



TRANSPORT  
**SCOTLAND**  
CÒMHDHAIL ALBA

# Environmental Impact Assessment Record of Determination

A9 South of Ballinluig Junction  
Southbound (Dual)

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## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A9 carriageway at Ballinluig, south of Pitlochry.

The construction work will involve replacement of surface course over an approximate 445m length of the southbound (SB), and will include areas of partial reconstruction and deeper inlay where required. Depths are still to be confirmed. The scheme covers an approximate area of 1.08ha.

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 first half of the 2023/2024 financial year (April to September 2023 inclusive). Works are expected to be completed over five nights by utilising night-time working hours (19:00 – 07:00); however, changes in the programme may result in the need for day works.

Traffic management (TM) will consist of lane closures, facilitated by temporary traffic lights (TTLs) and a convoy system. 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 works are located on the A9 carriageway at Ballinluig, within the Perth and Kinross Council area (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NN 97700 52515
- Scheme End: NN 98361 517

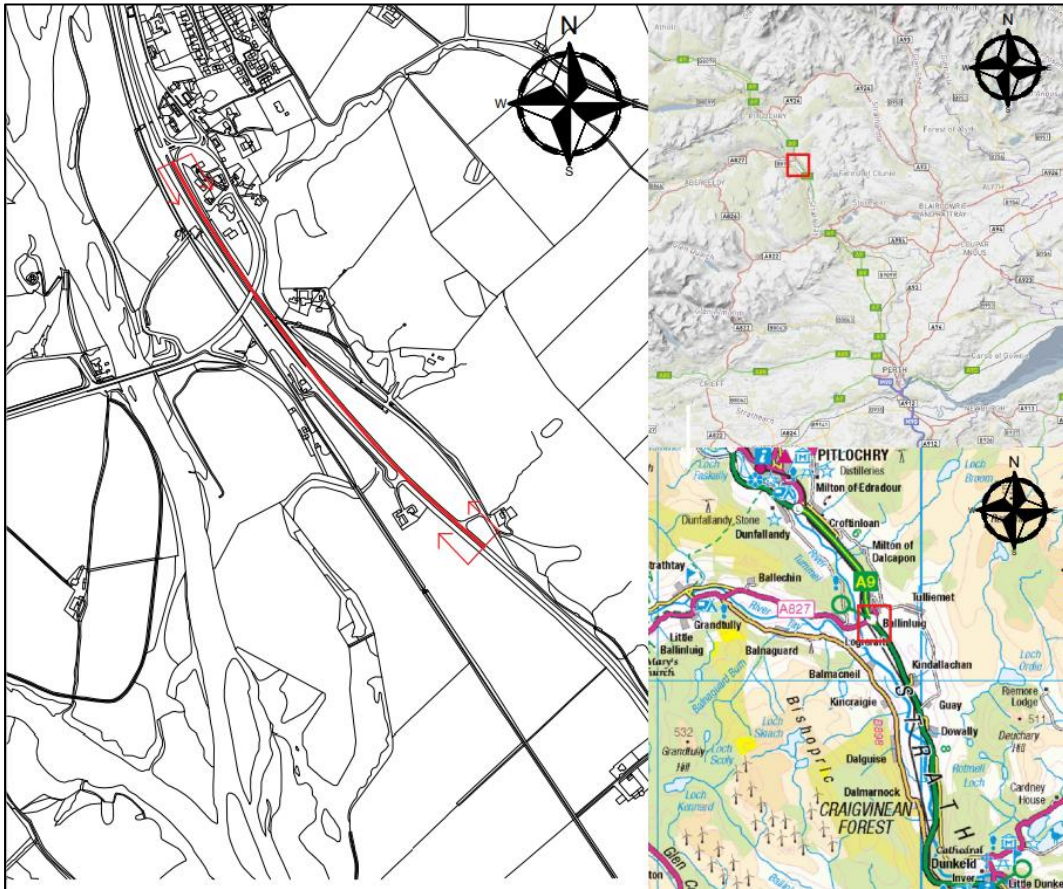


Figure 1. Location and scheme extent of the proposed resurfacing works at A9 South of Ballinluig Junction. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 22/NW/0103/015).

## Description of local environment

### Air quality

The works are located in the rural setting of Perth and Kinross Council, south of Pitlochry. The scheme is surrounded by a combination of woodland and agricultural fields, with several residential and commercial properties located in proximity, within the nearby settlement of Ballinluig. The closest residential property, Farm Cottage, is located approximately 40m from the SB carriageway at the northern scheme extent.

The scheme does not fall within or within proximity to any [Air Quality Management Areas](#) (AQMA) declared by Perth and Kinross Council. No [Air Quality Monitoring Stations](#) are located in the vicinity of works; the nearest air quality monitoring station is located in Perth City Centre, approximately 30km south of the scheme. Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Inverness due to the remote nature of the scheme location.

No sites registered on the [Scottish Pollutant Release Inventory](#) (SPRI) for air pollutant releases are located within proximity of the scheme. The closest SPRI site is located approx. 18km south of the scheme. Details of the site are as follows:

- Perthshire Breeding Farm (Intensive livestock production and aquaculture), which lies within Bankfoot.

[Average Annual Daily Flow](#) (AADF) for the A9 carriageway at Ballyoukan (just south of Pitlochry), accounted for 13,860 vehicles, of which 10.5% were heavy goods vehicles (HGV).

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A9 trunk road.

## Cultural heritage

A desktop study using [PastMap](#) has identified thirteen features listed on the Canmore database, and seventeen features listed on the Historic Environment Record (HER) database within 300m of the works.

There are no Scheduled Monuments, Listed Buildings, World Heritage Sites, Conservation Areas, Garden and Designed Landscapes or Inventory Battlefields identified within 300m of the scheme.

## Landscape and visual effects

The scheme does not fall within any areas designated for landscape value.

The [Landscape Character Type](#) (LCT) within the scheme extent is categorized as 'Lowland Upper Glens' (no. 372), which 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, 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.

Historic Environment Scotland's [HLAMap](#) has highlighted the surrounding landscape to consist of a combination of urban area, plantation woodland, fields, and farmland.

## Biodiversity

The works are located in a semi-rural setting within the Perth and Kinross Council area, surrounded by areas of woodland and agricultural fields. River Tummel flows west of the A9 carriageway scheme for the full scheme extent.

A desktop study using [Nature Scot SiteLink](#) has identified the following designated sites within 2km of the scheme:

- Shingle Islands Site of Special Scientific Interest (SSSI) (Site Code: 1427), located approximately 270m east of the scheme.
- River Tay Special Area of Conservation (SAC) (Site Code: 8366), located approximately 210m west of the scheme.
- Shingle Islands SAC (Site Code: 8375), located approximately 270m east of the scheme.

The NBN Atlas holds records of American Skunk-cabbage (*Lysichiton americanus*), an invasive non-native species (INNS) of plant under the same criteria. Growths of this plant are recorded on the western bank of the River Tummel approximately 800m from the scheme. In addition, Transport Scotland's Asset Management Performance System (AMPS) noted one record of common ragwort (*Jacobaea vulgaris*), an injurious weed, as listed under the Weeds Act 1959, within the scheme extents.

The A9 carriageway at this location is flanked by a combination of agricultural land and woodland (coniferous and broadleaved). The River Tummel flows parallel to the northbound (NB) carriageway for the full scheme extent, at a distance of 215m at its closest point.

There are two areas of woodland listed on the [Ancient Woodland Inventory \(AWI\)](#) within 300m of the scheme; one categorised as Ancient (of semi-natural origin) which is located adjacent to the SB carriageway at the A827 overbridge, and one categorised as Long-Established (of plantation origin), which is located approximately 40m from the SB carriageway at the southern scheme extent.

A desktop study has been deemed sufficient for this assessment, and no ecological surveys have been carried out.

## Geology and soils

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

The [National Soil Map of Scotland](#) has identified the local soil type as humus-iron podzols.

A desktop study using the [British Geological Survey Map](#) identifies the local geology type as the following:

- Bedrock Geology: Southern Highland Group (Psammite and semipelite), which is a metamorphic bedrock.
- Superficial Deposits: Alluvium (Clay, silt, sand and gravel), and River Terrace Deposits (Gravel, sand, silt and clay), both of which are sedimentary superficial deposits.

As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils.

As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

## 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
- 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/2004573).

It is not yet known if the works will encounter coal tar contaminated road surfacing.

## Noise and vibration

The works are located in a semi-rural setting south of Pitlochry, surrounded by woodland, and agricultural fields. The settlement of Ballinluig is located at the northern scheme extent.

Several properties, including both residential and commercial accommodation, are located within 300m of the works, the majority of which fall within the settlement of Ballinluig. A number of properties are scattered throughout the surrounding environment. The closest residential property, Farm Cottage, is located approximately 40m from the southbound carriageway at the northern scheme extent. A number of residential properties in proximity do not feature any form of visual or acoustic screening from the A9 carriageway.

[Average Annual Daily Flow](#) (AADF) for the A9 carriageway at Ballyoukan (just south of Pitlochry), accounted for 13,860 vehicles, of which 10.5% were heavy goods vehicles (HGV). Baseline noise conditions at this location are likely influenced primarily by traffic travelling along the A9, and additionally by noise associated with nearby recreational and urban land uses.

The works do not fall within a [Candidate Noise Management Area](#) (CNMA) as defined by the Transportation Noise Action Plan (Road Maps).

Noise modelled data for the A9 carriageway within the scheme extent indicates that the highest noise level is given as between 70 to 75 dB during day, evening and night-time



averages (Lden). The highest noise level during night-time (Lnight) is given as between 60 to 65 dB.

## Population and human health

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.

One [Core Path](#) (ID: 28508) travels above the A9 carriageway within the scheme extent, via the A827 overbridge.

There are pedestrian footways, walking routes listed on [WalkHighlands](#) in proximity to the A9 within the scheme extent, and no routes on the National Cycle Network (NCN) are located within 300m of the scheme.

Popular destinations within the Highlands lie within the wider environment which are accessed via the A9, such as Pitlochry to the north and Aberfeldy to the west. Therefore, the area is likely to attract tourists and outdoor recreationists.

## Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA) [River Basin Management Plan Interactive Map](#) has identified River Tummel (Loch Faskallay to River Tay) (ID: 6828), which lies to the west of the A9 carriageway throughout the scheme extent (215m at its nearest point). River Tummel is approximately 9.2km in length, and has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having an overall status of 'Good ecological potential', with an overall ecology status of 'Poor'

River Tummel outflows into River Tay (River Tummel to River Isla Confluences) (ID: 6499) approximately 800m southwest of the scheme. This watercourse is 30.3km in length and has been classified by SEPA under the WFD in 2020 as having an overall status of 'Poor ecological potential', with an overall ecology status of 'Bad'.

Three minor watercourses/field drains are culverted below the A9 carriageway within the scheme extent. These watercourses are unclassified by SEPA.

The scheme falls within the 'Kinlochleven' groundwater body which was classified by [SEPA](#) in 2021 as having an overall status of 'Good'.

[SEPA Flood Map](#) has highlighted areas of the A9 carriageway within scheme extents as being at high risk of surface water flooding (10% chance of flooding each year), and at medium risk of river water flooding (0.5% chance of flooding each year).

## Climate

[The Climate Change \(Scotland\) Act](#) sets out the target and vision set by the Scottish Government for tackling and responding to climate change. 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.

The Scottish Government has since published its indicative [Nationally Determined Contribution](#) (iNDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (GHG) by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce 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, this commitment is being enacted through the [Mission Zero for Transport](#). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

## Policies and plans

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

## 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 and use of TM may cause dust and particulate matter to be emitted to the atmosphere, and the use of vehicles, plant and generators emitting carbon emissions may temporarily affect air quality and will require the use of finite resources. 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.

- When not in use plant and vehicles will be switched off; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction shall be well maintained in order to minimise emissions, as per manufacturing and legal requirements.
- Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials shall be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains following planing.

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 Record of Determination (RoD).

## Cultural heritage

The proposed works are not anticipated to have an adverse impact on cultural heritage as the works will be restricted to made ground within the A9 carriageway boundary and will involve like-for-like replacement of the road surfacing material. There are no recorded features of cultural heritage within the works footprint. 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 shall, 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 shall be reduced as far as is reasonably practicable and will ideally be limited to access on foot. There shall 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 A9 carriageway and land use will not change as a result of the works. 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 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 will 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 shall 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.

Although the scheme is located within 300m of both River Tay SAC and Shingle Islands SAC, the high-level HRA assessment concluded that the works would not result in any likely significant effects (LSE) upon the qualifying features of these by virtue of the following factors:

- All works are restricted to made-ground within the footprint of the A9 trunk road, with only 'like-for-like' replacement of road surface being undertaken which will not involve any change of the natural landscape or its processes.
- There is no requirement for land take (or resources) or site clearance from within the SAC and no works are required within any part of the SAC.
- The works will not involve any in-stream works or any discharges to the natural water environment, and therefore there will be no change to water quality or impact on qualifying features.
- The location of the work and lack of connectivity to the wider landscape means there are few pathways to disturbance and a highly reduced risk of pollution.
- Works will not promote the known negative pressure on the various designated species.
- Given the highly rural location of the scheme it is anticipated that foraging species would easily avoid the works area if any disturbance was created from noise, as there is an abundance of alternative habitat present in the landscape suitable for foraging.
- 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.

Although the scheme is adjacent to an area of woodland listed on the AWI, 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 impact the adjacent AWI woodland.

Although there are records of INNS and injurious weeds within the surrounding area (and potentially unrecorded instances within the road verges adjacent to the carriageway within the scheme extent), all works are restricted to made ground within the A9 carriageway boundary. Works will entail like-for-like replacement of the road surfacing material and will not include earthworks or vegetation removal. 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 weeds.

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 will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- On site light sources will be kept to a minimum, and only used as required. When in use, any artificial site lighting will be kept directional to the works area as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland, road verges, and waterbodies). When not in use or required, light sources shall be switched off to reduce impact on nocturnal species.
- No tree felling or in-stream works are permitted.
- All construction operatives are to 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.
- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, no works may take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice on additional mitigation measures.
- Site personnel shall remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works shall temporarily halt until the species has

sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.

- Where artificial lighting is required, this shall 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.

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.

## 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 shall 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.
- Road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork shall 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 shall 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](#). 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 will be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA will be notified no less than three working days (72 hours) before and no longer than one month before, prior to Special Waste leaving site. Special Waste will be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes will be retained for a period of three years.



- Waste will 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 shall 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 shall 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 will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

## Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of 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. 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 works to daytime works) must be communicated to local residents throughout the programme.
- Appropriate provisions / measures shall be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the [trafficscotland.org](http://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 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:

- 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 are detailed in the Site Environmental Management Plan (SEMP) and will be adhered to on site.

- 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 shall be logged and reported. In the event of any spills into the water environment, all works will stop and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of COSHH material, oil and fuel containers shall be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area shall be identified. Fuel bowsers shall be stored on an impermeable area and will be fully bunded. This shall be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel shall 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 bunded then drip trays shall 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

Parts of the A9 carriageway within scheme extents are at high risk (10% chance in any year) of surface and river water flooding.

Works are restricted to the made ground of the A9 carriageway and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last five nights. Traffic management will consist of night-time lane road closures, facilitated by temporary traffic lights and a convoy system.

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site.

As the works will be limited to the like-for-like replacement of the carriageway structure, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

## Assessment cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

The [Scottish Road Workers Commission](#) Interactive Map does not highlight any other works in the area at the time of construction.

[Perth and Kinross Council's Planning Application Portal](#) highlights three planning applications within 300m of the scheme, one of which pertains to erection of a dwellinghouse adjacent to the northbound carriageway. If granted, and where construction occurs at the same time as the proposed scheme, there is potential for a combined impact from noise and vehicle traffic. Any combined impact is not considered to be of a significant nature, due to short duration of the proposed scheme.

BEAR's current [Planned Works portal](#) has not highlighted any proposed works during the timescale or location of the proposed works.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing traffic management to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of traffic management, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have 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 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 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) exceed 1 ha.

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:

- Construction activities are restricted to the approximate 1.08ha area of existing carriageway.
- 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.
- One potential instance of in-combination effects has been identified, however combined impact from this is not considered to be significant.
- The risk of major accidents or disasters is considered to be low.

### Location of the scheme:

- The scheme is not situated in whole or in part within a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).
- Although the works are located within 300m of River Tay SAC and Shingle Islands SAC, the high-level HRA concluded that the works would not result in any likely significant effects (LSE) on the qualifying features of these.
- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- 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.
- 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.
- As the works will be limited to the like-for-like replacement of the structural components, 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.
- 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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