



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A9 River Garry NB Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on the A9 between Blair Atholl and Dalwhinnie. The works will consist of carriageway resurfacing and reinstatement of road markings for a length of 1025m (approximately 0.892 ha).

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 (February 2023 to March 2023 inclusive). However, works may be delayed into the first half of the 2023/2024 financial year (April to November 2023 inclusive). Works are expected to be completed over five days during daytime working hours (07:00 – 19:00); however, changes in the programme may result in the need for night works. Traffic management (TM) is currently unconfirmed; however it is anticipated that this will consist of lane closures with convoy. 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 between Blair Atholl and Dalwhinnie, in the Highland Council region (Figure 1).

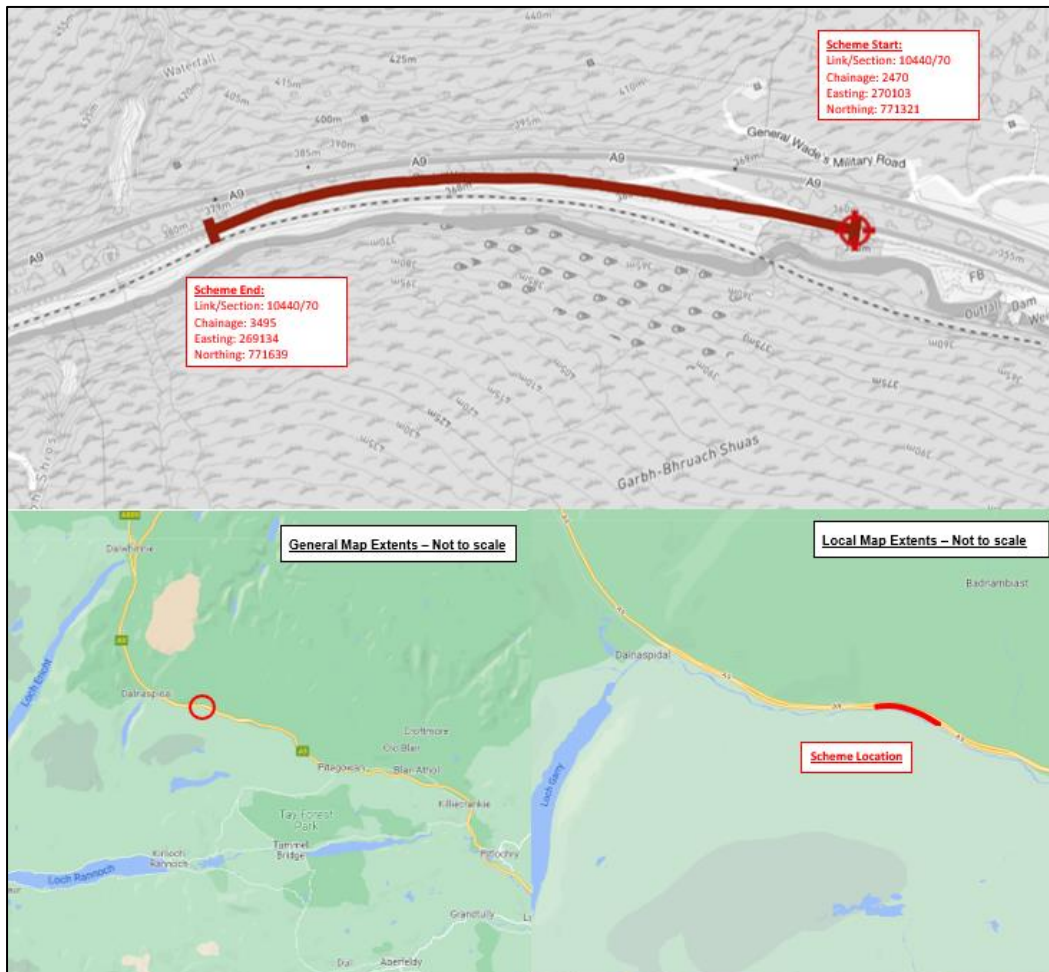


Figure 1. Location and scheme extent of the proposed resurfacing works at A9 River Garry NB. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 22-NW-0103-47).

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 Fort William, approximately 60km west 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 Fort William 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 south of the A9 throughout the scheme extent

(approximately 6m 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](#)), the Scheduled Monument 'The Wade Stone' (SM13727) lies approximately 35m north of the scheme. The Scheduled Monument comprises a 2.4m high stone block which is thought to date back to the early 20th century and is located just north of the A9 southbound carriageway. There are also several features listed on the Historic Environment Record (HER) and Canmore database within 300m of the scheme and within the trunk road boundary. All works are restricted to the northbound carriageway of 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 the Scheduled Monument or any other features ([PastMap](#)).

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

Landscape and visual effects

The scheme is located within the Cairngorms National Park (CNP) ([Sitelink](#)) which has the following special qualities:

1.0 General Qualities

- Magnificent mountains towering over moorland, forest and strath
- Vastness of space, scale and height
- Strong juxtaposition of contrasting landscapes
- A landscape of layers, from inhabited strath to remote, uninhabited upland
- 'The harmony of complicated curves'
- Landscapes both cultural and natural

2.0 The Mountains and Plateaux

- The unifying presence of the central mountains
- An imposing massif of strong dramatic character
- The unique plateaux of vast scale, distinctive landforms and exposed, boulderstrewn high ground

- The surrounding hills
- The drama of deep corries
- Exceptional glacial landforms
- Snowscapes

3.0 Moorlands

- Extensive moorland, linking the farmland, woodland and the high tops
- A patchwork of muirburn

4.0 Glens and Straths

- Steep glens and high passes
- Broad, farmed straths
- Renowned rivers
- Beautiful lochs

5.0 Trees, Woods and Forests

- Dark and venerable pine forest
- Light and airy birch woods
- Parkland and policy woodlands
- Long association with forestry

6.0 Wildlife and Nature

- Dominance of natural landforms
- Extensive tracts of natural vegetation
- Association with iconic animals
- Wild land
- Wildness

7.0 Visual and Sensory Qualities

- Layers of receding ridge lines
- Grand panoramas and framed views
- A landscape of many colours
- Dark skies
- Attractive and contrasting textures
- The dominance of natural sounds

8.0 Culture and History

- Distinctive planned towns
- Vernacular stone buildings
- Dramatic, historical routes
- The wistfulness of abandoned settlements
- Focal cultural landmarks of castles, distilleries and bridges
- The Royal connection

9.0 Recreation

- A landscape of opportunities
- Spirituality

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

- Strong evidence of glacial processes, including steepened sides and level floors, shattered rock faces on higher slopes, hummocks of resistant rock on some glen floors and terraces of glacial deposits at the edges of glen floors
- Often form arrival points into the Cairngorms National Park
- Size varies from large open passes to narrower, more secluded glens
- Enclosed predominantly by steep slopes
- Frequently differing land-use on one side of the glen to the other - linked to aspect
- Improved, grazed fields on glen floors and floodplains
- Mostly settled, some only sparsely, but often extensive evidence of past settlement, including prehistoric hut circles and associated field systems, pre-improvement townships, and seasonal shielings
- Some landmark historic buildings
- Access varies from narrow roads, estate and forestry tracks to main routes, but most have some form of road running through them
- Varied experience when passing through glens from open and expansive to sheltered and secluded.
- Views to adjacent uplands; from which parts of the glens are visible and provide contrast.

The scheme is located on the A9 between Blair Atholl and Dalwhinnie, within the Pass of Drumochter, which are all areas that are popular with tourists and outdoor recreationists. Land use surrounding the scheme is typically dominated by temperate

shrub heathland and Atlantic parkland, with larger areas of montane vegetation and raised and blanket bogs further afield ([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](#)).

The National Biodiversity Network (NBN) Atlas ([NBN Atlas](#)) does not hold records of any protected mammal species within 2km of the scheme during the past ten years. Only records with open-use attributions (OGL, CCO, CC-BY) were included in the search criteria.

The NBN Atlas does not hold any records of bird species 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 also holds no records of invasive non-native species (INNS) of plant or injurious weeds under the same criteria.

Transport Scotland's Asset Management Performance System (AMPS) holds one record of the injurious weed common ragwort (*Jacobaea vulgaris*) within the northbound verge within the scheme extent. AMPS also holds one record of the INNS rhododendron (*Rhododendron ponticum*) approximately 200m north of the scheme.

Habitats either side of the A9 are typically dominated by a combination of temperate shrub heathland and Atlantic parkland. Extensive areas of montane vegetation and raised and blanket bogs lie further afield. These habitats are typically restrictive for protected mammal species. Moreover, taking into account the lack of habitat diversity within the trunk road boundary due to the managed nature of the roadside verge, the high traffic density and fast-flowing traffic, and the proximity of the Highland Mainline Railway line (with associated land), it is considered unlikely that any mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. Considering the nature, duration, size and scale of the scheme, the potential for significant species disturbance within the area of likely construction disturbance is also somewhat diminished.

The River Garry lies to the south of the A9 throughout the scheme extent (approximately 30m at its nearest point) and provides some freshwater habitats in

the area which are suitable for protected species, however the railway line lies between, and restricts connectivity between, the A9 and River Garry. Due to the distance between the scheme and the River Garry, as well as the intervening railway line, it is considered unlikely that any aquatic or semiaquatic species will be encountered during the works.

Geology and soils

Glen Garry geological Site of Special Scientific Interest (SSSI) lies adjacent to the southbound carriageway of the A9 throughout the scheme extent. The SSSI is designated for the geological feature Dalradian and consists of ten different sites between the Pass of Drumochter and Calvine, which contain exposures of metamorphic rocks belonging to the Dalradian Supergroup ([SiteLink](#)). Due to the topography of the land and arrangement of the A9 within the scheme extent, the SSSI boundary is set back at least 25m from the northbound carriageway (where all works will be carried out). Moreover, all works are restricted to the northbound A9 carriageway and will not entail excavation, tree felling, or other works within the SSSI boundary. The qualifying feature of the SSSI is also non-mobile in nature. The Site Management Statement for the Glen Garry SSSI is 'to ensure that the rock exposures throughout the site are maintained in their present exposed and accessible condition'. Due to these reasons, the works are not expected to result in significant impacts on the qualifying features, or the management objectives, of the Glen Garry SSSI.

The A9 Road Cuttings and River Garry Gorge Geological Conservation Review Site (GCRS) encompasses the entirety of the A9 within the scheme extent. The GCRS is notified as an interest feature under the Glen Garry SSSI and therefore has statutory protection ([SiteLink](#)). However, all works are restricted to made-ground within the A9 carriageway boundary, with only 'like-for-like' replacement of road surface being undertaken. Therefore, the works are not expected to result in significant impacts on the qualifying features of the A9 Road Cuttings and River Garry Gorge GCRS

There are no Local Geodiversity Sites (LGS) with connectivity to the scheme extents ([SiteLink](#)).

Bedrock within the scheme extent is comprised of Gaick Psammite Formation (psammite) which is a metamorphic bedrock ([BGS GeoIndex](#)). There are no superficial deposits recorded within the scheme extent, however those nearest to the scheme are comprised of Hummocky (moundy) Glacial Deposits (diamicton, sand and gravel) which are sedimentary deposits ([BGS GeoIndex](#)).

The Generalised Soil Types beneath the scheme extent are recorded as a combination of peaty podzols and mineral podzols ([Scotland's Soils](#)). The Major Soil Groups are peaty gleyed podzols and humus-iron 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
- 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/2004350). 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](#)).

Scotland's strategic noise maps show that day-time noise levels in the vicinity of the trunk road within the scheme extents range between 65 and 70 decibels ([Scotland's Noise Scotland's Environment](#)). There are no residential or commercial receptors within 300m of the scheme. Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A9 trunk road. Occasional train movement associated with the nearby railway line will also have an impact. However, it is likely that train movements will be infrequent.

Population and human health

There are no residential or commercial receptors within 300m of the scheme.

A section of the National Cycle Network (NCN) route 7 runs parallel with the northbound carriageway of the A9 throughout the scheme extent (5m at its nearest point) ([OS Maps](#)). There are no Core Paths ([OS Maps](#)), walking routes listed on WalkHighlands ([WalkHighlands](#)), paved footpaths, bus stops or other pedestrian facilities, along the A9 within the scheme extent.

The A9 Trunk Road, within the North West, 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 and is a dual carriageway throughout the scheme extent. The national speed limit applies throughout the scheme.

The nearest traffic count point (ID: 40725) on the A9 is located approximately 2km east of the scheme ([Road traffic statistics](#)). Vehicle count data taken from this point in 2021 shows an Average Annual Daily Traffic (AADT) count of 8,201 motor vehicles, of which 1,683 were heavy goods vehicles ([Road traffic statistics](#)).

Road drainage and the water environment

There is one unclassified surface waterbody (considered to be a minor tributary or drainage channel) which is culverted beneath the A9 at the southern scheme extent. This unnamed watercourse flows in a southerly direction for approximately 60m before discharging into the River Garry (from Loch Garry to Garry Intake) (ID: 6912).

The River Garry (from Loch Garry to Garry Intake) is a waterbody which has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having 'Poor ecological potential' and has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on water storage for hydroelectricity generation ([SEPA water environment hub](#)).

There may also be roadside drains in the vicinity of the A9 within the scheme extent.

The scheme falls within the 'Rannoch' groundwater body which was classified by SEPA in 2020 as having an overall status of 'Good' and is also a Drinking Water Protected Area (Ground) ([SEPA water classification hub](#)).

The trunk road, within the scheme extents, is not at risk of surface water flooding ([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 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 Record of Determination (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, and no works will take place within the vicinity of the Scheduled Monument. The following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- Site personnel will be made aware of the Scheduled Monument '*The Wade Stone*' (SM13727) which lies approximately 35m north of the scheme (immediately north of the northbound carriageway).

- Works are to avoid encroaching on land in the vicinity of the Scheduled Monument. Furthermore, ancillary plant, vehicles and NRMM must not be stored within 10 m of this feature.
- 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 during daylight hours over five days, and land use will not change as a result of the works. Therefore, the works will not create any significant change to the local landscape, no significant impacts to the Cairngorms National Park are expected, and no consultations are required. 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.

There are no European sites (SPAs, SACs, Ramsar sites), biological SSSIs, NNRs or LNRs within 300m of the scheme extents.

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. It is also considered unlikely that any mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance 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.
- 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 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.
- Where possible, works should be carried out during daylight hours. If artificial lighting is required, it 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.

- Site personnel should remain vigilant for the presence of INNS 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.

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.

Although the scheme lies in proximity to Glen Garry SSSI, the boundary of the SSSI is set back at least 25m from the northbound carriageway (where all works will be carried out). Moreover, all works are restricted to the northbound A9 carriageway and will not entail excavation, tree felling, or other works within the SSSI boundary.

Although the A9 Road Cuttings and River Garry Gorge GCRS encompasses the trunk road within the scheme extent, all works are restricted to made-ground within the A9 carriageway boundary, with only 'like-for-like' replacement of road surface being undertaken. Therefore, the works are not expected to result in significant impacts on the qualifying features of the A9 Road Cuttings and River Garry Gorge GCRS.

With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- Site staff will be made aware of the location of the SSSI and GCRS, and there will be no storage of plant/materials or tracking of vehicles outwith made-ground within these areas.
- 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 works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will take place during daytime working 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.
- 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 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. There are no residential or commercial properties within 300m of the scheme. 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:

- Where possible, works should be carried out during daylight hours.
- 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 NCN route will be maintained at all times.
- 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 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 will be detailed in the 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 bowsers 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 scheme extents, is not at risk of surface 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 5 days. Traffic management will likely consist of consist of lane closures with convoy. 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. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity. A search of the Highland Council Planning Portal ([Map Search](#)) confirmed that there are no planning applications within 300m of the scheme. 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. There are also no local authority road networks in proximity to the 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 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, 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) are situated in whole or part in the Cairngorms National Park, which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (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 total working area is less than 1 ha.
- The works will be temporary, localised and will be completed during daylight hours.

- 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.

Location of the scheme:

- Works will not have a significant impact on the Cairngorms National Park, Glen Garry SSSI, or the A9 Road Cuttings and River Garry Gorge GCRS.
- 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.
- 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.



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