 300m of the scheme.

Habitat in the surrounding area comprises woodland, heathland, and arable/grazing land. Allt Coire Dhomhain/Allt Dubhaig watercourse flows parallel to the scheme, at a distance of approximately 120m west at its closest point, which provides freshwater habitat in conjunction with the minor watercourses which intersect the scheme. An area of waterlogged grassland/wetland is located west of the scheme, on the opposite side of the railway line.

No areas of woodland listed on the Ancient Woodland Inventory (AWI) ([Scotland's Environment](#)), and no Tree Preservation Orders (TPO) are located within 300m of the scheme ([Perth and Kinross Council](#)).

An ecological field survey was conducted on 14/12/2023 by BEAR Scotland, comprising a preliminary ecological appraisal (PEA) and a preliminary roost assessment (PRA).

Geology and soils

The scheme is located within the Drumochter Hills SSSI. A qualifying feature of this SSSI is 'Fluvial Geomorphology of Scotland', an earth science feature ([SiteLink](#)). Operations requiring consent ([ORC](#)) for this SSSI in association to the works include:

- The destruction, displacement, removal or cutting of any plant or plant remains, including tree, shrub, herb, dead or decaying wood, moss, lichen, fungus and turf (ORC No. 11);

- Extraction of minerals, including peat, shingle, sand and gravel, topsoil, subsoil and spoil (ORC No. 20); and
- Construction, removal or destruction of tracks, walls, fences, hardstands, banks, ditches or other earthworks, or the laying, maintenance or removal of pipelines and cables, above or below ground (ORC No. 21).

The scheme does not lie within a Geological Conservation Review Site (GCRS).

The Generalised Soil Type at the scheme extents is recorded as peaty gleyed podzols ([Scotland's Soils](#)).

The British Geological Survey Map ([BGS GeoIndex](#)) records the bedrock within the scheme extent as being comprised of Gaick psammite formation (psammite), which is a metamorphic bedrock. Superficial deposits are recorded as hummocky (moundy) glacial deposits (diamicton, gravel, sand and silt), which are sedimentary superficial deposit types.

Material assets and waste

The proposed works entail improvement of an existing active travel route, including resurfacing and widening of the route. Exact materials used are yet to be fully confirmed, however are likely to consist of:

- Asphalt surface course
- Sub-base material
- Binder course material
- Pre-cast kerb units
- Concrete (for kerb haunching)

The scheme will require excavation of the verge, with exact amounts of excavated material yet to be confirmed. Some excavated earth may be retained for localised minor re-profiling, but the majority will be recycled at licenced facilities. Other expected wastes are likely to consist of kerbing at areas of widening.

As the value of the scheme does not exceed £350,000, a Site Waste Management Plan (SWMP) is not required for this scheme.

Noise and vibration

The works are located in a semi-rural setting south of Dalwhinnie. Four residential properties are located within 300m of the scheme, the closest of which are located less than 10m from the shared use path and feature little to no screening from the works area. No other sensitive receptors are 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 (Road Maps) ([Transportation Noise Action Plan \(TNAP\)](#)).

The day, evening, and night (Lden) noise modelled data is recorded as <55 dB for the majority of the scheme extent, increasing to 65 – 75 dB in some areas in closer proximity to the A9 carriageway ([Scotland's Noise](#)).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the adjacent A9 trunk road, with secondary sources likely derived from rail traffic movements along the nearby railway line.

Population and human health

The scheme extent lies on a shared use facility which travels parallel to the A9 carriageway. Access to residential properties is obtained via this track, and a parking area is located adjacent to these properties (accessed by the track).

No street lighting exists on the active travel route or the adjacent A9 carriageway for the full scheme extent.

Route 7 on the National Cycle Network (NCN) travels along this shared use path ([Sustrans](#)) and several walking routes as listed on [WalkHighlands](#) travel via, or deviate from, the shared use path at the scheme extents. No core paths are located within 300m of the scheme ([Scotland's Environment](#)).

Road drainage and the water environment

Allt Coire Dhomhain/Allt Dubhaig watercourse flows parallel to the scheme, at a distance of approximately 120m west at its closest point ([SEPA Water Environment Hub](#)). This waterbody has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) and has been assigned a condition status of 'poor'.

Allt Coire Mhic-sith watercourse (unclassified by SEPA) is culverted below the A9 carriageway immediately south of the scheme, later converging with Allt Coire Dhomhain/Allt Dubhaig watercourse.

Several drains and minor watercourses are culverted below the track for the full scheme extent, which outflow into Allt Coire Dhomhain/Allt Dubhaig. Two of these watercourses are visible on a 1:50,000 Ordnance Survey (OS) Map.

An area of wetland featuring various ponds and tributaries from Allt Coire Dhomhain is located west of the scheme within the Pass of Drumochter, beyond the railway line.

The requirement for any drainage amendments as part of this scheme are yet to be confirmed, however extension or amendment to existing culverts within the scheme extent are not currently anticipated.

The scheme falls within the 'Rannoch' groundwater body, which was classified by SEPA in 2022 as having an overall status of 'Good' ([SEPA Water Environmental Hub](#)) and is also a designated groundwater Drinking Water Protected Area (DWPA) ([Gov Scot](#)).

The course of the Allt Coire Dhomhain/Allt Dubhaig and Allt Coire Mhic-sith watercourses are recorded as being at high risk of river water flooding (10% chance of flooding each year) ([SEPA Flood Map](#)). No river or surface water flood risk is recorded by SEPA on the active travel route within the scheme extent.

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

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

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

Policies and plans

This Record of Determination (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.
- 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 much as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials shall 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 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 presence of the works (vehicles, machinery, operatives).

Proposed works will be situated within the existing active travel route boundary (including adjacent verge) and will include improvements to an existing route. As such, these works will result in permanent visual change to the landscape localised along the existing pathway and A9 carriageway. However, due to the restriction to the existing route, and nature of the improvement works, any change is considered to be minor.

Due to the localised and relatively minor nature of the works, the scheme does not feature any components that will affect the Special Qualities of the Cairngorms National Park.

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

No INNS were recorded during either the desktop or the field survey, and as such potential for disturbance to or spread of INNS during the works is negligible.

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

Due to potential connectivity between the works area and both the Drumochter Hills SPA and SAC, a HRA was carried out. This HRA concluded that the scheme does not have the potential to cause likely significant effects (LSE) on either the Drumochter Hills SAC or the Drumochter Hills SPA based on the following factors:

- Works will not involve any land take, or removal or alteration of habitat features within the SAC and SPA. As such, habitat used by designated species for foraging and breeding will remain unchanged and no direct removal or impact to the habitat types noted in the SAC or SPA are possible.
- Given the minor and localised nature of the works, no requirement for in-water working, and adherence to best practice measures for pollution prevention, no risk of significant pollution impacts (either to watercourses or associated feeding grounds) was identified.
- Noise is not considered to be a defining feature of the works, however there is potential for temporary and intermittent increases to baseline noise levels throughout the works due to use of various plant. Due to location adjacent to the railway line and the A9 carriageway where a moderate level of traffic exists, any increases in noise are not considered to be significant.
- In addition, restriction to the verge and presence of screening features (tree-lined shelter belts) between the works and the SPA would further limit the scheme-related disturbance from noise. As such, noise disturbance from the works to the birds listed as qualifying features is not likely.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. Any species in the area are likely to be accustomed to road noise on the adjacent A9 and railway track. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Minor vegetation clearance is required to facilitate these works. Appropriate checks, including a pre-works check for nesting birds (between March and August inclusive), will be undertaken prior to any removal.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.

- Artificial lighting (if required) will also be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- Although not recorded on site, personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g., storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

The works are located within the Drumochter Hills SSSI, and will involve activities and operations which will require consent. As such, consent will be obtained from NatureScot prior to commencement.

Due to the localised nature of the scheme adjacent to the already established route, and restriction to the upper layers of soil, any impact to local soils (such as disturbance/pollution) is not considered to be significant. With the following mitigation measures in place, the likelihood of significant impacts on the geology and soils is low.

- 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) will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Multiple handling of soil derived from excavations will be reduced as much as possible.

- The extent of exposed soil and duration of exposure will be kept to the minimum required for the works.
- Excavated soils will be re-used on site as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in *Road drainage and the water environment* will be adhered to during construction.

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 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 should be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for

waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).

- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a day-time working pattern; this does not eliminate potential for noise disturbance to nearby sensitive receptors however will reduce potential for disturbance during the sensitive night-time period. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- Due to the prolonged works period (approximately 6 weeks), the local Environmental Health Officer will be notified in advance of the works.
- Local residents will be pre-notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best 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. 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.
- Operatives will be briefed using the 'Being a Good Neighbour' toolbox talk prior to commencement of the works.
- 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 NMUs as a result of operational noise and delays due to traffic management measures. No local access is likely to be obstructed by presence of works or 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 moderate duration (approximately 6 weeks), however 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:

- The works schedule and any changes to this will be communicated to local residents prior to and throughout the programme.
- Appropriate provisions / measures shall be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR Scotland's social media platforms.

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

Road drainage and the water environment

Amendment of the active travel route and associated kerbing may require minor amendments to the existing road drainage system dependent on siting, however no new outfalls are anticipated. De-silting/clearance of the existing drainage channels may be undertaken if required following completion of the works, which will operate in accordance with BEAR Scotland's 'Sustainable Urban Drainage System (SUDS) Feature Maintenance Operations Procedure' (No. 112).

Two of these watercourses are visible on a 1:50,000 OS Map, and as such are subject to authorisation under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) (referred to as 'CAR'). Works do not

entail any activities that are subject to authorisation under CAR, however relevant General Binding Rules (GBRs) will be adhered to.

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to watercourses, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain). This may result in potential direct or indirect effects on surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- 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 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. 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 will be supplied beneath the equipment with a capacity of 110%.

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

Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Where possible, the works will be undertaken utilising a daytime work pattern to reduce the requirement for additional lighting.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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

Major Accidents and Disasters

Works are restricted to the active travel route boundary, including the adjacent verges. The proposed works are anticipated to last approximately six weeks. Any TM will be designed in line with existing guidance and will consist of off-line working, with potential for some restrictions on the active travel route and associated access track.

No areas within the scheme extent are recorded as being at risk of flooding.

The works will not result in any change in vulnerability of the A9 carriageway or active travel route to risk, or in severity of major accidents/disasters that would impact on the environment. Improvements to the active travel route will facilitate safe passage of non-motorised users (NMUs) along the A9 at this section, which may result in a reduction of risk for NMUs at this location. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Mitigation measures and standard working practices will be detailed in the SEMP and adhered to on site.

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 Perth and Kinross Council Planning Portal ([Map Search](#)) has not identified any planning applications within 300m of the scheme.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has identified that no other road works are currently ongoing, or noted as being planned, on the A9 trunk road in proximity at the same time as this scheme.

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) exceed 1ha in area, and are located wholly within a 'sensitive area' within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Construction activities are restricted to the approximate 1.04ha area of proposed works.
- The works will be localised to land within and directly adjacent to the existing active travel route and as a result will not require any land take or alter any local land uses.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Measures will be in place to ensure appropriate removal and disposal of waste.

Location of the scheme:

- The scheme will be located within the existing active travel route and associated A9 boundary (including adjacent verges). As such, no land take will be required.
- The scheme is located within the Drumochter Hills SSSI. Consent will be obtained prior to commencement of the works.
- The scheme is located within the Cairngorms National Park.

- Drumochter Hills SPA and Drumochter Hills SAC are located approximately 50m and 40m from the scheme respectively, at their closest point (located both east and west of the proposed works).

Characteristics of potential impacts of the scheme:

- A HRA was undertaken for the works and concluded that there would be no Likely Significant Effects on the qualifying features of the designated sites.
- No change to the special qualities of the CNP will occur during construction, and on completion of the works.
- Potential adverse impacts from construction works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- The works will result in permanent changes; however any visual impact is not considered significant due to the location and nature of the scheme.
- No impacts on the environment are expected during the operational phase as a result of works.
- Residual impacts are considered to be beneficial for the local population and NMUs which may use this stretch of carriageway.
- The SEMP will include plans to address environmental incidents.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

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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