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Environmental Impact Assessment Record of Determination

A9 South of Clunes Lodge (North of Calvine) - Resurfacing

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a section of the A9 trunk road north of Calvine (see Figures 1 and 2 below). The works involve the resurfacing of the A9 northbound (NB) and southbound (SB) carriageways with a mixed depth inlay at the scheme extents noted below.

Resurfacing works are currently programmed to begin on the 12th of May 2025 for a duration of 2 days, with working hours between 07.00-18.00.

Traffic management (TM) will consist of single lane closures with two-way temporary traffic lights and a convoy system in place (between 07.00-18.00). There are no local access or pedestrian requirements within the scheme extents and any non-motorised road users (NMRU's) will be accommodated within TM.

Location

The scheme is located on a semi-rural stretch of the A9 north of Calvine in the Perth and Kinross Council Local Authority area (national grid reference (NGR): NN 79457 66192 - NN 79101 66414).

Figure 1: Scheme location

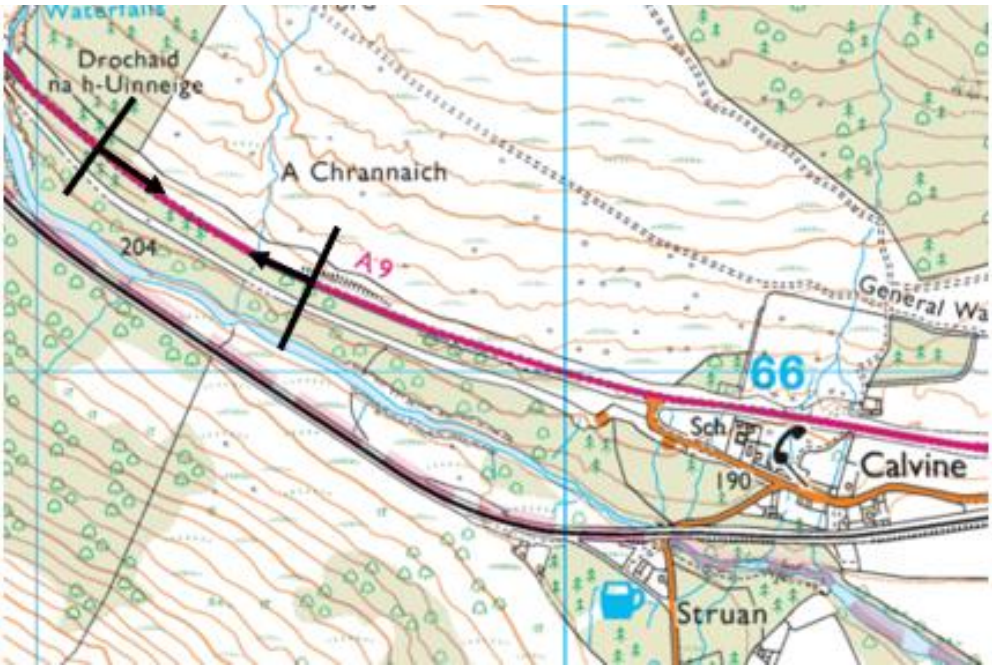

Figure 2: Scheme extents

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMA) within 10km of the scheme.

There are no registered sites on the Scottish Pollutant Release Inventory (SPRI) located within 10km of the scheme.

There are no Air Quality Monitoring Station (AQMS) located within 10km of the scheme.

Baseline air quality is likely to be primarily influenced by traffic travelling along the A9; with secondary sources derived from the nearby railway and from land management activities.

Cultural heritage

There is one record from the Canmore database located 220m north-west of the scheme designated as a road bridge and entitled ‘Chrombaidh Bridge’ (PastMap).

There are no Historic Environment Records, Conservation Areas, Battlefields, World Heritage Sites, Gardens and Designed Landscapes, Listed Buildings or Scheduled Monuments within 300m of the scheme extent.

Any features of cultural heritage are likely to have been discovered during the construction of the A9 trunk road. As works are restricted to the A9 trunk road boundary, it is unlikely that any unrecorded features of cultural heritage interest will be discovered and any potential impacts on cultural heritage will be negligible. Therefore this feature has not been considered further and has been scoped out of this assessment.

Landscape and visual effects

The Scheme is located within the Cairngorms National Park, site code 8623. The National Park has the following list of 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'
- Landscapes both cultural and natural

The surrounding land is dominated by forestry plantations and mixed woodland; moorland; and freshwater habitat. The A9 trunk road and Highland Mainline Railway line are dominant landscape features.

The Landscape Character Type (LCT) at the scheme extent is 'Upland Glen-Cairngorms-126' which has the following key characteristics (NatureScot):

- 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 on glacial deposits at the edges of glen floors
- Often form arrival points into the Cairngorms National Park
- Size varies from large open passes to narrower, more secluded glens
- Enclosed predominantly by steep slopes
- Frequently differing land-use on one side of the glen to the other-linked to aspect
- Improved, grazed fields on glen floors and floodplains
- Mostly settled, some only sparsely, but often extensive evidence of past settlement, including prehistoric hut circles and associated field systems, pre-improvement townships, and seasonal shielings
- Some landmark historic buildings

- Access varies from narrow roads, estate and forestry tracks to main routes, but most have some form of road running through them
- Varied experience when passing through glens from open and expansive to sheltered and secluded
- Views to adjacent uplands, from which parts of the glens are visible and provide contrast

The A9 Trunk Road connects Perth with Thurso. It commences immediately north of Inveralmond Roundabout in Perth leading generally northwards for a distance of 357 kilometres to its junction with an unclassified road leading to Holborn Head lighthouse at Scrabster. The A9 is a mixture of single carriageway, '2+1' carriageway and stretches of two-lane dual carriageway. The A9 is single carriageway at the scheme extent.

Biodiversity

The scheme lies approximately 1.69km north of the River Tay Special Area of Conservation (SAC) (Site ID: 8366), encompassing the River Garry/Errochty Water at this section. Indirect hydrological connectivity may exist via carriageway drainage and tributaries which are culverted below the A9 carriageway.

Struan Wood Site of Special Scientific Interest (SSSI) (Site ID: 1504) lies 200m west of the scheme extents.

Geological SSSI's in proximity to the scheme are detailed in the Geology and Soils section below.

There are no other sites designated for biodiversity features within 300m of the scheme extent (SiteLink).

The National Biodiversity Network (NBN) Atlas holds 44 records of bird species within 2km of the scheme (the search criteria included only records during the past ten years, and which have open-use attributions (OGL-CC0-CC-BY). Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

The NBN Atlas holds no records of invasive non-native species (INNS) or injurious weeds (as listed in the Network Management Contract (NMC)) under the same search criteria; however, this does not preclude their potential presence in the area.

A search using Transport Scotland's Asset Management Performance System (AMPS) holds one record of common ragwort (*Jacobaea vulgaris*) approximately 200m north of the scheme.

Habitat in the surrounding area is dominated by forestry plantations and mixed woodland; moorland; and freshwater habitat. Works are restricted to the A9 trunk road boundary and no environmental constraints that would justify a site visit were identified during the desktop study.

There are several areas of woodland as listed on the Ancient Woodland Inventory (AWI) within 300m of the scheme; the closest of which is Wood ID: 17554 ('other (on Roy map)' antiquity) which overlaps the northern end of the scheme extent.

There are no areas of trees covered by a Tree Preservation Order (TPO) by Perth and Kinross Council within 300m of the scheme.

Geology and soils

The scheme lies approximately 200m south of the A9 Road Cuttings and River Garry Gorge Geological Conservation Review Site; and approximately 180m south-east of the Glen Garry SSSI (Site ID: 710) which is designated for Dalradian geology (SiteLink).

Component soils surrounding the scheme are brown earths with humus-iron podzols. The parent materials are drifts derived from schists, gneisses, granulites and quartzites principally of the Moine Series (Scotland's Soils).

Soils in the area around the scheme extent are Class 0 mineral soils and peatland habitats are not typically found on such soils (Carbon and Peatland Map 2016).

Bedrock geology within the scheme extent is 'Gaick Psammite Formation-Psammite'; with a small area of 'North Britain Siluro-Devonian-Calc-Alkaline Dyke Suite- Microdiorite' geology mid-way through the scheme extent (Scottish Geology Trust).

Material assets and waste

The proposed resurfacing works are required to resurface the worn carriageways (northbound and southbound), remove the surface course and repair structural defects. Road markings and studs will also be installed. Materials used will consist of:

- Asphaltic materials (TS2010 surface course and warm mix AC20 binder course and warm mix AC32 base course)
- Milled in road studs
- Thermoplastic road marking paint

- Bituminous emulsion bond coat

Due to the scheme value, there is no requirement for a Site Waste Management Plan. The contractor is responsible for the disposal of road planings and this has been registered in accordance with the Paragraph 13 (a) waste exemption issued by SEPA, as described in Schedule 3of the Waste Management Licensing Regulations 2011 (exemption number: WML/XS/2011313).

Coal tar has not been identified on site and no site compound is required for these works. Storage of plant and equipment will be within TM on the A9 carriageway.

Noise and vibration

For residential, community and commercial receptors refer to the 'Population and Human Health' section below.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by Transport Scotland's Transportation Noise Action Plan (TNAP) 2019-2023.

Noise levels on the A9 at the scheme extent for day, evening and night (Lden) fall between 64-69dB (SpatialData.gov.scot).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A9; with secondary sources derived from nearby land management activities and the Highland Mainline Railway.

Population and human health

There are no residential or commercial properties within 300m of the scheme extents. The closest residential property lies approximately 670m south-west of the scheme and is screened by intervening topography and woodland.

There are no parking or pedestrian facilities within the scheme extents.

The Highland Mainline Railway line lies 170m west of the scheme at its closest point.

National Cycle Route 7, which connects Aberfeldy and Pitlochry and forms part of several long distance cycle routes, runs parallel to the west of the A9 at a distance of 40m at its closest point.

There are no Core Paths or walking routes designated by WalkHighlands within 300m of the scheme extent.

TM will involve single lane closures and temporary traffic lights with a convoy system in place.

Road drainage and the water environment

The scheme extent and surrounding area is underpinned by the Rannoch groundwater (ID: 150691). This is 1273.4 square kilometres in area and in 2023, was assigned 'Good Ecological Potential' by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive (WFD) (SEPA).

The Allt a Chrombaidh is a river (ID: 6607) in the River Tay catchment of the Scotland river basin district. The main stem is approximately 7.8km in length and it lies approximately 220m north of the scheme. In 2023, it was assigned 'Good Ecological Potential' by SEPA under the WFD (SEPA).

The River Garry from Garry Intake to Errochty Water confluence is a river (ID: 6911) in the River Tay catchment of the Scotland river basin district. The main stem is approximately 13.2km in length and it lies 100m west of the scheme at its closest point. 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. In 2023, it was assigned 'Good Ecological Potential' by SEPA under the WFD (SEPA).

There are several other unclassified drains, springs and wetlands within 300m of the scheme extent.

SEPA Flood Map has highlighted a low to medium risk of river water flooding at the northern end of the scheme extent (i.e. a 0.1-0.5% chance of flooding each year). There is also a low to high risk of surface water and small watercourses flooding each year (i.e. a 0.1-10% chance of flooding each year).

Climate

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

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working

to reduce emissions of all major greenhouse gases by at least 75% by 2030 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by breaking out of materials or cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air quality are considered to be low.

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

- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

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

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, people, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground on the A9 and the works will be undertaken over 2 days only. As such, the visual impact of the resurfacing works will be somewhat reduced and there will be no residual impacts i.e. when complete, the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change.

To mitigate impacts as much as possible, the following measures will be put in place during works:

- The Cairngorms National Park Authority (CNPA) will be notified of the works and any additional mitigation measures, if received, will be adhered to.
- 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 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

The scheme is located 1.69km north of the River Tay SAC, with potential indirect hydrological connectivity via tributaries of the River Garry 100m west of the scheme. A HRA was conducted and concluded that there was no Likely Significant Effects of the works on the designated features of the River Tay SAC for the following reasons:

- No works will be conducted within the boundary of the River Tay SAC and no in-stream works are required.
- Works are restricted to the A9 trunk road boundary.
- Standard good practice measures for working near water will be in place during works, including robust pollution prevention measures.
- There is limited connectivity between the area of works and the SAC.
- There is no potential for direct or indirect impacts on the qualifying features of the SAC or any supporting habitats/availability of prey.
- There is limited potential for disturbance due to ample distance between the works and the SAC and the ample alternative habitat available in the remainder of the SAC and surrounding waterbodies.
- Any species associated with the SAC in proximity to the works are likely habituated to noise and visual disturbance associated with the A9 trunk road.
- Works are minor, of short duration and will be conducted during day-time hours.

Additionally, no cumulative or in-combination effects of the works on the River Tay SAC were identified.

In general, activities associated with the resurfacing works undertaken on site could potentially have a temporary adverse impact on biodiversity in the wider area as a result of an increased vehicle presence and the potential for noise and light disturbance to protected species and pollution of habitats.

No INNS or invasive perennial records were returned within the scheme extents during the desktop study and, as such, potential disturbance and/or spread of INNS during the works is negligible.

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.

To mitigate impacts on biodiversity features throughout works, the following measures will be put in place:

- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team.
- Any artificial lighting used during low light levels will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- 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

Excavation is required as part of the resurfacing works; however, this will be restricted to the A9 carriageway and trunk road boundary. To mitigate any adverse impacts on geology and soils, the following measures will be in place:

- 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.

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 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 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 scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA and there are no residential or commercial properties within 300m of the scheme extents. The closest residential property lies approximately 670m south-west of the scheme and is screened by intervening topography and woodland. Works are programmed to be conducted during day time hours over the course of 2 days. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

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

The following mitigation measures will be put in place:

- 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.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.

- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated noise and delays due to traffic management measures. The closest residential property lies 670m south-west of the scheme and there are no local access points, parking facilities, or pedestrian amenities within the scheme extents.

National Cycle Route 7 runs parallel to the west of the scheme extent at a distance of 40m at its closest point; however, works will not result in any restrictions to its access or use.

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 limited duration 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 and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Any changes of schedule (e.g. change from daytime works to night-time works) will be communicated to local residents and the Local Authority 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's social media platforms.

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

Road drainage and the water environment

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

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

- 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 will be detailed in the SEMP and 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 waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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

- BEAR Scotland will adhere to their Carbon Management Policy.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be removed to local waste management facilities.

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

Vulnerability of the project to risks

There will be no change to the likelihood of flooding on the A9 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the A9 trunk road, with access to the scheme gained via the A9. TM will involve single lane closures with two-way

temporary traffic lights and a convoy system in place. NMUs will be accommodated within the TM setup.

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.

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. 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 identified no approved planning applications within 300m of the scheme within the last six months.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified that there are no roadworks planned for the same period as the proposed works and no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR 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 significant cumulative effects 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.

A HRA Proforma was conducted due to proximity and ecological connectivity with the River Tay SAC and no LSE of the works on the designated features of the site were identified.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in whole within the Cairngorms National Park, which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment 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 an area of 0.276 ha along the A9 for a length of 425m.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- No INNS have been recorded within the scheme extents.
- The risk of major accidents or disasters is considered to be low.

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Residual impacts are considered to be beneficial for the travelling public which may use this stretch of carriageway. In addition, improved road surface will reduce the road noise levels and in turn will reduce disruption to the receptor located in proximity to the scheme.

Location of the scheme:

- A HRA Proforma was conducted due to proximity and ecological connectivity with the River Tay SAC and no LSE of the works on the designated features of the site were identified.
- The scheme will be located within the existing A9 trunk road boundary.
- The scheme is located within the Cairngorms National Park. Resurfacing works entail like-for-like resurfacing and no change to the visual landscape is expected.
- There are no residential or commercial properties located within 300m of the scheme.
- The site compound will be located on made ground within TM.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- Works are programmed to be of short duration during daytime working hours.
- 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.

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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