

# Appendix 12.10

## Ecology Noise Model Results

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## 1 Introduction

- 1.1.1 The Environmental Impact Assessment (EIA) of the potential noise and vibration impacts for sensitive receptors is presented in **Chapter 17** of the Environmental Statement (ES) and follows the guidance for Detailed Assessment provided in the DMRB, Volume 11, Section 3, Part 7 ‘Noise and Vibration’ (The Highways Agency *et al*, 2011, thereafter referred to as HD213/11).
- 1.1.2 Potential impacts of operational road traffic noise are considered for leaving the existing A9 route alignment unchanged, or implementing the Proposed Scheme, referred to as the Do-Minimum and Do-Something scenarios respectively.
- 1.1.3 Impacts and significance of operational road traffic noise are considered in **Chapter 17** based on outputs from the traffic model. This appendix presents the findings of specific noise modelling carried out to identify potential impacts for sensitive ecological features.

## 2 Baseline

- 2.1.1 **Chapter 12** presents sensitive ecological features that could be affected by changes in noise and vibration levels (see **Table 2.1.1**). From the closest point (e.g. nearest otter habitat), each feature has been modelled against the Do-Minimum (DM) and Do-Something (DS) scenario for the opening year (2026) and future operational baseline (2041). Changes in noise levels at these locations are presented in **Appendix A** and shown in **Drawings 12.56 to 12.61 (Volume 3)**. Potential impacts based on these findings are discussed in **Chapter 12**.
- 2.1.2 **Chapter 17** predicts the Do-Minimum and Do-Something scenarios will have no discernible increase in vibration levels, which is not considered further.

Table 2.1.1: Sensitive ecology features and traffic model references

Feature	Traffic Model Ref.
Drumochter Hills SPA, SAC and SSSI	DHills_x
River Spey SAC	RiverSpey SAC x
Riverine habitats for aquatic species (freshwater fish)	P07 Salmon_Sx
Otter resting sites	P07_Otter_x_AlltaCha
Notable wading bird habitat	P07_Waders_Ax

## 3 Summary of Noise Model Results

- 3.1.1 The traffic model predicts that for 2026, four ecological receptors will have reduced noise levels, and in the long term (2041), five receptors will have a reduction, as shown in **Appendix A**.
- 3.1.2 Three locations indicate increases in noise levels in 2026, with five locations showing an increase in 2041. The largest increase is at ch.23,350 which is located around the crossing of the SSE Aqueduct with a 6.0 decibel (dB) increase in 2026, and a 6.3 dB increase in 2041.

## Appendix A – Ecology Noise Modelling Results

NAME	Model Ref	Chainage (ch.)	Longitude	Latitude	DM2026	DS2026	Short-term Change	DM2041	DS2041	Long-term Change
D_Hills	A	21,400	264215.2	783047.1	53.8	52.6	-1.2	50.9	52.7	-1.1
SPEY_2	B	22,300	263836.8	783901.7	55.7	53.7	-2.0	53.7	54.0	-1.7
SPEY_3	C	24,500	264740.4	785936.5	55.3	53.1	-2.2	52.2	53.4	-1.9
SPEY_4	D	30,000	267557.2	790422.8	50.8	49.1	-1.7	47.8	49.4	-1.4
SPEY_1	E	20,000	263761.1	781629.3	58.4	58.4	0.0	55.5	58.7	0.3
DH SSSI	F	20,600	264033.2	782214.8	59.4	60.1	0.7	56.3	60.4	1.0
ECO_1	G	22,500	263747.0	784085.0	57.6	57.4	-0.2	57.3	58.4	0.8
ECO_2_Otter	H	23,350	264213.0	784914.0	63.0	69.0	6.0	59.9	69.3	6.3
ECO_3_Cuaich	I	26,050	265683.0	787150.0	69.0	69.1	0.1	67.7	69.4	0.4