



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A9 North of Kindallachan

Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on the A9 trunk road at North of Kindallachan. The works will consist of carriageway resurfacing and reinstatement of road markings for a length of 1.28km (approximately 1.13ha).

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site
- Mill out old surface course
- Lay new surface course
- Roll surface and allow it to go off
- Mark out lining schedule on site
- Remove TM and open road
- Lining/studding may be carried out at a later date under mobile TM or lane closures

The works are currently programmed to be completed within the 2022/2023 financial year (January 2023 to March 2023 inclusive). However, works may be delayed into the 2023/2024 financial year (April to January 2024 inclusive). Works are expected to be completed over five nights by utilising a night-time working pattern. Traffic management (TM) is currently anticipated to consist of lane closure with 10mph convoy working. However, if the programme changes, this may result in amendments to the exact TM requirements. Where required, alternative pedestrian routes will be included in the TM setup.

Location

The scheme is located on the A9 trunk road in the Perth and Kinross Council region, 1.1km south of Logierait (Figure 1).



Figure 1. Location and scheme extent of the proposed resurfacing works at A9 North of Kindallachan. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 21/NW/0319/026).

Description of local environment

Air quality

The scheme is not located within any Air Quality Management Area (AQMA) and no air quality monitoring stations are located in the vicinity of works ([Air Quality Scotland](#)). The nearest air quality monitoring site to the scheme is located in Perth, approximately 32km east of the scheme ([Air Quality Scotland](#)). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Perth due to the remote nature of the scheme location.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases within 1km of the scheme.

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A9 trunk road. The Highland Main Line railway line (with associated land) forms a corridor to the west of the A9 throughout the scheme extent (60m at its nearest point). Occasional train movement will therefore also have an impact. However, it is likely that train movements will be infrequent.

Cultural heritage

According to Historic Environment Scotland's PastMap ([PastMap](#)), two Scheduled Monuments and three Listed Buildings lie within 300m of the scheme extents. There is no connectivity between the scheme and Scheduled Monuments or Listed Buildings, e.g., the nearest of these, Scheduled Monument 'Westhaugh of Tulliemet, Cross Slab 180m SE of' (SM1628) lies out of the trunk road boundary, 10m southwest of the scheme.

Of lesser cultural heritage value, eighteen Historic Environment Records (HERs) and twelve Canmore National Records (CNRs) lie within 300 m of the scheme extents. Numerous HERs pertain to the trunk road within the scheme extents. All works are restricted to the trunk road, with only 'like-for-like' replacement of road surface being undertaken, therefore the works do not include any alterations that would affect the historic and architectural character of this feature. There is no connectivity between the scheme and any remaining features.

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

Landscape and visual effects

The scheme does not lie within an area of land designated as a National Scenic Area (NSA) or National Park (NP) ([SiteLink](#)).

The Landscape Character Type (LCT) within the scheme extent is Lower Upland Glens (no. 372) ([Scottish Landscape Character Types](#)). The Lower Upland Glens LCT is characterised by:

- 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, gorgelike 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.

Land cover in the scheme extent is recorded as a mixture agriculturally improved, re-seeded and heavily fertilised grassland (including sports fields and grass lawns), arable land, market gardens and broadleaved woodland ([Scotland's Environment](#)).

Biodiversity

There are no European sites (Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Ramsar sites), biological Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs) or Local Nature Reserves (LNRs) within 300m of the scheme extents ([SiteLink](#)).

Numerous bird species were recorded on NBN within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected.

The NBN Atlas does not hold records for any invasive non-native species (INNS) of plants or injurious weeds using the same search criteria.

One record of common ragwort (*Jacobaea vulgaris*), an injurious weed, as listed under the Weeds Act 1959, is recorded on Asset management Performance System (AMPS) within the scheme extent during the past ten years.

While AMPS noted injurious weeds within the verges of the scheme extents, all works are restricted to made-ground on the A9 carriageway surface, with only 'like-for-like' replacement of road surface being undertaken. There are also no earthworks associated with the scheme, the scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species.

Swathes of woodland listed on the Ancient Woodland Inventory (AWI) as 'Ancient' (of semi-natural origin) lie within 300m of the scheme ([Scotland's Environment](#)). In

Scotland, Ancient Woodland is defined as land that is currently wooded and has been continually wooded, at least since 1750. Works will be restricted to made-ground of the A9 carriageway surface and will not entail any tree-felling or vegetation clearance. Therefore, no impacts to the AWI woodland are expected.

Habitat in the surrounding area is dominated by agriculturally improved, re-seeded and heavily fertilised grassland (including sports fields and grass lawns), arable land, market gardens and broadleaved woodland ([Scotland's Environment](#)). Freshwater habitat within the area is limited to minor drains and tributaries which lie in proximity to the trunk road. Overall, environment in proximity to the scheme provide habitat for mammal species, such as noted by NBN and breeding birds during the breeding period (March – August inclusive). The River Tay lies beyond 300m of the scheme which provides habitat for variety of aquatic and semi aquatic species, however, due to the distance and intervening railway line it is unlikely that any aquatic or semiaquatic species will be encountered during the works.

Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS) ([SiteLink](#)). There are also no geological SSSIs or Local Geodiversity Sites (LGS) with connectivity to the scheme extents ([SiteLink](#)).

Bedrock within the scheme extents is comprised of Southern Highland Group (psammite and semipelite), which is a metamorphic bedrock formed between 1000 and 499 million years ago ([BGS GeolIndex](#)).

Superficial deposits within the scheme extent are comprised of Alluvium (clay, silt, sand and gravel). Which is a sedimentary superficial deposit formed between 11.8 thousand years ago ([BGS GeolIndex](#)).

The Generalised Soil Type beneath the scheme extents is Mineral podzols ([Scotland's Soils](#)) and the Major Soil Group beneath the scheme extents is Podzols ([Scotland's Soils](#)).

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Materials used will consist of:

- Asphaltic material
- Road-marking paint
- Thermoplastic road marking paint

- Bituminous emulsion bond coat
- Milled in road studs

Wastes are anticipated to be planings from the carriageway surface course, which will be fully recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011 (exemption number WML/XS/2004445). It is not yet known if the works will encounter coal tar contaminated road surfacing.

Noise and vibration

Works are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Area (CQA) ([Scotland's Noise Scotland's Environment](#)).

The night-time modelled noise level (L_{night}), within the scheme extents, ranges between 60 and 65 decibels, with levels dropping to between 55 and 60 decibels at the nearest receptor (residential property) ([Scotland's Noise Scotland's Environment](#)).

Population and human health

The scheme lies within a rural area, 1.1km south of Logierait. Four residential properties and one farmstead lie within 300m of the scheme extents. Residential properties and the farmstead closest to the trunk road have access roads diverging from the scheme extents with the property further afield being accessible via a road outwith the scheme extents. Properties closest to the trunk road have limited screening from the trunk road provided by wooden slat fencing and/or tree shrub belts with the property further afield being screened by woodland.

One Core Path 'Off road route cycle route, Westhaugh of Tulliemet to Kindallachan' (ID: 14752) ([Scotland's Environment](#)) lies along the southbound carriageway of the trunk road within the scheme extents. In addition, at least two laybys lie within the scheme extents.

There are no National Cycle Network (NCN) routes ([OS Maps](#)), or walking routes listed on WalkHighlands ([WalkHighland](#)), located within the scheme extents.

The A9 Trunk Road, within the North West NMC, 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. A national speed limit applies throughout the scheme.

The nearest traffic count point (ID: 30729) on the A9 is located approximately 2.3km south of the scheme ([Road traffic statistics](#)). Vehicle count data taken from this point in 2021 shows an Average Annual Daily Traffic (AADT) count of 11,293 motor vehicles, of which 1414 were heavy goods vehicles ([Road traffic statistics](#)).

Road drainage and the water environment

There are no classified surface waterbodies spanned or culverted beneath the scheme extents ([SEPA water environmental hub](#)).

Numerous small minor unclassified surface waterbodies, considered to be minor drainage channels or tributaries, are culverted within the trunk road and/or lie within 300m of the scheme extents.

The scheme falls within the 'Killin, Aberfeldy and Angus Glens' and 'Tummel and Tay Sand and Gravel' groundwaters which has been classified as 'Good' in 2020 ([SEPA water environmental hub](#)).

There is no risk of river or surface flooding at the scheme extents ([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 CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

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

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- All plant, machinery and vehicles associated with the scheme must be maintained to the appropriate standards and must be switched off when not in use.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as much as 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 should 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.

Cultural heritage

Although there are features of cultural heritage interest within the scheme extent and within 300m of the scheme, construction of the A9 road corridor is likely to have removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area has been assessed to be low. Moreover, all works are restricted to the trunk road, with only 'like-for-like' replacement of road surface material. The following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.

- People, plant, and materials should, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access outwith these areas is required for the safe and effective completion of the scheme, it should be reduced as much as is reasonably practicable and ideally be limited to access on foot. There should be no storage of vehicles, plant, or materials against any buildings, walls or fences.

With the above mitigation measures in place, it is anticipated that any cultural heritage 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. However, proposed works will be restricted to like-for-like resurfacing of the A9 carriageway and will be carried out during daylight hours over 5 nights, and land use will not change as a result of the works. Furthermore, the scheme does not lie within an area of land designated as an NSA or NP. In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site must be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- The working area and site compound location will be appropriately reinstated following works.
- Works are to avoid encroaching on land and areas where work is not required or does not have permission to do so. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape should 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 road resurfacing, 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.

The scheme is not situated within a 'sensitive area' designated for biodiversity features e.g., SAC, SPA, Ramsar, SSSI, etc.

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. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works are to be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works are permitted.
- Site personnel should remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works should temporarily halt until the species has sufficiently moved on. Any sightings of protected species should be reported to the BEAR Scotland Environmental Team.
- Artificial lighting should 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 must 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

Although resurfacing works include milling of the existing carriageway surface, construction activities are restricted to made ground within the carriageway boundary and are not anticipated to have an adverse impact on geology and soils. 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 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) should 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 should be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

There is potential for impacts during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Uncontaminated 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 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 possible.
- All appropriate waste documentation must be present on site and be available for inspection. A copy of the Duty of Care paperwork should be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).

- Re-use and recycling of waste will be encouraged and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g. waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- If the works encounter coal tar, then this will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings ([Coal Tar Guidance](#)). This will include:
 - Coal tar contaminated road planings will be classified as a Special Waste.
 - All waste will be appropriately segregated, with coal tar contaminated planing being kept separate from uncontaminated planings.
 - Coal tar contaminated road planings must be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA must be notified, at least 72 hours before and no longer than one month before, prior to Special Waste leaving site. It must be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes must be retained for a period of three years.
 - Waste must be transported in a safe and secure manner to prevent the release of contaminated material en-route.

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 works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works are anticipated to take place during night-time hours. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- 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.
- For any night works, the Environmental Health Officer (EHO) and local residents will be notified of works and provided with a 24-hour contact number for the BEAR Scotland Control Room.
- On-site construction tasks should be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- For any night works within 300m of residential properties, the noisiest works should be programmed to be completed before 23:00 each night where possible.
- 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.
- 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.
- 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 vehicle noise and delays due to traffic management measures. Local residents will be notified of works via letter drop and 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 short 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:

- Local residents will be notified of the impending works and traffic management arrangements. Information will provide contact details (office phone number and e-mail address) for the Project Engineer as well as a 24-hour contact number for the BEAR Scotland Control Room.
- Any changes of schedule (e.g. change from night-time works to daytime works) must be communicated to local residents throughout the programme.

- Appropriate provisions / measures should be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Access to the Core Path will be maintained at all times, however it is expected that pedestrian footfall will be low during the works.
- Local access to properties within the scheme extents will be maintained during construction.
- 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

During resurfacing 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) 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:

- 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 Site Environmental Management Plan (SEMP) and adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures must 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 must be logged and reported. In the event of any spills into the water environment, all works must stop and the incident must be reported to the project manager and the BEAR Scotland Environmental Team. SEPA must be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- 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.

- Storage of COSHH material, oil and fuel containers should be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area must be identified. Fuel bowzers should be stored on an impermeable area and be fully bunded. This should be distanced more than 10m from any watercourses.
- 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.
- 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%.

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

Climate

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

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

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

Major Accidents and Disasters

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

Works are restricted to the made ground of A9 carriageway and any traffic management will be designed in line with existing guidance. The proposed works are anticipated to last 5 nights. Traffic management will consist of night-time line closures with 10mph convoy working. Where required, alternative pedestrian routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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 of cumulative effects

The proposed works are not anticipated to result in significant environmental effects. A search of the Perth and Kinross Council Planning Portal ([Map Search](#)) identified one planning application of 'a change of use and alterations to agricultural building to form a dwellinghouse' (22/01167/FLL) within 300m of the scheme. Although, the proposed site lies within 300m of the scheme, it is suitably screened via woodland and cannot be accessed from the trunk road at the scheme extents and therefore it is not anticipated that there will be a cumulative impact during the resurfacing works.

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

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1ha.

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

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

Characteristics of the scheme:

- The works will be temporary, localised, and completed during night-time hours, when the traffic count is at its lowest levels.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding 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.
- By removing the carriageway defects this will provide this part of the A9 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.

Location of the scheme:

- The scheme is not located wholly or in part in a 'sensitive area' as defined in the EIA (Scotland) Regulations 1999 (as amended).
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- Any impacts to the local landscape, during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.
- Although swathes of AWI woodland lie within 300m of the scheme, works will be restricted to the A9 carriageway boundary and will not entail any tree felling. Pollution controls will be in place to ensure there is no loss of containment to the local environment. Therefore, the works will not result in any impacts on the AWI woodland.
- The site compound will be located on made ground.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- 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.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

Annex A

“sensitive area” means any of the following:

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



**TRANSPORT
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