

RECORD OF DETERMINATION

RECORD OF DETERMINATION UNDER SECTION 20C(1) to (4) and SECTION 55A(1) to (4) OF THE ROADS (SCOTLAND) ACT 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017)

A9 Dualling South: Tay Crossing to Ballinluig

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Project details

Description

The A9 Dualling Tay Crossing to Ballinluig project (hereafter referred to as the project) is one of a programme of 11 separate A9 Dualling projects proposed between Perth and Inverness. Dualling the Tay Crossing to Ballinluig section would be achieved principally through the retention of the existing A9 road and the construction of a parallel carriageway, to provide two lanes in each direction for approximately 8.2km, terminating at Ballinluig. Throughout this document, references are made to chainage (shortened to 'ch', for example ch1500), which is a reference to the number of metres from the starting point of the project, from south to north.

The project involves widening of the A9 over two distinct sections:

- The Tie-in to Pass of Birnam to Tay Crossing Section including the A9 Southern Tie-in Interim Roundabout (approximately ch0 to ch700); and
- North of A9 Southern Tie-in Interim Roundabout to the northern tie-in to the existing dual carriageway at Ballinluig (approximately ch700 to ch8200), predominantly comprising southbound widening for approximately 7.5km with a 'best fit' alignment through Dowally.

There are four junctions to be provided, these being the A9 Southern Tie-in Interim Roundabout (ch620); The Dunkeld to Rotmell (C502) Road Junction (ch3220); Guay South Junction (ch4800, northbound side); and Kindallachan Direct Access (ch5790, southbound side). In addition, four at-grade accesses are to be provided as part of the project providing access for Dalmarnock fishings (two accesses), Haugh of Kilmorich and Haugh Cottages/Westhaugh of Tulliemet/House of Bruar.

The project also includes several watercourse crossings via culverts and underbridges, implementation of a new Sustainable Drainage System (SuDS) and new and upgraded local accesses.

An [Environmental Statement](#) and [Made Orders](#) have been published for the project with the Environmental Statement reporting the environmental effects.

This Record of Determination considers supplementary information from Historic Environment Scotland on the location of Ledpettie, Bridge On Disused Section Of Drive To Dunkeld House ([Reference LB5574](#)). This supplementary information now places the bridge within the project and therefore refinement of the Design Manual for Roads and Bridges (DMRB) Stage 3 design assessed in the ES is now necessary to avoid demolition of the Category B listed historic building and reduce impacts on its setting. These design refinements are hereafter referred to as the works.

The works comprise changes to the project design between ch1500 and ch1700 in relation to the:

- southbound verge and earthworks (embankments and cutting);
- upstream channel realignment of a minor watercourse (WF23);
- orientation of a replacement culvert for WF23; and

- realignment of a piped culvert for two minor watercourses (WF21 and WF22) that join with the replacement culvert for WF23.

Location

The project is located between the Tay Crossing and Ballinluig in Perth & Kinross, Scotland. The works are located at the southern extents of the project with the River Tay adjacent to the west of the carriageway and the Dunkeld to Rotmell (C502) Road to the east. The properties of Ledpetty Lodge and Warren Lodge are located south and north of the works respectively. A location map is shown in Image 1.

The project	The works
Start: E = 300496, N = 743973	Start: E = 300457, N = 745448
End: E = 298346, N = 751706	End: E = 300456, N = 745647

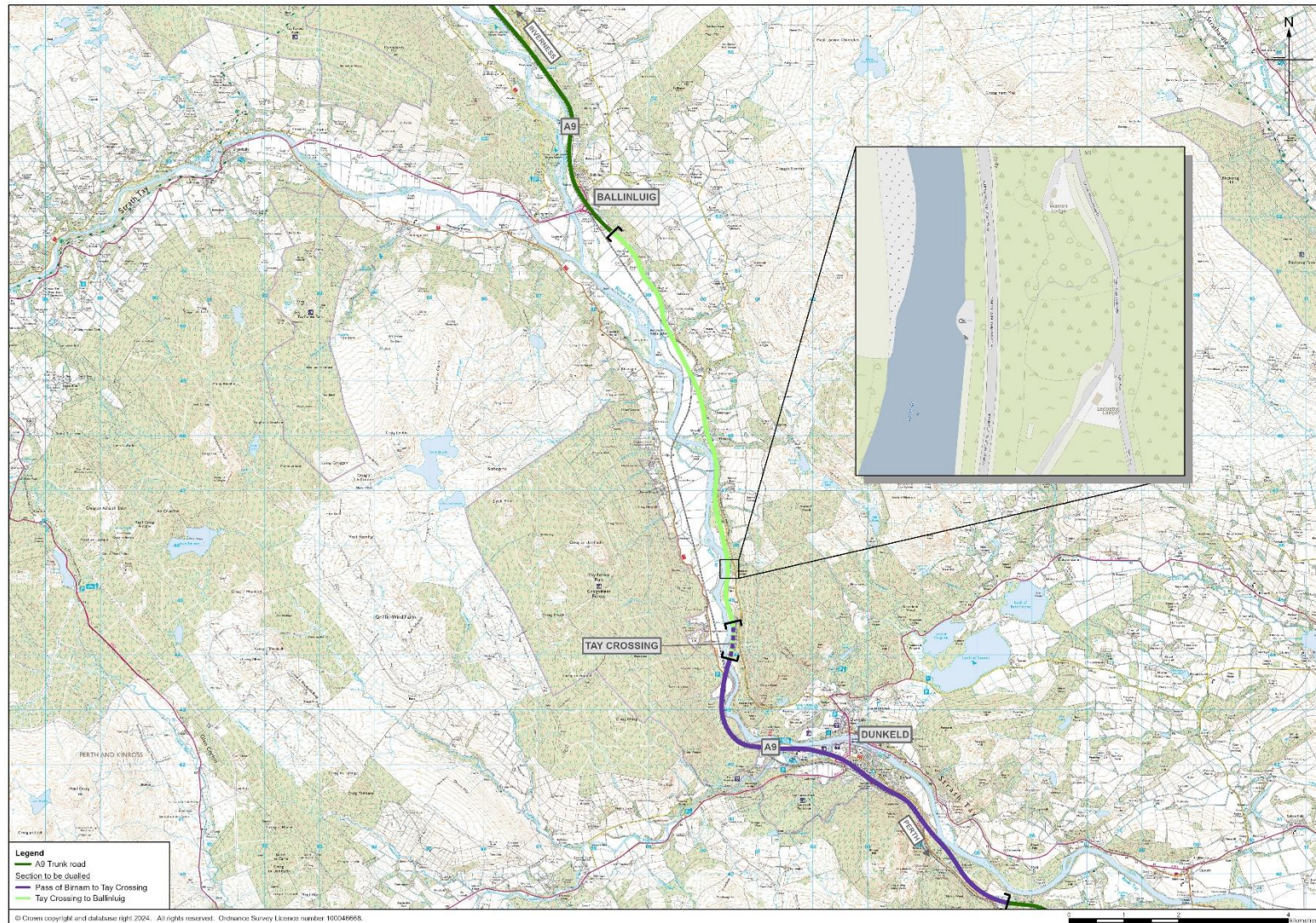


Image 1: A9 Dualling Tay Crossing to Ballinluig project and the works location (inset)

Description of local environment

Supplementary information on cultural heritage

The Geographic Information System (GIS) data supplied by Historic Environment Scotland (HES) at the start of DMRB Stage 3 for the A9 Dualling Tay Crossing to Ballinluig project identified a bridge on the Dunkeld to Rotmell (C502) Road as a Category B listed building known as Ledpettie, Bridge On Disused Section Of Drive To Dunkeld House ([Reference LB5574](#)) and hereafter referred to as LB5574. The listed building description indicated that LB5574 was a military bridge built by General Wade. As the Dunkeld to Rotmell (C502) Road follows the route of General Wade's Military Road, there was a bridge at the location provided by HES, and the National Grid Reference in the listing description was for that bridge, the information was considered accurate.

It was therefore the bridge on Dunkeld to Rotmell (C502) that was assessed as LB5574 in the A9 Dualling Tay Crossing to Ballinluig Environmental Statement (ES), in which it was identified as Ledpettie Wade Bridge (Asset 194). As Asset 194 was located out with the Compulsory Purchase Order (CPO) boundary and the Land Made Available (LMA) for the project no physical impact on it was assessed in the ES. However, a residual impact of Slight significance on the setting of Asset 194 was assessed in the ES.

As part of the preparation for the advance works, GIS information on listed buildings was downloaded from HES' data download site in March 2024. In this downloaded data, LB5574 was no longer shown at the location of Asset 194 but rather at another bridge located within the LMA.

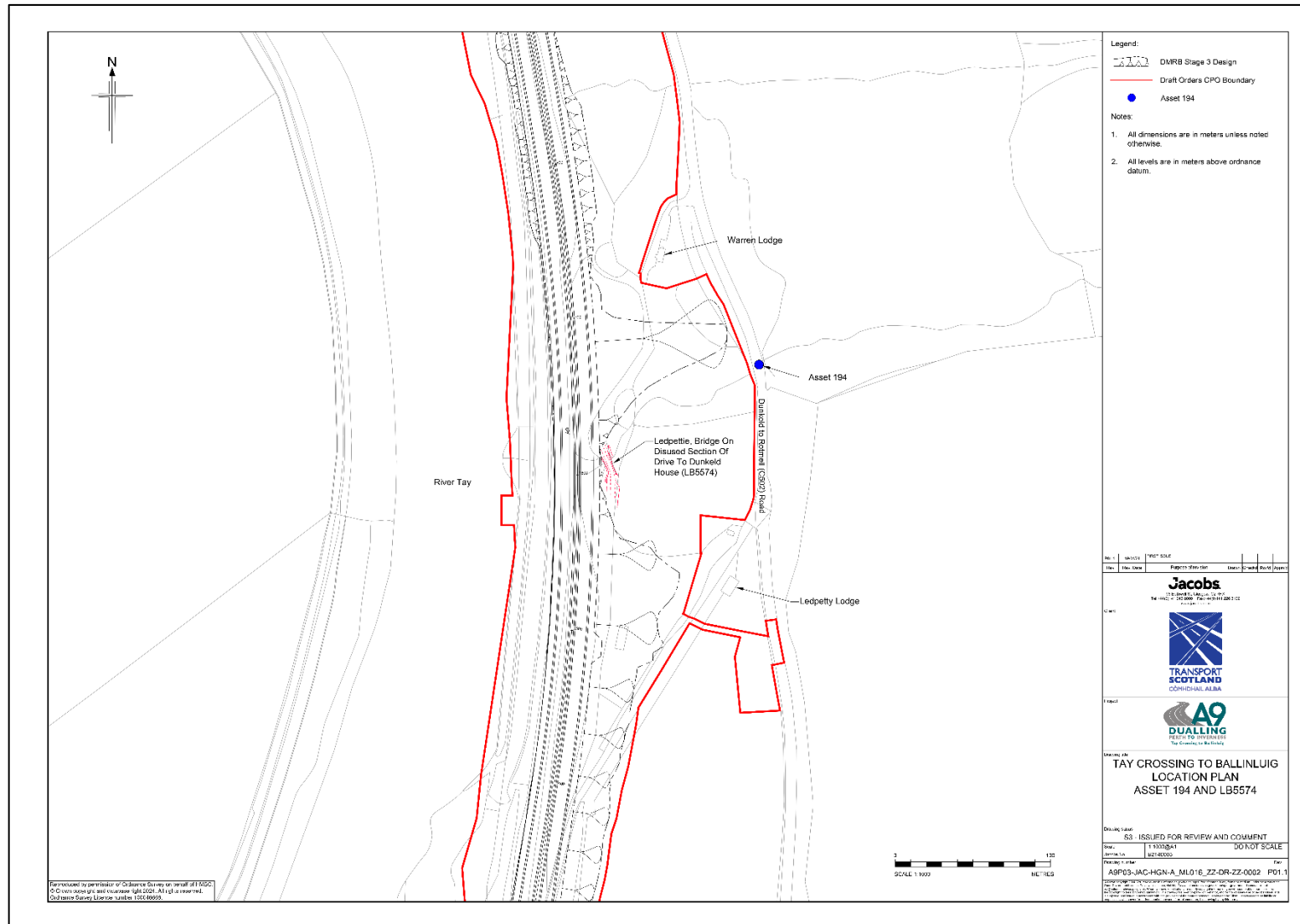
On 12 March 2024 HES confirmed that the revised location of LB5574 was correct. The location had been revised based on information gathered as part of their Highland Perthshire Military Road Heritage Project. The purpose of this HES project was to assess the cultural significance of the remaining roads and bridges that form part of General Wade's Military Road complex.

Figure 1: Location Plan Asset 194 and LB5574 shows the respective locations of the historic building.

The revised location of LB5574 now identifies the potential for the demolition of the listed structure but as the supplementary information on LB5574 only became available after the publication of the ES, this potential impact was not identified or assessed in [Chapter 15](#) (Cultural Heritage) of the published ES.

The loss of the structure was noted in the published ES at [Chapter 12](#) (Ecology and Nature Conservation) where it was identified as a confirmed bat roost structure under the footprint that would not be replaced within the scheme design (refer to Table 12.12: Summary impact assessment for ecological features). Additionally, it was also shown to be lost due to the construction of the southbound carriageway, associated earthworks and provision for a culvert for a minor watercourse (WF23) as detailed in the DMRB Stage 3 design (refer to Figure A11.8.06 in [Appendix A11.8](#) (Watercourse Crossings Report)).

Figure 1: Location Plan Asset 194 and LB5574



Refinement of the DMRB Stage 3 design

The design of the project has progressed from the DMRB Stage 3 Design (as assessed in the ES) to a 'Specimen Design' which will be provided to tendering Contractors during the Procurement phase of the project. As previously described, the DMRB Stage 3 design was found to have resulted in an additional significant residual impact on one cultural heritage receptor (Ledpettie, Bridge On Disused Section Of Drive To Dunkeld House (Reference LB5574)), this impact being identified since publication of the ES due to supplementary information on the cultural heritage baseline becoming available.

The Specimen design has therefore been subject to further refinement to avoid and reduce potential impacts on LB5774. These refinements that comprise the works are described as follows.

The horizontal alignment of the dual carriageway cannot be moved away from LB5774 due to the proximity of the River Tay and the River Tay SAC to the west. Therefore, design refinement has been focussed on southbound carriageway earthworks, overall width of the dual carriageway, culvert design for WF23 (including diversion of WF21 and WF22 to the culvert), and channel realignment of WF23.

Interception of WF23 further upstream with new arrangement of realignments and culverts to convey flows to the River Tay was initially considered. This would require significant vertical regrading of the watercourse (with an engineered solution removing a natural watercourse) whilst also creating significant bends in the downstream extents and potentially requiring further works within the River Tay SAC. The existing alignment of the watercourse would also still collect catchment flows hence LB5774 would act as a 'low spot', with drainage arrangement then necessary to prevent flooding and potential impacts on the structure. For these reasons, this alternative was rejected.

Extending the culvert through the bridge was also considered. This would represent a challenging construction process with significant risk to LB5774 where construction of foundations and general plant movements would potentially impact the structure. This option was therefore also rejected.

The refinement of the Specimen Design that has been progressed comprises of the following works:

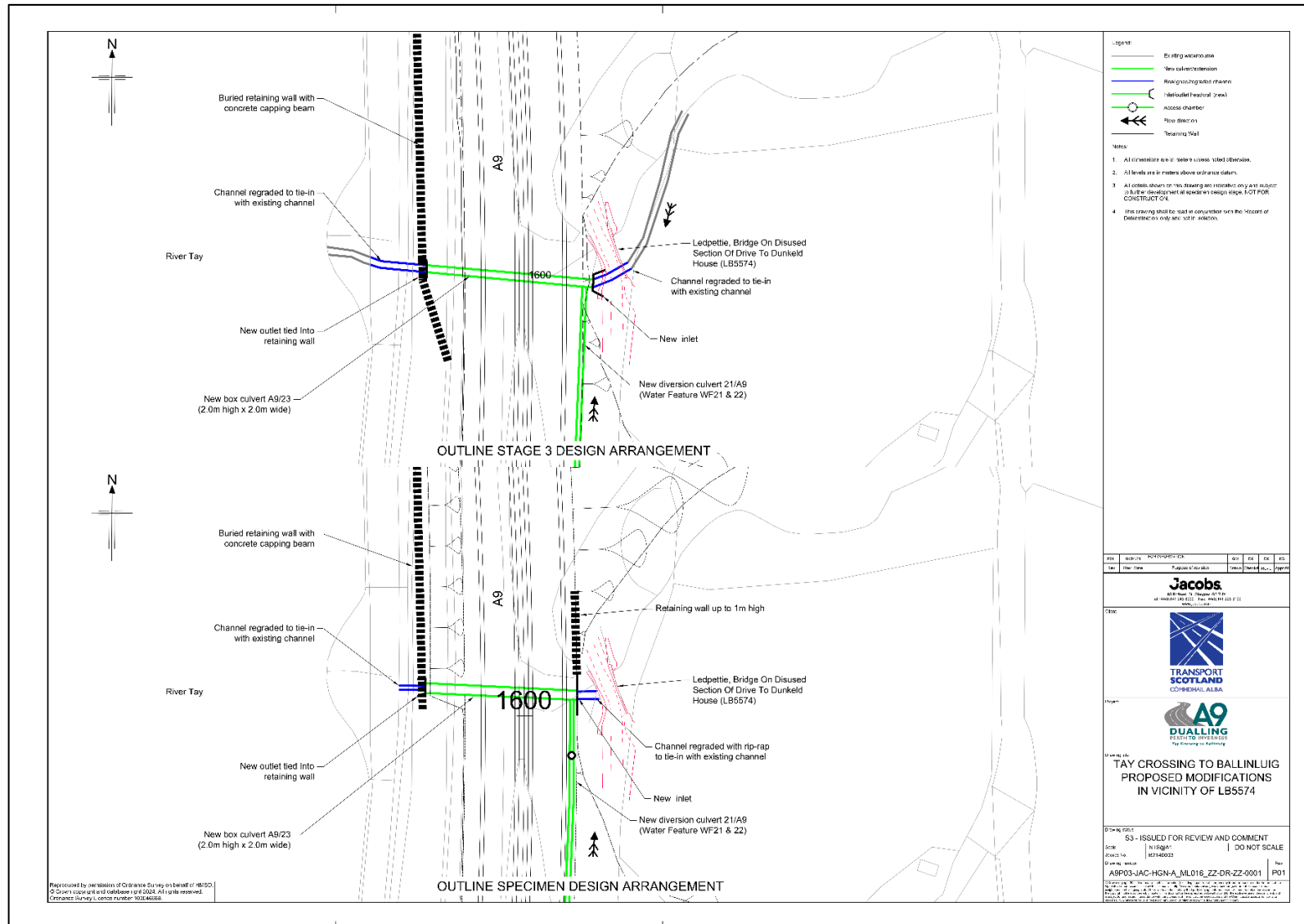
- Localised narrowing of the southbound carriageway verge from 4m to 2.5m which increases the distance between LB5774 and the southbound carriageway to 5m.
- Localised refinement of the southbound carriageway earthworks (embankment and cutting) to tie-in with the narrowing of the southbound verge and the replacement culvert for WF23.
- Positioning of the upstream inlet of the of the replacement culvert and redesign of the culvert headwall and its angle to the watercourse such that the inlet will be on the existing alignment of the watercourse and the culvert headwall will be constructed parallel with the carriageway and form a retaining structure along the back of the verge line (i.e. no longer requiring wingwalls).

- Culvert size maintained at 2m x 2m with the culvert reduced in length by approximately 1.5m.
- Regrading of WF23 upstream of the southbound carriageway from the culvert inlet to a point 1m from LB5774 and protection of the bed and banks of the watercourse with rip-rap.
- Realignment of the design of the piped culvert for WF21 and WF22 to join with the culvert for WF23, including provision of a manhole in the southbound verge to enable its re-direction.
- Works downstream of the northbound carriageway unchanged.

These works would be able to be constructed without the need to demolish LB5574.

Figure 2: Tay Crossing to Ballinluig Proposed Modifications in Vicinity of LB5574 shows a sketch of the DMRB Stage 3 Design and the works with key features labelled.

Figure 2: Tay Crossing to Ballinluig Proposed Modifications in Vicinity of LB5574



A9 Dualling Tay Crossing to Ballinluig DMRB Stage 3 Environmental Statement (2018)

The project was determined in 2017 as a relevant project in terms of section 20C(16) and 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 hectare in area; and
- are situated in whole or in part in the River Tay Special Area of Conservation (SAC) which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999¹.

The screening undertaken in 2017 used the Annex III criteria to determine whether a formal Environmental Impact Assessment was required under the Roads (Scotland) Act 1984 as amended by Environmental Impact Assessment (Scotland) Regulations 1999 with a [Record of Determination](#) dated 15/05/2017 determining that an Environmental Impact Assessment (EIA) was required for the project.

The [Environmental Statement](#) (ES) for the A9 Dualling Tay Crossing to Ballinluig project was then published along with the Draft Orders on 31 July 2018.

The ES was prepared in accordance with the Roads (Scotland) Act 1984 as amended by the Environmental Impact Assessment (Scotland) Regulations 1999. Chapters 1-7 of the ES provide an introduction to the project, identify the need for the project, describe the alternatives considered, explain the iterative design process culminating in the DMRB Stage 3 design, provide an overview of the assessment process and explain consultation and scoping that was undertaken.

In terms of the description of the local environment, each of the environmental factors assessed were reported in the following ES chapters and include a description of 'Baseline Conditions' at section 3 of each chapter. The baselines reported in these chapters of the ES has been used to provide the description of the local environment.

In terms of identifying and recording the environmental impacts detailed in the section 'Main environmental impacts and proposed mitigation', the Baseline Conditions at section 3 of each ES chapter has informed the assessment and the methodology detailed in section 2 'Approach and Methods' of each ES chapter has been applied.

The ES environmental topic chapters are:

- People and Communities – Community and Private Assets ([Chapter 8](#))
- People and Communities – All Travellers ([Chapter 9](#))
- Geology, Soils, Contaminated Land and Groundwater ([Chapter 10](#))

¹ Annex A sets out what is a sensitive area for the purposes of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

- Road Drainage and the Water Environment ([Chapter 11](#))
- Ecology and Nature Conservation ([Chapter 12](#))
- Landscape ([Chapter 13](#))
- Visual ([Chapter 14](#))
- Cultural Heritage ([Chapter 15](#))
- Air Quality ([Chapter 16](#))
- Noise and Vibration ([Chapter 17](#))
- Materials ([Chapter 18](#))

The ES also contained an assessment of compliance against policies and plans ([Chapter 19](#)); reported cumulative impacts ([Chapter 20](#)); provided a schedule of environmental commitments ([Chapter 21](#)); and summarised significant residual impacts ([Chapter 22](#)).

Three sites designated for their biological interest interact with the project, these being the River Tay SAC, Shingle Islands SAC and Shingle Islands SSSI. Landscape related designations include the River Tay (Dunkeld) National Scenic Area and the Strath Tay Special Landscape Area. A total of 93 cultural heritage assets were reported in Chapter 15 (Cultural Heritage) and of these 47 were archaeological remains, 39 were historic buildings and seven were historic landscapes. Nine of the archaeological remains are designated scheduled monuments.

Within the ES, all potential impacts were identified, and significant impacts reported in accordance with the methodology provided for each environmental topic within Chapters 8-18 and Chapter 20. Impacts are generally defined as significant in the context of the EIA Regulations where they are assessed as Moderate or of greater significance. The methodology provided for each environmental topic in the ES has been applied to identify potential environmental impacts that are detailed in the section 'Description of main environmental impacts and mitigation' that follows in this RoD.

No significant residual impacts were reported for two environmental factors, air quality (as reported in Chapter 16) and noise and vibration (as reported in Chapter 17).

Significant residual impacts were reported for nine environmental factors, these being people and communities – community and private assets (Chapter 8); people and communities – all travellers non-motorised users (NMUs) and view from the road (Chapter 9); geology, soils, contaminated land and groundwater (Chapter 10); road drainage and the water environment (Chapter 11); ecology and nature conservation (Chapter 12); landscape (Chapter 13); visual (Chapter 14); and cultural heritage (Chapter 15).

In accordance with DMRB, magnitude of impacts only were reported for drivers' stress (Chapter 9) and embodied carbon associated with material resources (Chapter 18).

Significant cumulative impacts due to the combined effect of a number of different environmental impacts of the project on a single receptor/resource were reported for 9 receptors. Cumulative impacts arising from loss of habitat identified on the Ancient Woodland Inventory (AWI) in combination with other developments were also reported.

Since the publication of the ES in 2018, the project design has been reviewed and the design has progressed from the DMRB Stage 3 Design (as assessed in the ES) to a 'Specimen Design' which will be provided to tendering Contractors during the Procurement phase of the project. Throughout this latest stage of design development, the project design has been subject to environmental input and review to assess whether the Specimen Design remains compliant with the findings reported in Chapter 22 (Summary of Significant Residual Impacts) of the ES.

The environmental review concluded that the design changes to be incorporated into the Specimen Design in the section of the project between ch1500 and ch1700 would potentially result in an additional significant residual impact on one cultural heritage receptor. This was identified as the Category B listed historic building referenced as Ledpettie, Bridge On Disused Section Of Drive To Dunkeld House (Reference LB5574), and this impact was assessed post-publication of the ES due to supplementary information on the cultural heritage baseline becoming available.

It should be noted that none of the other design changes to be incorporated into the Specimen Design were assessed to have resulted in additional significant impacts or worsening of significant residual impacts than those reported in the ES either individually, or in combination with the other Specimen Design changes. In addition, none of the other proposed design changes to be incorporated into the Specimen Design required substantive changes to the mitigation identified in Chapter 20 (Schedule of Environmental Commitments) of the ES.

Cultural heritage

Baseline conditions for the project were established through a desk-based survey, a walkover survey and targeted geophysical survey. Designated assets beyond the project extents but located within 2km of the project were included in the baseline to assess potential impacts on setting. As reported in Chapter 15 (Cultural Heritage) of the ES in total, 93 cultural heritage assets were considered as part of the baseline comprising 47 archaeological remains, 39 historic buildings, and seven historic landscape types.

One change in baseline conditions from that reported in the ES is noted and is as previously described, this being the supplementary information on the location of the historic building Ledpettie, Bridge on Disused Section of Drive to Dunkeld House (LB5574). No other changes to cultural heritage baseline conditions from those reported in the ES are expected.

Air quality

The existing air quality throughout the area is characterised by the existing emissions from road traffic. To establish local baseline air quality conditions, a project specific air quality monitoring survey along with a review of available reports and data from Perth & Kinross Council was undertaken and reported in the ES in

[Chapter 16](#) (Air Quality). Air quality monitoring undertaken for the ES along the route of the project shows that nitrogen dioxide concentrations met the prescribed air quality objectives (AQOs). Defra background mapping also shows that PM concentrations met the prescribed AQOs.

No change in air quality baseline conditions from those reported in the ES are expected and existing air quality at the works are expected to meet AQOs.

Landscape and Visual

Baseline landscape and visual conditions were established and reported in the ES in [Chapter 13](#) (Landscape) and [Chapter 14](#) (Visual) through desk-based research and site surveys of the project and an area extending up to a distance of 5km from it.

The project intersects with a number of designated/protected areas and areas of national importance located within the study area, including the River Tay (Dunkeld) National Scenic Area (NSA) and Strath Tay Special Landscape Area (SLA). In addition, three Landscape Character Areas (LCAs) and five Local Landscape Character Areas (LLCAs) were identified. The works are located within the River Tay (Dunkeld) NSA and the Strath Tay: Mid Glen LLCA.

Built receptor locations are generally scattered throughout the project, with more substantial clusters of residents present at the small hamlets/villages of Inchmagrannachan, Dalguise, Dowally, Guay, Kindallachan and Logierait. The works are located south of Dowally with the nearby residential properties of Ledpetty Lodge and Warren Lodge located south and north respectively. Outdoor locations used by receptors, including the Highland Main Line railway, other roads, and pedestrian, equestrian or cycle routes, are also spread throughout the project with Regional Cycle Route 83 (RCR83) nearby on the Dunkeld to Rotmell (C502) Road.

The existing A9 is already a notable feature in views across and along the valley of the River Tay as it follows the floor of the strath, although established forestry plantations and mature woodland areas on either side of the valley help to provide some screening of the road and vehicles on it. The largely wooded hills enclosing the valley generally limit more distant views towards the strath and the A9.

No change in landscape and visual baseline conditions from those reported in the ES are expected.

Biodiversity

Baseline conditions for ecological features were established and reported in the ES [Chapter 12](#) (Ecology and Nature Conservation) through desk-based assessment, consultation and site surveys. This process identified ecological features that could potentially be impacted by the project, including three statutory designated sites, Ancient Woodland Inventory (AWI) sites, and aquatic and terrestrial species and habitats. The three statutory designated sites are the River Tay Special Area of Conservation (SAC) and the Shingle Islands SAC and Site of Special Scientific Interest (SSSI). Habitats and species of particular interest included woodland, badger, bats and freshwater pearl mussel (FWPM).

Biodiversity constraints in the vicinity of the works include the River Tay SAC to the west and verified Ancient Woodland (AWI) within the extents of the works between

the A9 and the Dunkeld to Rotmell (C502) Road. Additionally, presence of bats, breeding birds and mammal activity was also noted during survey with LB5574 identified as having high bat roost potential (reference BS 3.7).

Whilst it is recognised that the biodiversity baseline can change, the ES baseline is relied upon for the purposes of this RoD. Further biodiversity surveys will be undertaken to validate the baseline prior to construction.

Geology and soils

The ES [Chapter 10](#) (Geology, Soils, Contaminated Land and Groundwater) established baseline conditions through desk-based assessment, consultation and site surveys. This process identified that no designated Geological Receptors or Geological Conservation Review sites were within the project extents. In addition, the location and type of groundwater receptors such as private water supplies, ecological receptors with a potential groundwater dependency and surface water features were identified and documented.

There are no sensitive geology and soils receptors in the vicinity of the works. No change in geology and soils baseline conditions from those reported in the ES are expected.

Material assets and waste

The ES [Chapter 18](#) (Materials) presents a detailed assessment of the potential impacts associated with the use and consumption of material resources and the production and management of waste during construction of the project.

The range of materials likely to be required and wastes likely to be generated for the project are described in Chapter 18 (Materials) of the ES.

Noise and vibration

The noise assessment for the project reported in the ES [Chapter 17](#) (Noise and Vibration) used noise monitoring and modelling to establish baseline conditions and identify potential noise and vibration impacts associated with both construction and operation of the project. Road traffic noise is the dominant noise source for baseline conditions.

The nearest baseline noise monitoring location in the vicinity of the works and reported in Chapter 17 (Noise and Vibration) of the ES is Warren Lodge (ID R3.001). No change in noise and vibration baseline conditions from those reported in the ES are expected.

Population and human health

The project is in a rural location and current land uses in the project extents include land supporting agriculture, forestry and sporting interests and scattered rural residential properties with the main settlements being Dowally, Guay and Kindallachan.

The nearest residential properties to the works are Ledpetty Lodge and Warren Lodge. Dalmarnock Fishings holds the fishing rights on the River Tay in the vicinity

of the works. There are no other receptors identified in [Chapter 8](#) (People and Communities – Community and Private Assets) of the ES in the vicinity of the works.

The ES in [Chapter 9](#) (People and Communities – All Travellers) identified outdoor areas and paths including core paths, rights of way, National and Regional Cycle Routes, equestrian routes and local paths within and adjacent to the project extents. A total of 24 paths were identified as well as three informal crossing points of the existing A9.

There are no paths in the vicinity of the works and a section of Regional Cycle Route 83 (RCR 83) is located nearby the works on the Dunkeld to Rotmell (C502) Road.

As the ES was prepared in accordance with The Roads (Scotland) Act 1984 as amended by the Environmental Impact Assessment (Scotland) Regulations 1999 no baseline for human health was reported in the ES.

No change in population and human health baseline conditions from those reported in the ES are expected.

Road drainage and the water environment

The project is located within the River Tay catchment. The project as reported in [Chapter 11](#) (Road Drainage and the Water Environment) interacts with 32 surface water features and the majority of these are steep, entrenched, cascading low stream order watercourses characterised by step/pool sequences with cobble, pebble and/or gravel substrates, and which currently feature culverted crossings associated with the existing A9.

The largest watercourse is the River Tay (catchment area: 2,966km²), which is a partially embanked mobile gravel-bed river. Several water features form part of the River Tay SAC: these include the River Tay; the River Tummel; the Kindallachan Burn (downstream of the Highland Main Line railway); and the Dowally Burn (extending 1km upstream from its confluence with the River Tay). The project is largely located within the functional floodplain of the River Tay, and in sections within close proximity to the River Tay. This has been a key constraining factor.

The works include design to accommodate WF23 which is culverted under the existing A9. WF23 is categorised in the ES at [Appendix A11.1](#) (Baseline Conditions) as a minor watercourse with a catchment area of 0.60km² which issues in forestry upstream of the Dunkeld to Rotmell (C502) Road and discharges into the River Tay. The watercourse is categorised as low sensitivity for hydrology and flood risk, medium sensitivity for fluvial geomorphology, medium sensitivity for water quality, low sensitivity for dilution and removal of waste products and medium sensitivity for biodiversity.

LB5574 forms a bridge over the watercourse upstream of the A9 and downstream of the Dunkeld to Rotmell (C502) Road.

No change in road drainage and the water environment baseline conditions from those reported in the ES are expected.

Climate

The ES did not report Climate as a single environmental factor as it was determined and assessed in accordance with The Roads (Scotland) Act 1984 as amended by the Environmental Impact Assessment (Scotland) Regulations 1999 and the DMRB guidance extant in 2018.

The project is located within the administrative boundaries of Perth & Kinross Council (PKC). PKC's estimated council-wide greenhouse gas (GHG) (CO_{2e}) emissions were obtained from the UK National Atmospheric Emissions Inventory (NAEI) dataset for local authorities (for the year 2020). Estimated total net council-wide GHG emissions are 1,229 kt, which accounts for approximately 3.2% of estimated total net emissions in Scotland. It should be noted however that Land Use, Land Use Change and Forestry (LULUCF) are estimated to have a sizeable positive impact on total net GHG emissions in the area administered by PKC (i.e. - 64 kt).

With regards to the baseline for vulnerability of projects to climate change, the project mainly runs within the low valley floodplain of the River Tay floodplain and the flood risk baseline is presented in the ES at [Appendix A11.3](#) (Flood Risk Assessment). Significant flooding from the principal watercourses has been recorded in the recent past, including in 2023.

In relation to the works, WF23 is classed as a minor watercourse of low sensitivity for flood risk and hydrology. WF23 discharges to the River Tay.

Accidents and disasters

The ES did not report accidents and disasters as a single environmental factor as it was determined and assessed in accordance with The Roads (Scotland) Act 1984 as amended by the Environmental Impact Assessment (Scotland) Regulations 1999 and the DMRB guidance extant in 2018.

The project is not located within a geographical region that is subject to natural disasters.

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 guidance within the Design Manual for Roads and Bridges (DMRB) and Transport Scotland's Environmental Impact Assessment Guidance.

The following legislation, national and regional planning policy has been used to inform the RoD.

Listed Buildings are protected under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended by the Historic Environment Scotland Act 2014) and are recognised to be of special architectural or historic interest. Under Section 59 of the Act, in considering whether to grant planning permission for a development which affects a Listed Building or its setting, a planning authority or the Secretary of State (as the case shall be) is required to have special regard to the desirability of preserving the building or its setting, or any features of special

architectural or historic interest which it possesses. Additional controls exist through the requirement for Listed Building Consent to be gained before undertaking works that would affect the special architectural or historic interest of a listed building.

Under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended by the Historic Environment Scotland Act 2014), listing may take into account not only the building itself but also how its exterior contributes to the architectural or historic interest of any group of buildings of which it forms part, and any feature of the building consisting of a man-made object or structure fixed to the building or forming part of the land and comprised within the curtilage of the building. Section 1 Paragraph 4 of the Act states that any object or structure fixed to a Listed Building and any object or structure within the curtilage of the building which, though not fixed to the building, forms part of the land and has done so since before 1st July 1948 shall be treated as part of the listing.

Policy 7 of [National Planning Framework 4](#) (NPF4) (Scottish Government, 2023), provides policy guidance on historic assets and places. Relevant paragraphs are presented below:

- a) Development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change. Proposals should also be informed by national policy and guidance on managing change in the historic environment, and information held within Historic Environment Records.
- b) Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. Considerations include whether the:
 - i. building is no longer of special interest;
 - ii. building is incapable of physical repair and re-use as verified through a detailed structural condition survey report;
 - iii. repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers; or
 - iv. demolition of the building is essential to delivering significant benefits to economic growth or the wider community.
- c) Development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. Development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest.

Perth & Kinross Council's (PKC's) [Local Development Plan 2](#) (LDP) (Adopted 29th November 2019) (PKC, 2019) includes a number of policies which seek to protect

cultural heritage from inappropriate development, and also to shape the design of development to conserve and enhance cultural heritage. The relevant policies comprise Policy 27.

Under Policy 27A there is a presumption in favour of the retention and sympathetic restoration, correct maintenance and sensitive management of Listed Buildings to enable them to remain in active use, and any proposed alterations or adaptations to help sustain or enhance a building's beneficial use should not adversely affect its special interest. This policy states that the layout, design, materials, scale, siting and use of any development which will affect a Listed Building or its setting should be appropriate to the building's character, appearance and setting.

Policy 27B identifies that there is a presumption against the demolition of Listed Buildings.

[Historic Environment Policy for Scotland](#) (HEPS) (HES, 2019a) identifies HES's policies which provide a framework for making decisions which affect the historic environment and forms part of a range of documents that inform decisionmakers in the Scottish planning system.

Policy HEP2 identifies that: *Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.*

While Policy HEP4 identifies that: *Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.*

The cultural heritage assessment in this RoD has also been prepared in accordance with guidance provided by DMRB HA208/07 and those references provided in the References of Supporting Documentation section that follows.

Screening for EIA

The requirements and procedures that shall be followed for screening a project to determine whether it requires an Environmental Impact Assessment (EIA) are set out in Transport Scotland's Environmental Impact Assessment Guidance.

As the original EIA process for the Tay Crossing to Ballinluig project is complete, with scheme consent already in place, this screening determination relates to the material change to the cultural heritage baseline (potential for significant impacts and effects on a category B listed structure rather than an undesignated structure) that is subject to screening for EIA.

It is determined that Annex II of the EIA Directive applies in identifying the requirement for EIA for this change in the baseline and at this stage of the Tay Crossing to Ballinluig project as an EIA has been undertaken and an ES published in 2018 for the project in accordance with Annex I requirements.

In this instance Section 13a of Annex II of the EIA Directive applies as there is a change or extension of an Annex I project that is already authorised, executed or in

the process of being executed, and which may have significant adverse effects on the environment. Screening using the Annex III criteria is therefore required.

The material change in the baseline of the cultural heritage asset Ledpettie, Bridge on Disused Section of Drive to Dunkeld House (LB5574) is located within The River Tay (Dunkeld) National Scenic Area (a sensitive area as ascribed in regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999 as amended by EIA (Scotland) Amendment Regulations 2006, Regulation 2(1)).

Section 3 of Annex III of the EIA Directive states that the likely significant effects of the works on the environment must be considered with regard to the impact of the works on landscapes and sites of historical, cultural or archaeological significance, taking into account:

- the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- the nature of the impact;
- the transboundary nature of the impact;
- the intensity and complexity of the impact;
- the probability of the impact;
- the expected onset, duration, frequency and reversibility of the impact;
- the cumulation of the impact with the impact of other existing and/or approved projects;
- the possibility of effectively reducing the impact.

Description of main environmental impacts and proposed mitigation

Cultural heritage

The ES in [Chapter 15](#) (Cultural Heritage) identifies that before mitigation, potential significant impacts during construction of the project would be experienced on five archaeological remains, three of which are Scheduled Monuments, comprising Kindallachan Cairn (Asset 221), Kindallachan Standing Stone (Asset 225) and Westhaugh of Tulliemet Cross Slab (Asset 235).

Mitigation proposed for Kindallachan Cairn and Kindallachan Standing Stone comprise set piece archaeological excavations to be undertaken in advance of construction. These excavations would require Scheduled Monument Consent. While the archaeological excavations would mitigate the loss of information, significant residual impacts on the assets has been assessed for Kindallachan Cairn and for Kindallachan Standing Stone. Mitigation to protect Westhaugh of Tulliemet Cross Slab would reduce the impact to not significant. Post mitigation impacts during construction on other archaeological remains are assessed as not significant.

Before mitigation, significant potential impacts during construction were identified on four historic buildings including Guay Farmhouse (Asset 216; a Category B Listed

Building), where alteration of the wing of the building is required. Mitigation including historic building recording and reconstruction and repair of the remaining section of the wing would be undertaken under Listed Building Consent and the residual impact is assessed as significant. Mitigation to reduce impacts on the other three historic buildings reduces the significance of residual impacts to not significant.

Potential significant residual impacts on Kindallachan Standing Stone and Guay Farmhouse during operation have been identified. In addition to impacts on known archaeological remains, the potential for the presence of unknown archaeological remains was assessed for the study area. Archaeological recording in advance of, or during, construction may be required to mitigate the impact on unknown archaeological remains disturbed by the construction of the project.

Overall, Chapter 15 (Cultural Heritage) of the ES reports that with proposed mitigation, the overall impact on the cultural heritage resource comprising archaeological remains has been assessed to be of Large significance, the overall impact on the cultural heritage resource comprising historic buildings has been assessed to be of Moderate significance, and the overall impact on the cultural heritage resource comprising historic landscapes has been assessed to be Neutral.

As previously explained, the supplementary information available on Ledpettie, Bridge on Disused Section of Drive to Dunkeld House (LB5574) now identifies the potential for its demolition arising from the construction of the southbound carriageway, associated earthworks and provision for a culvert for a minor watercourse (WF23) as detailed in the DMRB Stage 3 design. Due to the supplementary information only becoming available after the publication of the ES, this potential impact was not identified or assessed in the published ES. As described in this RoD in a previous section, Refinement of the DMRB Stage 3 design, a design solution has been developed that retains Ledpettie, Bridge on Disused Section of Drive to Dunkeld House (LB5574).

Ledpettie, Bridge On Disused Section Of Drive To Dunkeld House (Reference LB5574; hereinafter referred to as LB5574) is a Category B Listed Building. The location of LB5574 is shown on Figure 1. LB5574 is shown in Photographs 1 – 5.

The Description and Statement of Special Interest from the listing for LB5574 are presented below.

Description

*Rustic single arch, boulder rubble with long projections,
c. 1800: some masonry of Wade era incorporated.*

Statement of Special Interest

Prior to 1809 the Military road ran from Inver Ferry along the line of this drive and some Wade embankments and culverts survive s. of this bridge. Otherwise little of the road survives between Dunkeld and Pitlochry except for a collapsed bridge at Moulin<> and another in a wood nearby.

Perth and Kinross Historic Environment Record also states that:

Taylor notes traces of older military construction at this bridge. This is probably the same bridge that Salmond reports as being old and of a military pattern.

Salmond, J B. (1938) Wade in Scotland, New and enlarged. Edinburgh. Page(s): 178

Taylor, W. (1976) The military roads in Scotland. Newton Abbot. Page(s): 135

On 12 March 2024 HES confirmed that LB5574 was not a military bridge but was a formal drive bridge. A structure at this location on a drive from Ledpetty Lodge (now Warren Lodge) to Dunkeld House (now Dunkeld House Hotel) is identified on a historical Ordnance Survey map dating to 1900 (Ordnance Survey Perth and Clackmannanshire Sheet L.16; 25 Inches to the Mile). The drive had been diverted to the current location of Ledpetty Lodge by the time of Ordnance Survey 1:25,000 provisional edition map of 1957 (Sheet NO04), which probably rendered the bridge redundant. Short sections of the former drive now survive as an informal trackway.

Orientated north-northwest to south-southeast with a gentle curve to the north-northwest, LB5574 survives as a single arched bridge. The spandrels are constructed of edge-set, roughly dressed, mortared rubble with projecting boulders. The barrel and abutments are of un-coursed rubble, generously mortared, and of mortar is also visible around the edge set voussoirs. Between the southwestern abutment and the bank of the burn there is section of roughly dressed dry stone rubble built to courses, similar in construction to the spandrels but un-mortared and lacking the projecting boulders.

The approach walls have been removed. The northeast parapet is constructed of un-coursed rubble with vertical rusticated cope stones with roughly squared internal faces. The southwestern parapet has been largely demolished. Photographs in the National Record of the Historic Environment dating from 1980 show the southwestern parapet as being constructed in the same style as the northeast parapet ([Ledpetty Bridge. General view from North-East. | Canmore](#)). The internal face of both parapets appears to have been rendered.

The setting of LB5574 comprises:

- the steep banked burn which it spans. Photographs in the National Record of the Historic Environment dating from 1980 suggest that the downstream section of the bank of the burn between LB5574 and existing A9 may have been modified at that time ([Ledpetty Bridge. General view from South-West. | Canmore](#));
- while the majority of the drive has been removed, the short sections of drive that survive as a trackway to the north-northwest and south-southeast of LB5574, contributing to the understanding of LB5574 as a formal drive bridge;
- historical associations with Dunkeld House Estate, although the legibly the estate in this area is much reduced;
- views upstream (to the northeast) of the bridge, constrained by the sinuous nature of the burn and steeply sloping topography;
- views to the south from LB5574, constrained by topography;
- slightly more open views from LB5574 the north-northwest along Strath Tay;
- more open views to the west from, towards the existing A9;

- all views are filtered by the woodland in which LB5574 is located, and are likely to be screened in summer;
- Traffic noise from, and traffic movement on, the existing A9.

There is currently no formal access to LB5574, although access is possible east from the private access to Ledpetty Lodge and then to the north-northwest along the route of the former drive which now survives as a trackway. As such the amenity value of LB5574 has been assessed to be low.

As an example of an early 19th century formal drive bridge, executed in a Picturesque style with historical associations with Dunkeld House estate, and in cognisance of its designation as a Category B listed building, using professional judgement informed by the criteria presented in Table 15.1 of Chapter 15 (Cultural Heritage) of the ES, LB5574 has been assessed to be of medium value.

Photographs 1 to 5 that follow show the features of LB5574.

Photograph 1: LB5574 from the north-east



Photograph 2: LB5574 from the south-west



Photograph 3: Detail of southwestern elevation of LB5574 showing the three different styles of construction; boulders (top), mortared rubble (bottom) and roughly dressed dry stone rubble built to courses (right)



Photograph 4: Northeastern (right) and southwestern (left) parapets of LB5574. The route of the former drive can be seen extending to the north-northwest (rear of the photograph).



Photograph 5: LB5574 from the south-southeast.



The nearest works would be located approximately 1m downstream of LB5574 and comprise regrading of the bed, installation of rip rap scour protection the bed, and reinstatement of the bed of the watercourse spanned by LB5574. No physical impacts on the LB5574 are therefore predicted, and the historic fabric and form of the bridge would be retained.

There is potential for vibration impacts during construction. These are assessed, and appropriate mitigation measures identified in the Noise and Vibration section of this RoD.

Starting approximately 1m from the bridge and extending to the inlet of the replacement WF23 culvert, a distance of approximately 4m, the watercourse spanned by LB5574 will be realigned and rip-rap installed on its bed and banks. This will change the form of the steep banked burn spanned by LB5574. However the relationship between the burn, its banks and LB5574 would be retained, and therefore the understanding of the function of LB5574 as a bridge would not be affected.

The works would remove sections of a former drive to Dunkeld House, reducing the ability to understand the historic association of LB5574 with Dunkeld House Estate. However, as the sections of the former drive immediately to the north-northwest and south-southeast of LB5574 would not be removed, the understanding of the function of LB5574 as a formal drive bridge would not be affected.

There would be temporary noise and visual impact due to the presence and movement of construction plant in views from the bridge to the north-northwest, south and west, and permanent impacts on the views due to the construction of the main alignment and associated infrastructure to the west of LB5574, and the creation of cuttings to the north and south of LB5574. As no construction work is required to the east, there would be no impact on the views to the northeast of LB5574.

During operation the project and the works would be prominent in views from LB5574 to the north, south and west. Removal of existing woodland and new cuttings would result in more open views to the north and south of LB5574, although these would become less open as the mixed woodland planting to the north, and mixed woodland planning and scrub planting to the south matures. As there are no works to the east of the LB5574 and existing vegetation would be retained, there would be no impact on views to the east from LB5574.

While traffic noise and traffic movement from the existing A9 form part of the current setting of LB5574, traffic using the project would also be slightly more visible from LB5574 there would be no material change in noise. There is also potential for impacts resulting from traffic vibration during operation. This is assessed, and appropriate mitigation measures identified in the Noise and Vibration section of this RoD.

While the existing informal access described above would no longer be possible, informal pedestrian access to LB5574 via a Variable Message Sign (VMS) access off the Dunkeld to Rotmell (C502) Road would be possible. As such no impact on the existing (low) amenity value of LB5574 has been assessed.

Mitigation measures comprise:

- Historic building recording (enhanced) and reporting undertaken in accordance with Historic Building Recording Guidance for Curators, Consultants and Contractors (ALGAO: Scotland, 2013) and a Terms of Reference prepared by Perth and Kinross Heritage Trust. The results of historic building recording (enhanced) would be disseminated through the deposition of a copy of the report on the results with the National Record of the Historic Environment and Perth and Kinross HER, and information gathered made available to researchers through deposition of an ordered archive with Historic Environment Scotland.
- In advance of construction in this area, Transport Scotland's appointed contractor will undertake a structural survey. Based on the results of the structural survey and after consultation with Perth and Kinross Council and Historic Environment Scotland, and after obtaining, and in accordance with the conditions of Listed Building Consent granted by Perth and Kinross Council, Transport Scotland's appointed contractor will undertake a programme of work to consolidate and support LB5574 during construction.
- From commencement of construction activities and then throughout the duration of the construction activities, (and only after consultation and agreement with Perth and Kinross Council and Historic Environment Scotland), Transport Scotland's appointed contractor will be required to install a solid temporary hoarding (comprising of fully enclosed timber or steel) or the like in order to minimise the risk of a construction vehicle striking LB5574.

- Transport Scotland's appointed contractor will be required to prepare and agree with Transport Scotland's site representative a detailed method statement prior to all construction activities commencing in proximity to LB5574. The detailed method statement will identify vibration monitoring locations and vibration thresholds in proximity to LB5574 and will be prepared in consultation with Perth and Kinross Council.
- Transport Scotland's appointed contractor will be required to comply with the identified vibration monitoring locations and vibration thresholds in proximity to LB5574.
- installation of interpretation signs at LB5574.
- In accordance with [DMRB LA116](#) Cultural heritage asset management plans, maintenance of LB5574 during operation shall be undertaken in accordance with a cultural heritage asset management plan prepared by the maintenance contractor.

Other measures to protect the longevity of the bridge will comprise:

- a programme of works to refurbish LB5574. This will be undertaken by Transport Scotland's appointed contractor after consultation with Perth and Kinross Council and Historic Environment Scotland, and after obtaining, and in accordance with the conditions of Listed Building Consent granted by Perth and Kinross Council and the guidance provided by Managing Change in the Historic Environment: Use and Adaptation of Listed Buildings (HES, 2019c).

Based on the impacts described and after the implementation of the mitigation identified above, using professional judgement informed by the criteria presented in Tables 15.2 and 15.3 of Chapter 15 (Cultural Heritage) of the ES, the residual magnitude of impact on LB5574 has been assessed to be Moderate and the residual significance of impact on LB5574 has been assessed to be Moderate.

In accordance with the requirements of [HA208/07](#), and to align with the Statement of Significance presented in Section 15.7 Chapter 15 (Cultural Heritage) of the ES, an assessment of the Significance of Effect on the Overall Cultural Heritage Resource has been undertaken. With the proposed mitigation in place, the overall impact on the cultural heritage resource comprising historic buildings has been assessed to be of Moderate significance. This is not an increase in the overall impact on the cultural heritage resource comprising historic buildings as assessed and presented in Chapter 15 (Cultural Heritage) of the ES.

An assessment of compliance with policy is presented in Table 1.

Table 1: Compliance with policy

Policy	Wording	Works
National Planning Framework 4 (NPF4)	a) Development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change. Proposals should also be informed by national policy and guidance on managing change in the historic environment, and information held within Historic Environment Records.	The RoD provides an assessment based on an understanding of the cultural significance of the historic asset and/or place. It identifies the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change. The RoD has been informed by national policy and guidance on managing change in the historic environment, and information held within the Perth and Kinross Historic Environment Record.
	<p>b) Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. Considerations include whether the:</p> <ul style="list-style-type: none"> i. building is no longer of special interest; ii. building is incapable of physical repair and re-use as verified through a detailed structural condition survey report; iii. repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers; or iv. demolition of the building is essential to delivering significant benefits to economic growth or the wider community. 	The works avoids demolition of LB5574.

Policy	Wording	Works
	Development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. Development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest.	While there will be an impact on the setting of LB5574, its character, special architectural and historic interest is preserved.
Perth & Kinross Council's (PKC's) Local Development Plan 2 (LDP)	Policy 27: under Policy 27A presumption in favour of the retention and sympathetic restoration, correct maintenance and sensitive management of Listed Buildings to enable them to remain in active use, and any proposed alterations or adaptations to help sustain or enhance a building's beneficial use should not adversely affect its special interest. This policy states that the layout, design, materials, scale, siting and use of any development which will affect a Listed Building or its setting should be appropriate to the building's character, appearance and setting.	While there will be an impact on the setting of LB5574, the project facilities retention and sympathetic restoration, correct maintenance and sensitive management of LB5574 to enable them to remain in active use. Proposed alterations or adaptations will help sustain or enhance a building's beneficial use should not adversely affect its special interest.
	Policy 27B identifies that there is a presumption against the demolition of Listed Buildings.	The works avoids demolition of LB5574.
Historic Environment Policy for Scotland	HEP2 Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.	The works align with HEP2 by securing the bridge for present and future generations through avoidance of demolition and a programme of programme of works to refurbish LB5574, keeping the bridge in safe and functional condition, and preventing further degradation.

Policy	Wording	Works
	<p>HEP4</p> <p>Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.</p>	<p>The works align with HEP4 by protecting the longevity of the structure for present and future generations. The option identified minimises the detrimental impact on LB5574 insofar as is possible while facilitating construction and operation of the consented scheme. Alternatives have been explored (refer to section Refinement of the DMRB Stage 3 Design) and mitigation measures put in place.</p>

Air quality

The ES [Chapter 16](#) (Air Quality) reports that air quality modelling was undertaken to determine the potential for changes to air quality as a result of the project, and any related impacts on local communities and designated ecological sites. The conclusion was that there are no significant local air quality impacts at either human exposure locations or ecosystems/designated sites. A regional emissions assessment was also undertaken and this predicted that emissions of nitrogen oxides, nitrogen dioxide, PM and carbon dioxide would increase with the project but these were not considered to be significant. An assessment of potential dust deposition and emissions from construction vehicles during construction of the project predicted no significant residual impacts. A range of mitigation measures are proposed for the construction phase in relation to dust control, including for the works.

The works would not change the conclusions of the ES nor would require any additional mitigation from that already identified in the ES.

Landscape and visual

The ES in [Chapter 13](#) (Landscape) reported residual impacts of Moderate/Substantial significance on the Strath Tay: Mid Glen Landscape Character Area in the winter of the year of opening, reducing to Moderate in summer after 15 years. Visual impacts were assessed and reported in Chapter 14 (Visual) of the ES and included residual impacts of moderate significance in winter year of opening and slight/moderate summer 15 years after opening for Ledpetty Lodge; and residual impacts of substantial significance in winter year of opening and moderate summer 15 years after opening for Warren Lodge.

The Special Qualities (SQs) of the River Tay (Dunkeld) NSA have been identified through review of Scottish Natural Heritage's (SNH's) (now renamed NatureScot) Commissioned Report No.374 (Scottish Natural Heritage (2010) The Special Qualities of the National Scenic Areas: SNH Commissioned Report No.374). This document defines the SQs of each NSA in Scotland and expands upon each one. These NSA SQs are presented by SNH to clarify "what needs to be safeguarded to maintain its outstanding scenery" and to provide a "basis for future consultation and policy development, particularly in relation to managing development and land use change within NSAs."

The Special Qualities of the River Tay (Dunkeld) NSA are listed in SNH's Commissioned Report as being:

- the beauty of cultural landscapes accompanying natural grandeur;
- the 'Gateway to the Highlands';
- characterful rivers, waterfalls and kettle-hole lochs;
- exceptionally rich, varied and beautiful woodlands;
- the picturesque cathedral town of Dunkeld;
- drama of The Falls of Braan and The Hermitage;

- Dunkeld House policies;
- significant specimen trees; and
- the iconic view from King's Seat.

LB5574 is a distinctive built element that contributes locally to the character of its immediate surroundings. The 19th century formal drive bridge has historical associations with Dunkeld House estate, but does not form part of the Dunkeld House GDL, and the drive connecting it to the house has been largely removed. The bridge has a distinctive appearance with an intact rounded arch and deeply recessed pointing to the stonework. LB5574 is surrounded by vegetation and its west elevation can be glimpsed by vehicle passengers travelling at speed along the A9 in winter time when the leaves are off the trees. Access to LB5574 is from the verge of the A9, the formal drive route from the bridge to Dunkeld House having been mostly removed. LB5574 is a short distance from the A9, which separates it from the River Tay corridor, and its landscape setting is heavily influenced by traffic.

The NSA comprises extensive cultural landscapes of managed policies, designed landscapes, compact settlements, farmland and forest/woodland throughout its entirety. The majority of the landscape encompassed within the boundary of the NSA would be largely unaffected by the works, impacts being largely limited to the area immediately adjoining the existing A9 in the vicinity of LB5574. Although the bridge could be seen to contribute to 'the beauty of cultural landscapes accompanying natural grandeur' SQ, the contribution made is very small and localised so its retention would not pose a significant risk to the SQ or change the significance of landscape impacts as assessed in the ES in Chapter 13 (Landscape) and reported as Moderate/Substantial impact on the Strath Tay: Mid Glen Landscape Character Area in the winter of the year of opening, reducing to Moderate in summer after 15 years.

Visual impacts on built receptors nearby to the works would be unchanged from that reported in the ES, these being moderate in winter year of opening and slight/moderate summer 15 years after opening for Ledpetty Lodge; and substantial in winter year of opening and moderate summer 15 years after opening for Warren Lodge.

The works would not change the conclusions of the ES nor would require any additional mitigation from that already identified in the ES.

Biodiversity

Assessment of impacts and their significance on biodiversity and reported in the ES in [Chapter 12](#) (Ecology and Nature Conservation) took into account the nature and magnitude of potential impacts and their consequent effects on important ecological features. Prior to the development and application of mitigation, potential significant impacts on ecological features were identified for the construction and operation phases of the project.

Where avoidance of impacts on biodiversity receptors has not been possible, mitigation measures to reduce significant adverse impacts have been proposed. Measures include the implementation of standard mitigation commitments and best working practices during the construction phase. Mitigation to avoid or reduce

impacts during operation includes compensatory planting, habitat creation, provision of artificial nest/roost structures, crossing structures and mammal fencing.

The loss of the roost structure identified in [Chapter 12](#) (Ecology and Nature Conservation) as BS 3.7 (located at LB5574) was mitigated in the ES through compliance with mitigation item P03-E58 and involves the provision of bat boxes incorporated into a purpose-built structure, constructed in advance of removal of the existing roost structure; the replacement roost structure being built of reclaimed material from the existing structure, where possible. As roost structure BS 3.7 (LB5574) is to be retained by the works, application of mitigation item P03-E58 and provision of replacement roosts using material from this structure is now not required. Instead, existing mitigation detailed in the ES in relation to reducing disturbance from construction related activities and provision of bat boxes would apply. This would include mitigation items SMC-S1, SMC-E1, SMC-E6, SMC-E8, SMC-E9 and P03-E57 as detailed in the ES at Chapter 12 (Ecology and Nature Conservation) in Table 12.12: Summary impact assessment for ecological features. The significance of residual impact reported in the ES for bats would be unchanged (no significant residual impacts predicted).

The replacement culvert for watercourse WF23 identified in the DMRB Stage 3 design and comprising part of the works, includes provision of mammal ledges in the culvert design.

In the vicinity of the works, vegetation is to be retained for red squirrel and bat habitat with bat and squirrel boxes to be located in the adjacent woodland. Where trees are unavoidably lost, AWI compensatory planting is proposed.

No significant residual impacts are anticipated from the construction phase of the project, with mitigation in place. A significant residual impact during operation of the project is anticipated from the permanent loss of habitat listed on the AWI.

The project is expected to increase the permeability of the A9 for species including badger and otter through provision of safe crossing structures included in the design of the project such as the mammal ledges incorporated into the design of the culvert on watercourse WF23.

The works would not change the significance of residual impacts reported in the Chapter 12 (Ecology and Nature Conservation) of the ES and would not require any additional mitigation from that already identified in the ES.

Geology and soils

No significant residual impacts are reported in [Chapter 10](#) (Geology, Soils, Contaminated Land and Groundwater) of the ES for the majority of geology and soils receptors after the implementation of the proposed mitigation with the exception of groundwater flow within superficial aquifers. Significant residual impacts were identified on groundwater flow within glacial till and glaciofluvial/alluvium/River Terrace deposits.

The works would not change the significance of residual impacts reported in Chapter 10 (Geology, Soils, Contaminated Land and Groundwater) of the ES and would not require any additional mitigation from that already identified in the ES.

Material assets and waste

[Chapter 18](#) (Materials) of the ES assumes application of key material and waste management principles, such as the waste management hierarchy and implementation of mitigation measures that will aim to minimise materials use, maximise re-use and recycling of wastes and ensure all materials and waste are handled according to the regulatory requirements.

The overall residual impact magnitude on material resources is anticipated to be significant based on the assessment of embodied carbon. The assessment of generation and management of waste predicted that the residual impact would be not significant.

The works would not change the residual impact magnitudes reported in Chapter 18 (Materials) of the ES and would not require any additional mitigation from that already identified in the ES.

Noise and vibration

Construction Noise

The works are not anticipated to materially alter the construction noise assessment presented in [Chapter 17](#) (Noise and Vibration) of the ES for the project.

Construction Vibration

A suitable vibration limit for construction vibration levels at LB5574 has been selected based on the guidance provided in [Historic England \(2019\) Piling and Archaeology Guidance and Good Practice](#). Table 2 presents the permissible peak particle velocity (PPV) in millimetres per second (mm/s) for different structures (reproduced from Table 2 of the Historic England guidance document).

Table 2: Permissible PPV for different structures

Category	Type of structure	Permissible PPV (mm/s)
I	Ruins and damaged buildings, protected as monuments	2
II	Buildings with visible defects, cracks in masonry	4
III	Undamaged buildings in technically good condition	8
IV	Well-stiffened buildings (i.e. industrial)	10 – 40

Based on the ruined nature and poor condition of LB5574, a precautionary permissible PPV of 2mm/s is considered suitable. This is considered precautionary because a ruin or damaged building would normally be unconstrained, while LB5574 is to some extent constrained by the earth it is embedded in on either side of the bridge.

The following vibration generating construction activities are considered to potentially be required in the vicinity of LB5574:

- contiguous bored piling approximately 30m from LB5574;
- road surfacing approximately 5m from LB5574;
- earthworks approximately 9m from LB5574;
- culvert and retaining wall construction at closest point approximately 2m from LB5574; and
- realignment and regrading of WF23 approximately 1m from LB5574.

Construction vibration levels have been estimated or calculated based on the guidance provided in British Standards Institute (2014), BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites – Part 2: Vibration referred hereafter as BS 5228-2.

There are no vibration calculation methodologies to predict the vibration generated by contiguous bored piling, however BS 5228-2 includes historical measured data that can be used to estimate vibration levels.

The most relevant historical data, for piling works within sand and gravel overlying rock (within chalk in the measured data in BS 5228-2 (Table D.6, reference number 105)) provides measured vibration levels of 2.4mm/s PPV at a plan distance of 3.5m, reducing to 1.7mm/s PPV at a plan distance of 8m.

The shortest distance between the contiguous bored piling and LB5574 is approximately 30m. Based on the most relevant historical data, vibration levels at this distance are likely to be comfortably below the permissible PPV of 2mm/s. On this basis, it is considered that the piling works would not result in vibration damage to LB5574.

Vibration levels from vibratory compaction taking place during some of the road surfacing, earthworks and culvert construction works have been calculated using the method contained in BS 5228-2. The vibration levels during start-up and run-down, and during steady state operation of the equipment have been calculated. Table 3 shows the input parameters used for the vibration level calculations.

Table 3: Input parameters for calculation of vibratory compaction vibration levels

Parameter	Parameter Input ¹	Definition
k _t	65	Scaling factor for start-up and run-down (50% probability of predicted value being exceeded)
k _s	75	Scaling factor for steady state (50% probability of predicted value being exceeded)
A	0.5	Maximum amplitude of drum vibration (mm)

Parameter	Parameter Input ¹	Definition
x	5	Distance between vibratory compaction and LB5574
L _d	1.5	Width of vibrating roller drum (m)
¹ Note that parameter inputs are selected based on the anticipated size and specifications of the plant to be used for the activities. Plant of different specifications will produce different vibration levels.		

With the input parameters presented in Table 3, PPV level of 2.3mm/s and 2.9mm/s are predicted at LB5574 for steady state and start-up and run-down, respectively. While the PPV levels are lower for steady state, the PPV levels are predicted to be above the precautionary permissible levels during all stages of operation. On this basis, it is considered that, without mitigation, vibratory compaction has the potential to result in vibration damage to the bridge.

BS 5228-2 does not provide a methodology to estimate or calculate vibration levels for other construction activities that may result in vibration at the bridge, such as excavation, movement of heavy plant and culvert installation. As with vibratory compaction, it is considered that these activities have the potential to result in vibration damage to LB5574, due to the condition of the bridge and proximity of the construction works.

As identified in the cultural heritage section of this RoD, the following will be undertaken:

- In advance of construction in this area, Transport Scotland's appointed contractor will undertake a structural survey. Based on the results of the structural survey and after consultation with Perth and Kinross Council (PKC) and Historic Environment Scotland, and after obtaining, and in accordance with the conditions of Listed Building Consent granted by PKC, Transport Scotland's appointed contractor will undertake a programme of work to consolidate and support LB5574 during construction.
- Transport Scotland's appointed contractor will be required to prepare and agree with Transport Scotland's site representative a detailed method statement prior to all construction activities commencing in proximity to LB5574. The detailed method statement will identify vibration monitoring locations and vibration thresholds in proximity to LB5574 and will be prepared in consultation with PKC.
- Transport Scotland's appointed contractor will be required to comply with the identified vibration monitoring locations and vibration thresholds in proximity to LB5574.

Vibration monitoring should be undertaken following the guidance contained in British Standards Institute (2014), BS ISO 4866:2010 Mechanical vibration and shock, Vibration of fixed structures, Guidelines for the measurement of vibrations and evaluation of their effects on structures. The vibration monitoring should continuously measure the PPV in all the orthogonal directions. The time period of the

vibration monitoring will vary depending upon the works activity being undertaken but this is preferably to be continuous. This will allow additional mitigation measures to be implemented immediately if any exceedances of the vibration limit agreed with PKC are measured.

The monitors will be linked to an alert system that would provide visual and audible alarm if threshold levels are exceeded or close to being exceeded. The results from the monitoring would be made available to PKC if requested or in the case of any damage to LB5574 these need to be accordingly logged in a register.

In addition to the above, the following mitigation measures are proposed:

- use of 'soft-start' vibratory compaction techniques to reduce the vibration impacts generated by start-up and run-down of the vibratory compactors;
- start-up and run-down vibratory compactors further away from the LB5574 so that they are in steady state at their nearest point to LB5574; and,
- use alternative construction methods (such as static rollers, pneumatic rollers, hydraulic compactors, the use of smaller or lower vibration plant, the use of hand operated tools) for activities near to the LB5574.

The efficacy of such measures is not well understood; however, these forms of mitigation have been widely used where construction works take place close to buildings and structures, where they have successfully reduced the level of vibration measured.

Operational Noise and Vibration

[Chapter 17](#) (Noise and Vibration) of the ES reports measures embedded in the project that attenuate noise including the use of low noise road surfacing and the effect of earthworks (embankments, cuttings). Noise Sensitive Receptor (NSR) specific mitigation includes sections of the existing A9 to the north of the project to be resurfaced with a low noise road surface, and the installation of five noise barriers. Based on the DMRB Stage 3 design, these would be located at approximately ch1500 – ch1600 at a height of 1.8m, ch2900 – ch3000 at a height of 1.4m, ch4070 – ch4220 at a height of 1.5m, ch5200 – ch5300 at a height of 1.5m, and ch5260 – ch5300 at a height of 2.4m.

The Specimen Design removes the need for these latter two noise barriers. With the project in place, and taking into account these mitigation measures, there are no NSR which are considered to have significant noise or vibration impacts.

The predicted change in road traffic noise at the location of LB5574 incorporating the works and with the scheme in place is anticipated to remain as shown in Figures 17.10b and 17.12b of the ES, resulting in a major adverse magnitude of impact in the short-term and moderate adverse magnitude of impact in the long-term.

The works are not anticipated to materially alter the outcome of the operational road traffic noise assessment for NSR.

As stated in the ES, no evidence has been found to support the theory that traffic-induced ground-born vibration is a source of significant damage to buildings, and no evidence that traffic-induced airborne vibration can cause even minor damage to

buildings. Therefore, assuming that the road surface of the scheme is well maintained, it is considered unlikely that there will be a material level of vibration at the LB5574 or any other sensitive receptor due to road traffic on the scheme.

Population and human health

Significant residual impacts on residential properties, including Ledpetty Lodge and Warren Lodge, were reported in [Chapter 8](#) (People and Communities – Community and Private Assets) of the ES due to change in access. Additionally, significant residual impacts were reported for agriculture, forestry and sporting interests, including Dalmarnock fishings, due to land-take and/or change in access. The significance of residual impact on RCR 83 was reported as not significant.

[Chapter 9](#) (People and Communities – All Travellers) reports that during construction, there would be significant impacts for NMUs using two crossing points (two paths) and for NMUs using nearby paths due to potential diversion lengths and impacts on amenity value. There are also temporary but significant residual impacts during construction due to diversion lengths and changes in amenity. Generally, journey lengths are not significantly affected by the project and no significant impacts are expected for NMU access to outdoor areas during operation.

The works would not change the significance of residual impacts reported in the Chapter 8 (People and Communities – Community and Private Assets) and Chapter 9 (People and Communities – All Travellers) of the ES and would not require any additional mitigation from that already identified in the ES.

Road drainage and the water environment

[Chapter 11](#) (Road Drainage and the Water Environment) of the ES reports that in the absence of mitigation, the project could increase fluvial flood risk, alter flows and sediment processes within watercourses, and affect water quality in receiving watercourses from construction and operational runoff.

Mitigation during construction would be delivered through a Construction Environmental Management Plan (CEMP), which would include measures for flood risk, fluvial geomorphology and water quality. Mitigation measures proposed include aspects such as: a sediment management plan; storage of machinery and material outside of the floodplain; adherence to guidance such as SEPA's Guidance for Pollution Prevention (GPPs), and specific management plans to manage drainage and minimise the generation of suspended sediment are included to mitigate construction impacts.

With the implementation of the proposed mitigation measures during construction, residual impacts on all receptors would be reduced to not significant.

During the operational phase, mitigation incorporated into the project would include the drainage design (SuDS), compensatory flood storage, scour protection and erosion monitoring to protect affected watercourses.

With the proposed mitigation, the residual impacts during operation would be not significant. A significant residual impact to the River Tay is predicted due to areas within the River Tay floodplain, but away from properties, being predicted to have an increased in flood depth. As these areas are within the existing floodplain and

distanced from properties, it is considered appropriate that the increased flood depth be accepted given that mitigation measures to prevent this increase would be disproportionate.

In relation to the works as they affect WF23 during construction, pre-mitigation significance of impact was reported in the ES at Appendix A11.7 (Impact Assessment) as neutral for flood risk and hydrology; slight for fluvial geomorphology; large for water quality; neutral for dilution and removal of waste products; and large for biodiversity. Potential operational pre-mitigation significance of impact was reported as neutral for flood risk and hydrology; slight for fluvial geomorphology; neutral for water quality; neutral for dilution and removal of waste products; and neutral for biodiversity.

With mitigation the significance of residual impact is assessed to be neutral for all of these environmental elements for construction and operational impacts.

The works would not change the significance of residual impacts reported in Chapter 11 (Road Drainage and the Water Environment), including for WF23 and would not require any additional mitigation from that already identified in the ES.

Climate

With regard to greenhouse gas emissions, the ES reported in [Chapter 18](#) (Materials) an assessment utilising Transport Scotland's Carbon Management System (CMS) to estimate the total embodied carbon emissions, measured as carbon dioxide equivalent (CO₂e) associated with material resources used for construction of the project. The overall residual impact magnitude on material resources is anticipated to be significant based on the assessment of embodied carbon.

In relation to vulnerability from flooding, the design of the project allows for a 1 in 200-year event including an allowance for climate change. A 20% allowance for climate change for peak river flow and peak rainfall intensity was used in line with SEPA's guidance contained in 'Land Use Planning System SEPA Guidance: Climate change allowances for flood risk assessment in land use planning, Version 1' extant at the time of the preparation of the ES.

The design for the project is based on accepted standards that are considered appropriate for the climate experienced in the UK for the design life of the project. Where the proposed construction works interface with existing engineered slopes, slope stability measures such as benching or daily monitoring of any interface will be undertaken during the works. Any new engineered slopes will be designed to current codes and standards.

The works would not change the residual impact magnitude reported in Chapter 18 (Materials) in relation to material resources or the significance of residual impact reported in [Chapter 11](#) (Road Drainage and the Water Environment) in relation to flood risk.

Accidents and disasters

The project is not anticipated to result in greater risk of major accidents or disasters during construction or operation and is not located within a geographical region that is subject to natural disasters.

The project nor the works are not anticipated to result in a greater risk of major accidents or disasters or have high susceptibility to major accidents or disasters.

The project and the works will be constructed and managed in accordance with:

- Environmental, Health and Safety Management systems;
- Supplier management environmental health and safety standards (e.g. Construction Skills Certification Scheme);
- Risk management systems; and
- Construction and Environmental Management systems (including a CEMP).

Cumulative effects

[Chapter 20](#) (Cumulative Impacts) of the ES reported the potential for cumulative impacts due to the combined effect of a number of different environmental impacts of the project on a single receptor/resource, based on the findings of the topic chapters in the ES.

Significant cumulative impacts on nine people/property receptors were predicted to result from the combination of residual visual, access and land-take impacts. These receptors are Warren Lodge, Ledpetty Lodge, 1-4 Dowally Cottages, Dowally Farm (including R.A. Laird Contractors Ltd), Guay Farmhouse, 1 and 2 Croft Croy, Haugh of Kilmorich, Haugh Cottages and Westhaugh of Tulliemet.

The combination of projects forming the A9 Dualling Programme from Perth to Inverness was identified as having the potential to have a cumulative impact in terms of loss of woodland (including areas on the Ancient Woodland Inventory; AWI), material use and waste management, long distance NMU routes, and land-take from land holdings affected by multiple projects.

No significant effects on any long distance NMU routes were assessed for the project however it was anticipated the project would contribute to significant cumulative impact on the loss of AWI. No significant cumulative impacts were expected for materials and waste from other A9 dualling projects. No additional committed developments or proposed major development projects were identified that may contribute to a significant cumulative impact in combination with the project.

The works would not change the cumulative impacts reported in Chapter 20 (Cumulative Impacts).

Assessments of the environmental effects

Cultural heritage

Based on the impacts described and after the implementation of the mitigation identified above, using professional judgement informed by the criteria presented in Tables 15.2 and 15.3 of [Chapter 15](#) (Cultural Heritage) of the ES, the residual significance of impact on LB5574 has been assessed to be Moderate.

In accordance with the requirements of DMRB [HA208/07](#), the guidance extant at the time of publication of the ES, and to align with the Statement of Significance

presented in Section 15.7 Chapter 15 (Cultural Heritage) of the ES, an assessment of the Significance of Effect on the Overall Cultural Heritage Resource has been undertaken. With proposed mitigation, the overall impact on the cultural heritage resource comprising historic buildings has been assessed to be of Moderate significance. There is no change in the overall impact on the cultural heritage resource comprising historic buildings as assessed and presented in Chapter 15 (Cultural Heritage) of the ES (refer to paragraph 15.7.2).

All other environmental factors

In relation to all other environmental impacts, there is no change in the significance of residual impacts from that reported in the ES.

Statement of case in support of a Determination that an EIA Addendum for the A9 Dualling Tay Crossing to Ballinluig project is not required

The 8.2km road from Tay Crossing to Ballinluig is being upgraded to dual carriageway as part of a wider programme to improve the A9 between Perth and Inverness. The A9 Dualling will bring several benefits for locals and road users. The objectives of the scheme are:

- To improve the operational performance of the A9 by:
 - Reducing journey times; and
 - Improving journey time reliability.
- To improve safety for motorised and non-motorised users by:
 - Reducing accident severity; and
 - Reducing driver stress.
- To facilitate active travel within the corridor; and
- To improve integration with public transport facilities.

The DMRB (Design Manual for Roads and Bridges) Stage 3 process has been completed and the [Draft Orders and Environmental Statement](#) for the project were published on 31 July 2018.

Although a number of objections were lodged and were not withdrawn, a Public Local Inquiry (PLI) was not required for the project. Objections were considered by the Reporter appointed by the Planning and Environmental Appeals Division (DPEA) of the Scottish Government and the Reporter published his [report](#) on 15 July 2020 which recommended that the draft Orders be confirmed, subject to a Schedule of Agreed Modifications.

Scottish Ministers published their [decision to proceed](#) on 2 March 2021 which concluded that the Orders should be made. [The Road Order and Compulsory Purchase Order](#) were made on 27 October 2021 and came into force on 26 November 2021.

The change to the project comprising the works and explained in this document has been determined in accordance with Section 13a of Annex II of the EIA Directive as the project already authorised, executed or in the process of being executed, and it may have significant adverse effects on the environment.

Screening using Annex III criteria and review of available information has not identified the need for a statutory EIA nor an Addendum to the A9 Dualling Tay Crossing to Ballinluig Environmental Statement published in 2018.

The project will not have the potential for significant effects on the environment beyond that already reported in the A9 Dualling Tay Crossing to Ballinluig Environmental Statement published in 2018 by virtue of factors such as:

Characteristics of the works:

- Refinement of the specimen design to avoid demolition of, and reduce impacts on the setting of, the Category B listed historic building Ledpettie, Bridge on Disused Section of Drive to Dunkeld House (LB5574). The works would include the following design elements:
 - Localised narrowing of the southbound carriageway verge from 4m to 2.5m which increases the distance between LB5774 and the southbound carriageway to 5m.
 - Localised refinement of the southbound carriageway earthworks (embankment and cutting) to tie-in with the narrowing of the southbound verge and the replacement culvert for WF23.
 - Positioning of the upstream inlet of the of the replacement culvert and redesign of the culvert headwall and its angle to the watercourse such that the inlet will be on the existing alignment of the watercourse and the culvert headwall will be constructed parallel with the carriageway and form a retaining structure along the back of the verge line (i.e. no longer requiring wingwalls).
 - Culvert size maintained at 2m x 2m with the culvert reduced in length by approximately 1.5m.
 - Regrading of WF23 upstream of the southbound carriageway from the culvert inlet to a point 1m from LB5774 and protection of the bed and banks of the watercourse with rip-rap.
 - Realignment of the design of the piped culvert for WF21 and WF22 to join with the culvert for WF23, including provision of a manhole in the southbound verge to enable its re-direction.
 - Works downstream of the northbound carriageway unchanged.
- There would be no change to the extent of the works beyond that identified in the consented ES and identified in the Made Orders.

Location of the works:

- The works would be located in the River Tay (Dunkeld) National Scenic Area which is a sensitive area within the meaning of regulation 2(1) of the

Environmental Impact Assessment (Scotland) Regulations 1999 as amended by EIA (Scotland) Amendment Regulations 2006, Regulation 2(1).

- The works would be undertaken between ch1500 and ch1700 of the project.

Consultation:

- An Environmental Steering Group (ESG) has been set up for the A9 Dualling programme and the following contributed to the preparation of the ES:
 - NatureScot
 - Historic Environment Scotland
 - Perth and Kinross Council
 - Scottish Environment Protection Agency
- Clarification on supplementary information on LB5547 was sought from HES.
- The ESG were informed of the change in location of LB5574 and the requirement for the preparation of a RoD at the ESG meeting on 7 May 2024.
- There has been subsequent consultation with HES, PKC, PKHT, SEPA and NatureScot on the design changes, mitigation proposed, and residual impacts detailed in this RoD. This has included issue of a Technical Note, draft Water - Controlled Activities Regulations application and a meeting with SEPA, PKC, and HES on 19 August 2024.

Characteristics of potential impacts of the works:

- In relation to cultural heritage, there is assessed to be a likely residual impact of Moderate significance on LB5574 (previously assessed as not significant).
- The overall impact on the cultural heritage resource comprising historic buildings has been assessed to be of Moderate significance. There is no change in the overall impact on the cultural heritage resource comprising historic buildings as assessed and presented in [Chapter 15](#) (Cultural Heritage) of the ES (refer to paragraph 15.7.2).
- In relation to all other environmental impacts, there is no change in the significance of residual impacts from that reported in the ES.
- As the significance of residual impacts are as reported in the ES that was published on 31 July 2018 there is no requirement for further publicity.

References of Supporting Documentation

The following references are applicable to this document:

British Standards Institute (2014). BS ISO 4866:2010 Mechanical vibration and shock, Vibration of fixed structures, Guidelines for the measurement of vibrations and evaluation of their effects on structures

British Standards Institute (2014). BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites – Part 2: Vibration.

Chartered Institute for Archaeologists (CIfA), 2020 Standard and guidance for historic environment desk-based assessment.

Historic England (2019). Piling and Archaeology Guidance and Good Practice.

Historic Environment Scotland (2016). Listed Building dataset

Historic Environment Scotland (2010). Managing Change in the Historic Environment - Engineering Structures.

Historic Environment Scotland (2019a). Managing Change Demolition of Listed Buildings.

Historic Environment Scotland (2019b). Managing Change Use and Adaptation of Listed Buildings.

Historic Environment Scotland (2020a). Managing Change in the Historic Environment: Setting.

Historic Environment Scotland (2020b). Managing Change in the Historic Environment: Gardens and Designed Landscapes.

Historic Environment Scotland (2024). Listed Building dataset

Jacobs *on behalf of Transport Scotland* (2018). A9 Dualling Tay Crossing to Ballinluig DMRB Stage 3 Environmental Statement.

Jacobs *on behalf of Transport Scotland* (2018). A9 Dualling Tay Crossing to Ballinluig DMRB Stage 3 Habitats Regulations Appraisal.

Perth and Kinross Council, 2019. Perth and Kinross Local Development Plan 2.

Scottish Government, 2014. Our Place in Time: The Historic Environment Strategy for Scotland;

Scottish Government, 2023. National Planning Framework 4.

Scottish Natural Heritage and HES, 2018. Environmental Impact Assessment Handbook: Guidance for competent authorities, consultation bodies, and others involved in the Environmental Impact Assessment process in Scotland.

Transport Scotland (2022). Environmental Impact Assessment Guidance.

Determination

I have determined, following discussions with the Project Manager, that an EIA is not required for this project.

Transport Scotland Environmental Advisor

NAME: Myra Conn

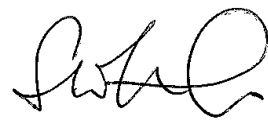
SIGNATURE: 

DATE: 16/09/2024

Authorisation to publish Notice of Determination:

pp Director

NAME: SCOTT LEES

SIGNATURE: 

DATE: 20 September 2024

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.