



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A9 Dalnamein Rock Slope**

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## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to carry out rock slope remediation works adjacent to the A9 carriageway at Dalnamein near the Pass of Drumochter.

Works will include removal of approximately 15m<sup>3</sup> of debris and loose rock as well as one tree from the rock slope and verge adjacent to the A9 trunk road on the southbound side. Any waste materials will be removed off site for disposal.

The scheme is not currently programmed but is expected to be completed within the second half of the 2023/2024 financial year. However, works may be delayed into the first half of the 2024/2025 financial year. Works are expected to be completed over five days during daylight hours.

Traffic management will consist of a single lane closure with two-way traffic lights.

### Location

Works are located on the A9 carriageway approximately 20km north of Pitlochry and 14km south of the Pass of Drumochter within the Perth and Kinross Council area and within the Cairngorms National Park (National Grid Reference: NN 76737 69028; Figure 1).

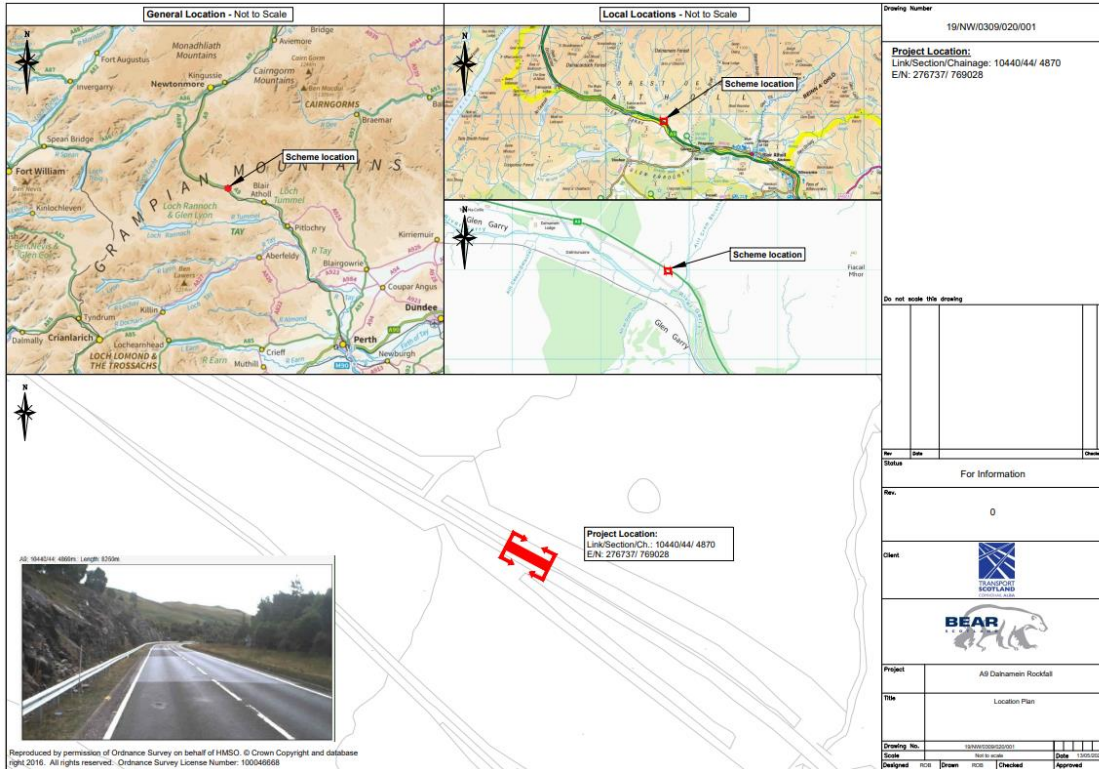


Figure 1. Location and scheme extent of the proposed rock slope works at A9 Dalnamein. Source: BEAR Scotland. F108 – Environmental Assessment Request (scheme reference: 22-NW-0309-4).

## Description of local environment

### Air quality

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

No sites registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases are located within 10km of the works.

Average Annual Daily Flow (AADF) for the A9 carriageway approximately 4km west of the scheme accounted for 9,996 vehicles in 2022, of which 18% were heavy goods vehicles (HGV) ([Road Traffic Statistics](#)).

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A9 trunk road, with secondary sources likely to arise from nearby agricultural practices. As the scheme is located within a rural setting, pollution levels are not expected to be high.

### Cultural heritage

The following cultural heritage features are noted within 300m of the scheme ([PastMap](#)):

- There are nine Historical Environment Record and Canmore database records within 300m of the scheme. The nearest of these, a record for the Old Military Road, is located 65m south of the scheme.

There are no World Heritage Sites, Listed Buildings, Garden and Designed Landscapes, Conservation Areas or Inventory Battlefields identified within 300m of the scheme ([PastMap](#)).

As there are no cultural heritage features within the scheme extents, this receptor has been scoped out and is not considered further in this RoD.

### Landscape and visual effects

The scheme lies within a rural area, with land use surrounding the scheme dominated almost exclusively by heathland and upland pastures. Some sparse areas of coniferous woodland are also present.

The scheme lies within the Cairngorms National Park (NP) ([Sitelink](#)).

The Landscape Character Type (LCT) within the scheme extent is Upland Glen - Cairngorms (no. 126) ([Scottish Landscape Character Types](#)). The LCT is characterised by the following:

- 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 e 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.

## Biodiversity

A desktop study using Nature Scot [SiteLink](#) has noted no European sites within 2km of the scheme extents:

There are no biological Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) or Local Nature Reserve (LNR) ([SiteLink](#)) within 300m of the scheme.

No records of invasive non-native species (INNS) of plants as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA), injurious weeds, as listed under the Weeds Act 1959, and invasive native perennials, as listed in the Trunk Road Inventory Manual, were found using the same search criteria.

Transport Scotland's Asset Management Performance System (AMPS) holds a single record of common ragwort (*Jacobaea vulgaris*) approximately 50m south of the scheme extents.

Habitat in proximity to the scheme extents is dominated by heathland and upland pastures with small corridors and sparse areas of coniferous forest. The River Garry to the south of the scheme also provides a freshwater corridor through the landscape.

BEAR Scotland commissioned two ecological surveys of the site which were carried out by Highland Ecology Development Ltd. (HED).

## **Geology and soils**

The scheme lies within the non-contiguous A9 Cuttings and River Garry Gorge Geological Conservation Review Site (GCRS) ([SiteLink](#)) and within the Glen Garry Site of Special Scientific Interest (SSSI) which is designated for Dalradian geology ([SiteLink](#)).

Bedrock within the scheme extent is comprised of psammite of the Gaick Psammite Formation with no superficial deposits recorded ([GeologyViewer](#)).

Soils within the scheme extent are recorded as brown earth soils with drifts derived from schists, gneisses, granulites and quartzites principally of the Moine Series ([Scotland's Soils](#)).

## **Material assets and waste**

The proposed works are restricted to the removal of debris from the rock slope and as such no materials will be used.

Wastes are anticipated to include 15m<sup>3</sup> of debris and loose rock as well as a small amount of felled material.

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

## **Noise and vibration**

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 \(TNAP\)](#)).

Noise modelled data available for the scheme extent ([Scotland's Noise Scotland's Environment](#)) records road noise levels between 60 and 69dB during the day and between 50 and 64dB during the night.

There are no residential or other sensitive properties within 300m of the scheme.

Due to the lack of nearby residential receptors and the minor nature of the works, no impacts from noise are anticipated. In addition, while a small excavator will be used as part of works, given the high levels of background noise associated with the A9 these works are considered to be less than this background noise and as such this receptor has been scoped out and is not considered further in this RoD.

## Population and human health

As noted above, there are no residential properties within 300m of the scheme.

There are no National Cycle Network (NCN) Routes within the scheme extents, however NCN Route 7 runs parallel to the scheme, approximately 110m at its nearest point ([OSMaps](#)).

There are no Core Paths or other pedestrian provisions located within the scheme extents ([Scotland's Environment](#)).

There are no WalkHighlands routes in the vicinity of the scheme ([WalkHighlands](#)).

Traffic management will consist of single lane closures with two-way traffic lights.

## Road drainage and the water environment

The scheme is located in proximity to three watercourses:

- The River Garry from Garry Intake to Errochty Water Confluence (ID: 6911) is located approximately 250m south of the scheme and is a classified waterbody by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) ([SEPA Water Classification Hub](#)). It was last classified as being in 'Good' condition in 2020.
- The Allt Crom Bhruthaich is located 210m east of the scheme and is an unclassified watercourse that flows into the River Garry and is channelled underneath the A9.
- There is one other unnamed and unclassified watercourse which also flows into the River Garry located approximately 100m west of the scheme and is also channelled underneath the A9.

The scheme falls within the 'Rannoch' groundwater body which is classified by SEPA in 2020 as having 'Good' overall condition ([SEPA Water Classification Hub](#)). The scheme is located within a Drinking Water Protection Area (Ground) ([DWPA](#)).

There is no risk of river or surface flooding at the scheme location ([SEPA Flood Map](#)).



## Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO<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 and increased prolonged vehicle and plant presence may result in higher-than-average emissions. 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.

- 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 shall be undertaken prior to works.
- All 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' 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 shall be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles will be minimised.

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 littering or obstructed views due to vehicles and machinery. In addition, there will be a minor permanent impact as a result of the removal of debris and rock. However, the proposed works are of short duration and a highly localised scale and are necessary to prevent collapse of debris onto the trunk road which would have both a visual and safety impact. There will also be no changes to land use as a result of the works. Consultation was also carried out with the National Park who confirmed on 20<sup>th</sup> November 2023 that they had no comments or concerns regarding the impacts of the works on the Park. 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 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

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

Although there are no records of invasive and injurious plant species noted directly within the works area and none were identified during the ecological surveys, the scheme involves works off the carriageway within the rock slope in the verges and as such there is a small chance that INNS or injurious weeds will be encountered. A toolbox talk for working near INNS will be included in the Site Environmental Management Plan (SEMP) and adhered to on site as a precaution.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A9 and the scheme is of short duration and highly localised. 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 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. The toolbox talks will provide information on the

legislation, general ecology, and best practice measures for relevant protected species and INNS.

- No in-stream works are permitted.
- 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.
- Artificial lighting will be directed away from road verges, woodland, and waterbodies as far as is safe and 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.
- No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works, and standard pollution prevention measures will be in place during works.
- Site personnel will remain vigilant for the presence of INNS 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.

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**

Although works will involve removal of rock and debris from the rock slope adjacent to the carriageway, this is restricted to loose material which presents a safety risk due to the potential for collapse onto the trunk road. The scheme lies within a

geological SSSI, and as such consent was obtained from NatureScot on 30<sup>th</sup> November 2023. As the GCRS is associated with this SSSI no impact on the GCRS is anticipated. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- The parking of machinery/personnel and storage of equipment on soft 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 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, unless otherwise stated. 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

## Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers and non-motorised road users (NMUs) as a result of construction/vehicle disturbance and delays due to traffic management measures. Road users will be informed of works through a media release, which will provide details of construction dates and times. No full road closures are required, and the works will be of short duration. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.
- 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

During works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in

surface water caused by rain or tidal movements) during works have the potential to have a direct or indirect effect on the surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works near water are detailed in the SEMP and will be adhered to on site.
- The scheme will not entail any in-stream works.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- All hazardous material stored on site will be required to undergo assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. These assessment(s) will contain a section on environment which highlights any precautions and mitigation requirements for safe storage.
- 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 shall 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 banded then drip trays shall also be supplied beneath the equipment with a capacity of 110%.

With the above mitigation measures in place, and considering the lack of surface waterbodies in the immediate vicinity of the scheme, 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, and transportation of materials to and from site. The following mitigation measures will be put in place:

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

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

## Vulnerability of the project to risks

The trunk road within the scheme extents is not at risk of surface water flooding.

Works are restricted to the A9 carriageway boundary, and any TM will be designed in line with existing guidance. The proposed works are anticipated to last for a total of five days. TM will consist of single lane closure with two-way traffic lights. No pedestrian/cyclist measures of passage will be included in the traffic management setup due to the lack of relevant facilities.

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site. The vulnerability of the project to risks of major accidents and disasters is considered to be low.



## Assessment cumulative effects

During construction, vehicle and non-motorised users of the A9 and nearby cycle way may be subject to several types of minor temporary disturbance such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect. A search of the Perth and Kinross Planning Portal ([Map Search](#)) identified no planning applications within 300m of the scheme.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has identified that no other roadworks are currently ongoing, or noted as being planned at the same time as this scheme, on the trunk road at the schemes location and within 3km of the scheme. Due to the nature of the proposed works, and absence of other developments in the vicinity or the works, there are no cumulative effects anticipated.

BEAR Scotland programmes 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 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) do not exceed 1 hectare in area but which are situated in whole or in part in the Cairngorms National Park and the A9 Cuttings and River Garry Gorge SSSI which are sensitive areas 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 rock slope <1ha in area.
- 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 due to increased safety of the trunk road.
- As the works will be limited to the removal of rock slope debris, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- 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 works are located within the Cairngorms National Park and will be minor and localised to the areas of the rock slope with no changes to the overall visual amenity of the landscape predicted. The National Park will be advised of the proposed works in advance.
- Although the scheme lies within a SSSI and GCRS, no impact is anticipated and consent for the works was obtained from NatureScot.
- The scheme is restricted to clearance of an existing rock slope and no changes to land use will occur.
- Impacts to the local landscape during the construction phase will be minor and temporary and the impacts during the operational phase will be of benefit to the landscape due to the reduced risk of rock slope collapse.

Characteristics of potential impacts of the scheme:

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

## Annex A

“sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.



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Published by Transport Scotland, January 2024

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