Transport Scotland
Trunk Road and Bus Operations

Document:

EC DIRECTIVE 2014/92/EU
ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 1999 (as amended)
ROADS (SCOTLAND) ACT 1984

RECORD OF DETERMINATION

Name of Project:	**Location:**
A9 530 Repainting Works	A9, 1km south of Pitlochry, Perth & Kinross

Project Procurement:

The scheme is executed by the operating company as site operations – 'As of Right' scheme.

Description of Project:

The A9 Tummel Bridge carries the A9 carriageway over the River Tummel at NN 95119 56669, southeast of the town of Pitlochry in Perthshire (Figure 1). The bridge is a three-span structure with a steel and reinforced concrete composite deck and reinforced concrete piers and abutments (Photograph 1).

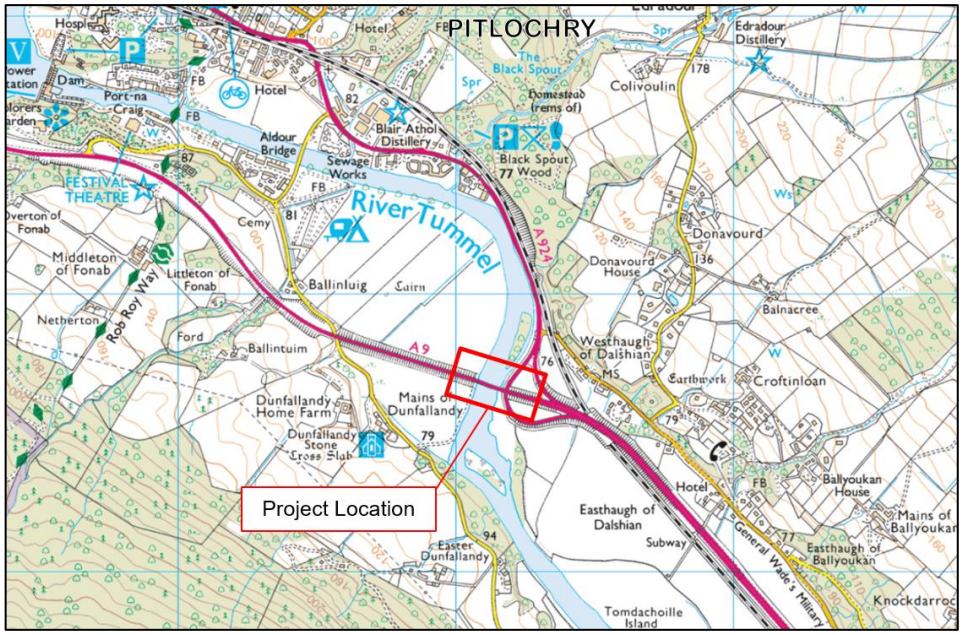

Figure 1: Project Location

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Photograph 1: View of the A9 Tummel Bridge. Photograph taken from upstream of the structure.

Inspections have identified the deterioration of the protective paint coating on the steel elements of the structure, with a package of remedial works required to bring the bridge back into a good condition. All steel elements below deck will be grit blasted and repainted, extending the serviceable life of the structure. Access to the structure is to be via suspended scaffold on the underside of bridge deck.

The bridge will be encapsulated to contain any debris produced during the works. Standard working hours (0700-1900) are proposed, however due to network restrictions, short periods of overnight working may be required for some activities (notably mobilisation and de-mobilisation of the works compound). The works are expected to take approximately 6 months to complete, starting in early 2021. The A9 will remain open throughout the works period, with the northbound off-slip being reduced to one-lane.

Description of Local Environment: The following baseline descriptions have been sequenced to follow the appropriate Design Manual for Roads and Bridges (DMRB) chapters for environmental assessment and do not reflect a ranking of sensitivity.

AIR AND CLIMATE:

The works are not wholly, or partially, located within an AQMA[1]. No air quality monitoring stations are located within proximity to the scheme, with the nearest being approximately 35km southeast in Perth Muirton[2][3]. At the time of writing, levels of the air pollutants $PM_{2.5}$ and PM_{10} were recorded as 'Low (1)' at the Perth Muirton monitoring station. There are no sensitive receptors located within 200m of the scheme extents. The nearest sensitive receptors are located in the areas of Dalshian 250m east of the site and at Dunfallandy 350m west of the site. The scheme is located in a rural landscape, where vehicular traffic travelling along the A9 is anticipated to be the dominant impact to local air quality.

The climate in Pitlochry and the surrounding area is classified as warm and temperate with a significant rainfall during the year, even in the driest months[4]. The climate is considered to be temperate oceanic (Cfb) according to the Köppen-

[1] http://www.scottishairquality.scot/laqm/aqma?id=387 (Accessed 13/10/2020)
[2] http://www.scottishairquality.scot/latest/ (Accessed 13/10/2020)
[3] http://www.scottishairquality.scot/latest/site-info?site_id=PET3 (Accessed 13/10/2020)
[4] https://en.climate-data.org/europe/united-kingdom/scotland/pitlochry-26643/ (Accessed 15/12/20)

Geiger climate classification[4]. The prevailing wind direction in Pitlochry is from the southwest, with 503hrs per year where wind speeds are at or above 12mph[5], which is generally considered capable of mobilising and transporting dust[6].

CULTURAL HERITAGE:
A search of the Historic Environment Scotland (HES) PastMap website indicates that there are no Scheduled Monuments, Listed Buildings, Inventory Battlefields, Inventory Gardens and Designed Landscapes, Canmore or Historic Environment Record sites within 300m of the proposed works[7].

BIODIVERSITY:
The River Tay, designated under the River Tay Special Area of Conservation (SAC)[8], is located directly underneath the proposed scheme. This SAC is designated for the following features:

- River Lamprey (Lampetra fluviatilis)
- Brook Lamprey (Lampetra planeri)
- Otter (Lutra lutra)
- Sea lamprey (Petromyzon marinus)
- Atlantic salmon (Salmo salar)
- Clear-water lakes or lochs with aquatic vegetation and poor to moderate nutrient levels

The following Invasive Non-Native Species (INNS) have been recorded within 5km of the proposed scheme in the past 10 years[7,9]:

- Rhododendron (*Rhododendron*)
- Japanese knotweed (*Fallopia japonica*)
- Himalayan balsam (*Impatiens glandulifera*)

A review of existing data gathered for the A9 Dualling identified the following key points:

- Data pertaining to this Bridge has been obtained from a Preliminary Roost Assessment (PRA) in 2018, activity surveys in 2019 and passive monitoring over winter 2018/19. The structure has been assessed as holding moderate potential for both summer roosting and hibernating bats. During these surveys, the structure was not observed being utilised as a roost by bats, although there was foraging and activity around the Bridge. This data is valid to inform any works that commence prior to mid-April 2021.
- No records of INNS within proximity to structure (data collected in July 2019).
- Up to date aquatic ecology data is available.

In addition, the following surveys have / will be undertaken prior to construction:

- PRA of trees within 30m of the proposed works location (undertaken July 2020)
- Two bat Winter Hibernation Inspections (WHIs) (first undertaken 14th December 2020 and the other scheduled 12th January 2021)

The east bank of the River Tummel under the A9 structure comprises a scour protection system with stones and pebbles held in place by a metal mesh. A row of gabion baskets lines the eastern bank of the watercourse within proximity to the structure. Ephemeral vegetation, consisting of mostly grasses are found along this area, with this habitat being likely to become occasionally flooded by the River Tummel. Two farm tracks and local authority road (slip road to the A9) pass under the eastern end of the A9 structure.

The west bank of the River Tummel under the A9 structure is considerably more natural, with riverine deposits of pebbles and cobbles dominating, with ephemeral vegetation noted. Vegetated areas of broadleaf saplings, scrub and neutral semi-improved grassland embankment are present immediately adjacent to the A9 structure.

[5] https://www.meteoblue.com/en/weather/historyclimate/climatemodelled/pitlochry_united-kingdom_2640255 (Accessed 15/12/20)
[6] https://iaqm.co.uk/text/guidance/mineralsguidance_2016.pdf (Accessed 15/12/20)
[7] https://pastmap.org.uk/map (Accessed 13/10/2020)
[8] https://sitelink.nature.scot/map (Accessed 05/12/2019)
[9] https://bsbi.org/maps?taxonid=2cd4p9h.18x#style=N4IgdghgtgpiBcIoE8AEBnGAXLBLMA5uiAL5A (Accessed 15/12/20)

Himalayan balsam was noted on site and was recorded growing throughout the survey area on the east bank. It could also be seen growing on the west bank, but primarily upstream of the bridge. It is considered likely that the riverbanks and farm access track under the A9 Tummel Bridge will be contaminated with seeds.

Ground based Preliminary Roost Assessments (PRA) were undertaken in July 2020 on trees within 30m of the proposed scheme. No trees within 30m of the proposed scheme were identified as having bat roost potential. Although the trees on the west side bank of the River Tummel were inaccessible for full survey, these comprised immature scattered broadleaf trees and; therefore, provided limited potential for bats within the disturbance buffer of the proposed works.

An at-height WHI was undertaken on the 14th of December to inspect for the presence of hibernating bats within the structure. Limited Potential Roost Features were noted within the structure, with no evidence of bats noted. A second WHI will be conducted prior to works commencing.

LANDSCAPE:
The proposed scheme is located within the Lower Upland Glens Landscape Character Type 372, which has the following key characteristics[10]:

- Lower sections of the principal glens north of the Highland Boundary Fault.
- Larger scale landscapes than the mid and upper reaches of these glen, which are generally wider with broader floodplains.
- Combinations of upland and lowland attributes, with evidence of glaciation, but lacking many of the classic glacial features, such as corries, hanging valleys and misfit rivers, found higher up.
- Broad floodplains, often with meandering rivers, interspersed with narrower, gorge-like sections where harder rocks cross the glens.
- The most settled parts of the glens, with transport corridors housing main roads and railways, large towns, castles, fortified manor houses, historic estates and estate villages.
- Modern expansion of larger settlements, with pockets of smaller housing development out of the main settlements.
- Fertile farmland on valley floor and valley slopes with large fields separated by hedgerows with tree lines, woodland belts and post and wire fences.
- Substantial and varied woodland cover – broadleaf woodlands clothing steeper slopes, around estate properties and along rivers, with conifer forests on valley sides and associated with estates.
- Influence of large estates, castles and Victorian development, with their historic buildings and parkland.
- Corridor views along the valley.

The A9 carriageway and its associated infrastructure, as well as the River Tummel, form dominant features within the local landscape. The town of Pitlochry dominates the local landscape to the north of the scheme.

NOISE:
There are no designated CNMAs or CQAs within proximity to the works location[11]. There are no sensitive receptors located within 200m of the scheme extents. The nearest sensitive receptors are listed in the Air and Climate Section. The scheme is located within a rural landscape where vehicular traffic travelling along the A9 is anticipated to be the dominant source of noise emissions.

POPULATION AND HUMAN HEALTH:
The scheme is located just south of the town of Pitlochry. Land around the scheme is dominated by the River Tummel and a mix of arable and pastoral farmland. Land in the wider landscape is a mix of farmland on the valley floor with mixed woodland on the higher slopes, as well as developed land in the town of Pitlochry itself[12].
Built environment within the scheme extents is confined to the A9 carriageway and its associated infrastructure.

There are a number of residential properties within 500m of the proposed scheme, including:

- Wyandotte

[10] https://www.nature.scot/sites/default/files/LCA/LCT%20372%20-%20Lower%20Upland%20Glens%20-%20final%20pdf.pdf
[11] https://noise.environment.gov.scot/pdf/RoundThree/Transportation/Transportation%20CNMA%20Road.pdf (Accessed 13/10/2020)
[12] https://map.environment.gov.scot/sewebmap/?layers=eunisLandCoverScotland&extent=293800,755680,296689,757531 (Accessed 13/10/2020)

- Mains of Dunfallandy
- Dunfallandy Cottage
- Dunfallandy Home Farm
- The Bungalow
- Middlehaugh of Dalshian
- Acorn Bank Cottage
- Stiomrabhagh
- Grianach
- Donavourd Lodge

There are a number of businesses which offer accommodation within 500m of the proposed scheme, including:

- Dalshian Guest House
- Dalshian Chalets
- West Haugh Bed & Breakfast
- West Haugh Farm House

No community land or assets are within 500m of the proposed scheme.

There is one planning application (20/01530/LAW) located in proximity to the works, approximately 400m west of the proposed scheme[13].

No National Cycle Network (NCN) routes[14] or Core Paths[15] are located along the A9 within the scheme extents. National Cycle Network Route 7 is located approximately 500m west of the scheme extents. No access to any sites is provided by the A9 within the scheme extents.

TRAFFIC:
The A9 is a vital route that runs south to north in the centre of Scotland, linking Stirling, Perth, Inverness, and Thurso. The A9 within the scheme extents is a single carriageway with the national speed limit in place. The nearest traffic count point (CP ID: 722) is located approximately 1km southeast of the scheme location and records an AADF of 14012 with a HGV percentage of 9%[16].

WATER:
The River Tummel (ID: 6828), which forms part of the River Tay catchment, is channelled under the A9 within the scheme extents and was classified by SEPA in 2018 as being in 'Good' condition[17]. The scheme is located within the Killin, Aberfeldy, and Angus Glens groundwater waterbody (ID: 150699) which SEPA classified as being in 'Good' condition in 2018[18] and is also a designated Drinking Water Protected Area (Ground)[19]. The scheme is also located within the Tummel and Tay Sand and Gravel groundwater waterbody which SEPA classified as being in 'Good' condition in 2018[11].

GEOLOGY AND SOILS:
Local geology across the scheme extents[20] consists of metamorphic bedrock, predominantly psammite and semipelite from the Southern Highland Group. Superficial deposits consist of alluvium of clay, silt, sand, and gravel from the Quaternary period. Local soils are composed of humus-iron podzols with a parent material of fluvioglacial and raised

[13] https://planningapps.pkc.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QILXMFMKFXE00
[14] https://osmaps.ordnancesurvey.co.uk/ncn/56.69025,-3.71365,16 (Accessed 13/10/2020)
[15] https://www.pkc.gov.uk/article/15439/Core-Paths-Plan-interactive-map (Accessed 13/10/2020)
[16] https://dft-statistics.s3.amazonaws.com/road-traffic/downloads/aadf/local_authority_id/dft_aadf_local_authority_id_31.csv (Accessed 13/10/2020)
[17] https://www.sepa.org.uk/data-visualisation/water-classification-hub/ (Accessed 13/10/2020)
[18] https://www.sepa.org.uk/data-visualisation/water-classification-hub/ (Accessed 13/10/2020)
[19] https://map.environment.gov.scot/sewebmap/?layers=drinkingWaterProtectedAreasGround&extent=252064,725593,344535,784832 (Accessed 13/10/2020)
[20] http://mapapps.bgs.ac.uk/geologyofbritain/home.html (Accessed 28/10/2019)

beach sands and gravels derived from acid rocks[21]. No LGD sites (previously known as RIGS)[22] or GCRS[23] are present within proximity to the scheme location.

MATERIAL ASSETS AND WASTE:
Waste materials from the project will comprise old paint removed from the structure by grit-blasting and the grit utilised for grit blasting. New materials will consist of paint and priming materials.

All wastes will be disposed of to a licensed waste facility by a licensed waste carrier with the appropriate waste transfer notes in place.

[21] http://map.environment.gov.scot/Soil_maps/?layer=1# (Accessed 28/10/2019)
[22] https://www.google.com/maps/d/u/0/viewer?mid=1HfclRWcITRxXUZWNARManl-PUhE&ll=56.68471362367257%2C-3.682959232272154&z=13 (Accessed 13/10/2020)
[23] https://map.environment.gov.scot/sewebmap/?layers=geologicalConservationReviewSites&extent=292672,754536,298404,758208 (Accessed 13/10/2020)

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Description of the main environmental impacts of the project and proposed mitigation:

As a result of a desktop study and site visit, issues requiring consideration have been identified and potential effects, their magnitude and overall significance (based on the sensitivity of receptor) have then been considered. Effects have been split into construction and operational effects and the magnitude of effect is based on consideration of mitigation measures noted in Table 1: Environmental Impacts and Proposed Mitigation Summary.

Headings below have been set out to follow DMRB chapters for environmental assessment and do not reflect a ranking of impact severity. 'Disruption due to construction' and impacts on 'policies and plans' are covered within each environmental topic heading, where applicable. Unless otherwise stated, the study area considered for the assessment of potential impacts extends 200m in each direction from the centre of the road.

AIR AND CLIMATE:

Construction activities undertaken on-site carry the potential to cause local air quality impacts through the production of dust and particulate matter, as well as through the increase of emissions from plant and construction vehicles. Given the nature and rural location of the proposed works, impacts to local air quality levels throughout the construction period are assessed to be negligible adverse in magnitude. Upon completion of the project no residual impacts are anticipated to local air quality.

Mitigation proposed:

- All plant, machinery and vehicles associated with the scheme must be maintained to the appropriate standards and must switch off their engines when not in use;
- The works to the bridge will be fully encapsulated, preventing dust and particulate matter from entering the wider environment; and,
- Material stockpiles will be reduced as much as is reasonably practicable.

CULTURAL HERITAGE:

All construction activities will be restricted to the existing A9 bridge footprint and associated verges, where no features of cultural heritage have been identified within a 300m radius of the works. As such, it has been assessed that the works carry a negligible adverse risk to disturb, damage or otherwise modify the features of cultural heritage identified by this assessment, or any previously undiscovered items of cultural interest. Upon completion of the work, no residual impacts are anticipated.

Mitigation proposed:

- People, plant and materials should, as much as is reasonably practicable, only be present on areas of made/engineered ground, i.e. the A9 carriageway, laybys, etc;
- The site compound will be located immediately adjacent to the A9 Tummel bridge and will have designated access routes for vehicles and operatives on foot; and,
- Should any unexpected archaeological evidence be discovered by the works, construction activities in the vicinity should halt and the BEAR Scotland Environment Team should be contacted.

BIODIVERSITY:

Construction activities will be required to be undertaken within close proximity to a number of features of potential ecological value, i.e. the River Tummel which forms part of a SAC, and the bridge itself which may have potential for roosting bats.

A Habitats Regulations Appraisal (HRA) has been undertaken to determine if the proposed works have the potential to produce likely significant effects (LSE) on SAC qualifying species. The results of this have been captured in a Statement to Inform an Appropriate Assessment (SIAA). The SIAA has concluded that the proposed scheme will have no LSE on the qualifying features and site integrity of the River Tay SAC. The conclusions of this SIAA have been agreed with NatureScot and signed off by Transport Scotland as the Competent Authority.

There is suitable habitat for nesting birds on site, however works are planned to commence out with the breeding bird season. It should be noted however, that nests can be built all year round and that the nesting season can vary between species. Nests are still protected if in use outside of the nesting season. With mitigation measures in place, as detailed below, no significant impacts on breeding birds are anticipated as a result of the works.

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Although most work activities will be undertaken from the fully encapsulated scaffold, a site compound will be required on land below / adjacent to the A9 Tummel bridge. The site compound and access routes will be designed to avoid known areas of Himalayan balsam growth on-site. Strict site hygiene measures will also be employed with a view to negating the potential spread on INNS as a result of the works. As such, the potential for works to result in the spread of INNS has been assessed to be negligible adverse in magnitude.

As all construction works above the River Tummel will be undertaken within a fully encapsulated scaffold and do not require any access to the watercourse itself, no change is anticipated to the aquatic ecology of the River Tummel.

The bridge has been assessed as affording holding moderate potential for both summer roosting and hibernating bats. No surveys to date have identified the bridge as being an active bat roost and upon completion of the encapsulated scaffolding, the structure will be fully excluded for bats. As such, no impacts to bats are anticipated as a result of the works, no further bat surveys will be required during the works and no consenting from NatureScot is required.

Mitigation proposed:

- The site supervisor will brief all site personnel as part of the induction process with regard to the potential presence of protected species, the mitigation measures and their legal obligations;
- Toolbox Talks will be given to all site personnel prior to any works commencing with regard to all protected species which are known to be, or could be, present on site, and any mitigation in place to prevent disturbance;
- The bridge will be fully encapsulated during all construction activities. Regular checks of the encapsulation will be undertaken to ensure that is appropriate and functioning as designed;
- If a bat is identified in the remaining WHI to be undertaken in January 2021, then works will not proceed until legally permitted to and any necessary permissions are sought from NatureScot;
- A 'soft start' to works shall be implemented at the start of each day. This involves checking under/around vehicles and the immediate work area and then switching on vehicles prior to works commencing to avoid a sudden increase in noise;
- Should a protected species be noted during construction, works should temporarily halt until such a time as the species has sufficiently moved on. Any sightings of protected species should be reported to BEAR Scotland's Environmental Team;
- Construction compounds, storage areas, temporary access tracks etc. will be at least 10m from watercourse banks and will not be located within areas of noted Himalayan balsam growth;
- Excavations, entrances to pipes/drains, or storage containers will be covered over and/or sealed off when not in use and/or at the end of each shift, and following completion of works, to prevent wildlife and members of the public falling into them and becoming trapped or injured;
- If any active nests are observed on site the steps outlined in the Toolbox Talk should be followed;
- Where feasible, no works will take place during the hours of darkness;
- Artificial light will be avoided where possible. If artificial lighting is required, all lighting is to be angled away from the trees;
- It is anticipated that no vegetation clearance will be required; and,
- There will be no tracking of vehicles on the verges.

LANDSCAPE:

Construction activities undertaken on-site will result in a temporary impact to views of and from the A9, due to the presence of scaffolding, plant and personnel. Considering the duration of works (approximately 6 months), temporary impacts to the local landscape have been assessed as being minor adverse in magnitude. Due to the nature of the works, i.e. repainting of the structure, a negligible beneficial residual impact to the local landscape will occur as a result of the scheme.

Mitigation proposed:

- The site should be clean and tidy at all times, with materials and wastes appropriately stored.
- The structure will be repainted in line with its existing design.

NOISE:

Taking account of the limited scale and scope, as well as the programming of the works (predominantly daytime works) and best practice measures that will be implemented throughout the construction period, the impact to noise and or vibration as a result of the scheme has been assessed as being negligible adverse in magnitude. Limited night-time working will be required to mobilise and de-mobilise the site compound, however when assessing their scale, scope and limited duration, these night works are not anticipated to result in any noise disruption to local residents. Upon completion of the works, no residual impacts are anticipated.

Mitigation proposed:

- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum;
- On-site construction tasks should be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors;
- 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 should be utilised during construction; and,
- If night working is required, as far as is practicable, noise heavy activities should be undertaken as early as possible in the shift i.e. before 23:00.

POPULATION AND HUMAN HEALTH:
All construction activities will be contained to the existing A9 structure and will not result in the footprint of the carriageway increasing. As such, it has been assessed that there will be no impact to private property, businesses and planning applications as a result of the scheme.

For the entirety of the construction period, the A9 carriageway will remain fully operational. The northbound A9 off-slip will be subject to a lane closure and be reduced to a single lane. During mobilisation and de-mobilisation of the site compound, the A9 northbound off-slip will undergo night-time closure (limited to a few nights). Taking account of the above planned traffic management, the impacts to PCEC are assessed as being negligible adverse during construction, with no residual impact upon completion of works.

Mitigation proposed:

- If and when required, traffic management will be appropriately designed in line with best practice for the safe provision of non-motorised users, of all abilities, past the proposed works.

TRAFFIC:
For the entirety of the construction period, the A9 carriageway will remain fully open and operational. The northbound A9 off-slip will be subject to a lane closure and be reduced to a single lane throughout the works period. During mobilisation and de-mobilisation of the site compound, the A9 northbound off-slip will undergo night-time closure (limited to a few nights). Taking account of the above planned traffic management, the impacts to traffic are assessed as being negligible adverse during construction, with no residual impact upon completion of works.

Mitigation proposed:

- If and when required, traffic management will be designed in accordance with Volume 8, Chapter 4 of the Design Manual for Roads and Bridges; and,
- Any changes to the proposed programme of construction should be appropriately advertised via the Traffic Scotland website.

WATER:
If construction activities are not adequately controlled, they could give rise to fine sediments / particulate matter which could fall directly into the watercourse below the works area or in the event of rainfall, could be mobilised in surface water. If allowed to enter local watercourses unchecked, fine sediments / particulate matter can be detrimental to water quality and overall ecosystem function. Furthermore, there is a potential risk for spills, leaks, or seepage of fuels and oils associated with plant to escape and reach local watercourses if not controlled.

As all works will be undertaken within a fully encapsulated scaffold, as well as following standard best practice measures such as SEPAs GPPs, the risk to the local water environment has been assessed as being minor adverse, with no residual impact anticipated.

Mitigation proposed:

- The bridge will be fully encapsulated during all construction activities. Regular checks of the encapsulation will be undertaken to ensure that is appropriate and functioning as designed.
- Best practice construction methods will be used throughout the duration of the works (following appropriate GPPs from SEPA).
- A spillage control procedure must be in place and all staff should be trained on how to deal with spillages;
- Suitable spill kits must be present on site and staff should know how and when to use them;
- Storage of Control of Substances Hazardous to Health (COSHH) material, oil and fuel containers should, where possible, be distanced more than 10m away from any watercourses;
- If required, a designated refuelling area must be identified. Fuel bowsers should be stored on an impermeable area and be fully bunded. Where possible, this should ideally be distanced more than 10m from any watercourses;
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and must have bunding with a capacity of 110%. If these are not bunded then drip trays should also be supplied beneath the equipment with a capacity of 110%;
- During refuelling of smaller mobile plant, a funnel must be used, and drip trays must be in place. Care must be taken to reduce the chance of spillages. Spill kits must be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill must be removed, double bagged and taken off site as special contaminated waste;
- All spills must be logged and reported. In the event of any spills into the water environment, all works MUST STOP, and the incident be reported to the project manager and the BEAR Scotland Environment Team. SEPA must be informed of any such incident as soon as possible and within 24 hours at the latest; and,
- All plant and equipment must be regularly inspected for any signs of damage and leaks. A checklist must be present to make sure that the checks have been carried out.

GEOLOGY AND SOILS:

All construction work will take place on the engineered structure of the bridge. Scaffolding access points will be footed on land immediately adjacent to the existing road bridge. The site compound will be located adjacent to the existing A9, however will be small in scale and located within an area utilised for agriculture. As such, it has been assessed that there the impact to the soil during the construction phase will be negligible adverse. No residual impact on geology or soils is anticipated upon completion of works.

Mitigation proposed:

- Upon completion of the works, any damage to the local landscape, i.e. damage to grass verges / adjacent land, should be reinstated as much as is practicable.

MATERIAL ASSETS AND WASTE:

There is potential for temporary impacts on the environment during construction due to waste, materials, and use of natural resources. Waste materials generated from the grit blasting works (e.g. old paint and grit) will be removed from the working area by vacuum extractors and piped into an enclosed skip. Upon completion of the works, the working area must be cleaned and the encapsulation material (e.g. plastic sheeting) must be dismantled and folded in such a way as to contain any trace of remaining debris before removal from site. Provided the following mitigation measures are adhered to during the works, impacts on the environment from waste, materials, and use of natural resources during construction are not anticipated to be significant:

- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- The working area on the bridge must be fully and effectively encapsulated with frequent checks (at least daily) of the containment system and completion of a sign-off permit prior to each period of grit-blasting.

- Encapsulation must include installation of extraction equipment with dust filters to create negative air pressure within the encapsulated area and vacuum extractors to pipe out waste (e.g. grit and old paint) into an enclosed skip.
- Upon completion of the works, the working area must be cleaned and the encapsulated material (e.g. plastic sheeting) must be dismantled and folded in such a way as to contain any trace of remaining debris before removal from site.
- 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). The subcontractor must also complete the subcontractor's waste return spreadsheet.
- Staff to be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Waste types and quantities must be recorded, including quantities recycled and re-used, and reported back to BEAR Scotland in order to populate BEAR Scotland's Waste Management Systems.
- All wastes and unused materials must be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier must have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as practicably feasible.

With the above mitigation measures in place, impacts due to waste are not expected to be significant during the construction phase. No impacts due to waste are expected during the operational phase.

CUMULATIVE EFFECTS:
No other projects are planned by BEAR Scotland within proximity to the proposed package of works. Only one planning application was located within proximity to the proposed works location, which consisted of proposed alterations to dwelling houses in the Dalshian area approx. 400m west of the bridge. As such, it has been assessed that no cumulative impacts are expected as a result of other developments within the local area.

The proposed package of like-for-like maintenance works will improve the condition of the bridge and protect against future deterioration of the structure. Consequently, carrying out these maintenance works now will reduce the risk that additional major refurbishment works will be required in the future. This in turn will reduce the amount of work required at this location. Therefore, it is not expected that the works will contribute to long-term significant cumulative effects on the environment in the vicinity of the A9 Tummel Bridge.

Extent of EIA work undertaken and details of consultation:

The following environmental parameters have been considered within this Record of Determination:

- Air and Climate
- Cultural Heritage
- Biodiversity
- Landscape
- Noise
- Population and Human Health
- Traffic
- Water
- Geology and soils
- Material Assets & Wastes
- Cumulative Effects

With the exception of the SIAA which has been detailed within this document, no further consultation has been undertaken. Details of the SIAA consultation can be found within the final version of that document.

Transport Scotland
Trunk Road and Bus Operations

Document:

Statement of case in support of a Determination that a formal EIA and Environmental Statement is not required:

This is a relevant project falling within Annex II that:

- has connectivity to a 'sensitive area'.

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 EIA (Scotland) Regulations 1999 as amended. Screening using Annex III criteria, reference to consultations undertaken, and review of available information has not identified the need for a full EIA.

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

Characteristics of the scheme:

- The total working area will be less than 1ha;
- The works will be temporary and will be completed within 6 months; and,
- The works are like-for-like maintenance that will not damage, modify or alter the character or footprint of A9 Tummel Bridge.

Location of the scheme:

- At the A9 bridge over the River Tummel near Pitlochry;
- An SIAA has ruled out LSE on the designated watercourse below;
- Land use will not change as a result of the works;
- The scheme is not located within a densely populated area; and,
- The scheme is not located within any areas designated for landscape interests.

Characteristics of potential impacts of the scheme:

- Increases in traffic volume or changes in noise levels generated from traffic are not anticipated as part of the proposed works; and,
- Potential construction effects on local air quality, ecology, water quality, land use and landscape, and noise and vibration will be minimised through best practice working procedures and implementation of appropriate mitigation.

File references of supporting documentation:

- F109 Environmental Screening
- SIAA A9 Tummel Bridge