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Environmental Impact Assessment Record of Determination

A9 Allan Water to Stockbridge Southbound (Resurfacing)

Contents

Project Details	4
Description.....	4
Location	4
Description of local environment.....	6
Air quality	6
Cultural heritage	6
Landscape and visual effects	7
Landscape.....	7
Visual	7
Biodiversity	7
Protected areas.....	7
Field survey.....	7
Invasive plants	8
Geology and soils	8
Geology.....	8
Soils	8
Material assets and waste	9
Materials.....	9
Wastes	9
Noise and vibration	9
Population and human health	10
Road drainage and the water environment.....	10
Surface water	10
Groundwater	11
Flood risk.....	11
Climate	11
Carbon Goals	11
Policies and Plans.....	12
Description of main environmental impacts and proposed mitigation	13
Air quality	13
Cultural heritage	14
Landscape and visual effects	14

Biodiversity	15
Material assets and waste	16
Noise and vibration	17
Population and human health	18
Road drainage and the water environment.....	19
Climate	20
Vulnerability of the project to risks	21
Assessment cumulative effects	21
Assessments of the environmental effects	21
Statement of case in support of a Determination that a statutory EIA is not required.....	22
References of supporting documentation	23
Annex A.....	24

Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the A9 (southbound) carriageway located north of Dunblane, Stirling as the existing carriageway is displaying surface and structural issues.

The primary treatment will be surface treatment, with inlay resurfacing at various depths throughout the scheme extents.

The scheme is approximately 1.08 kilometres (km) in length, with a total area of approximately 1 hectare (ha).

Construction activities and the associated plant and machinery required are as follows:

- Implementation of Traffic Management (TM) and marking out site (TM plant);
- Milling of existing surfacing to agreed depths (planer, miller, wagon);
- Resurfacing of carriageway using TS2010 aggregate, AC binder and AC base (paver, roller);
- Reinstatement of road markings, linings, and studs (lorries/wagons and plant); and
- Removal of TM.

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, proposed for May 2026. A contraflow system will in place 24/7, with works undertaken during night-time working hours for approximately five nights.

Location

This section of the A9 carriageway is a dual carriageway located north of Dunblane, Stirling at the following National Grid References (NGRs) (Figure 1):

- Scheme start: NN 78291 02577
- Scheme end: NN 77328 02127

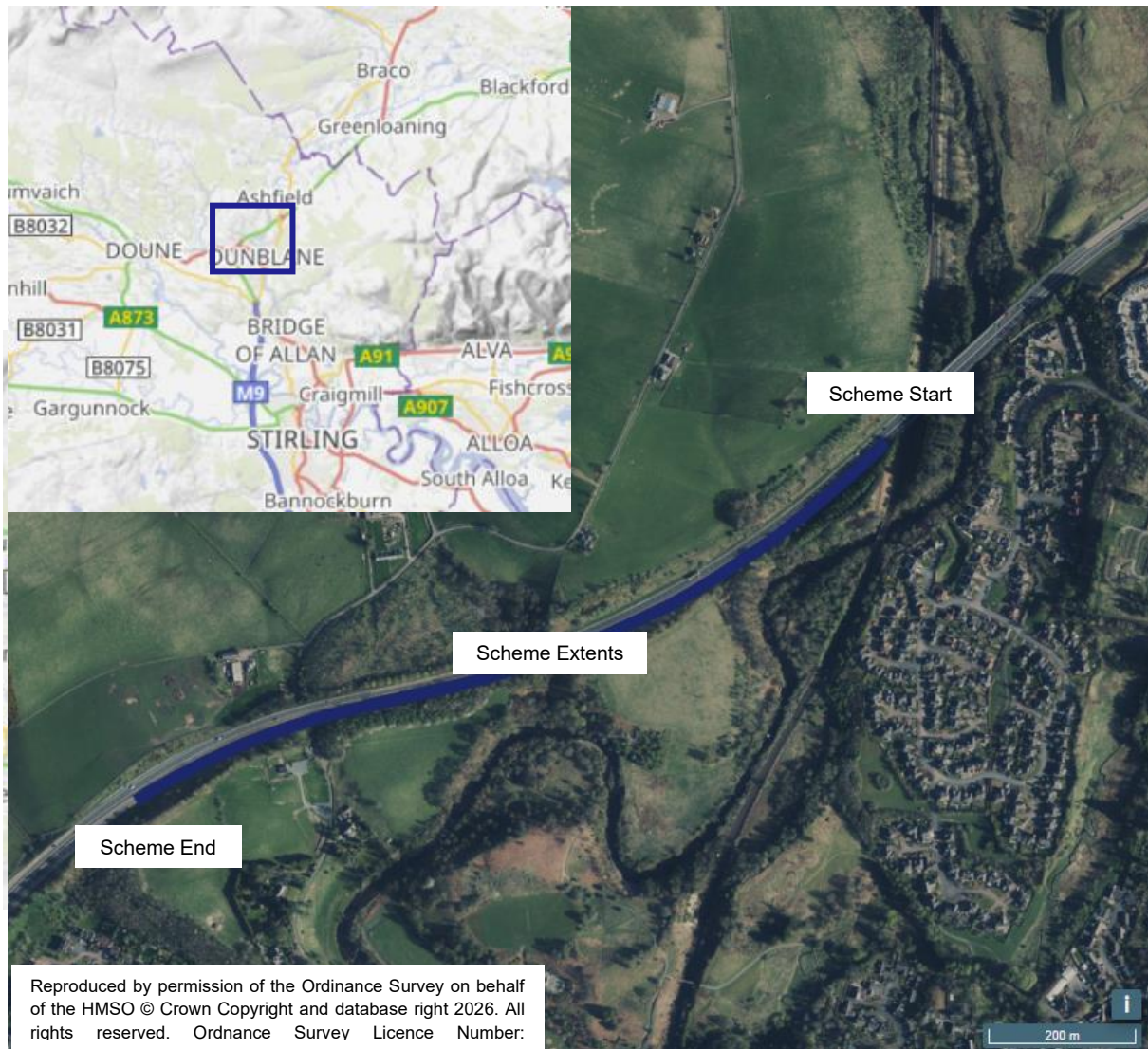


Figure 1. Scheme Extents and Location Map.

Description of local environment

Air quality

The scheme extents cover a semi-rural stretch of the A9 carriageway north of Dunblane, within Stirling. Baseline air quality is likely to be influenced primarily by traffic flow along the A9, with secondary sources from rail, agricultural and residential activities.

[Annual Average Daily Flow](#) (AADF) in 2024 along the A9, within the scheme extents (site number: [80405](#)) was counted at 29,457 total vehicles, with 22,875 (9.8%) Heavy Goods Vehicles (HGVs).

Local Authorities across the UK are responsible for monitoring air quality and ensuring compliance with national objectives. Where these objectives are not met, they must declare an [Air Quality Management Area](#) (AQMA) and implement a corresponding management action plan. At the time of writing, Stirling Council has not currently declared any AQMAs. There are no real-time air quality monitoring stations ([Air Quality in Scotland](#)) or any sites on the [Scottish Pollutant Release Inventory \(SPRI\)](#) located within 1km of the scheme extents.

There are approximately 30 air quality-sensitive receptors located within 200m, comprising residential and agricultural properties. The closest is located 80m north (grid reference NN 77442 02277).

Cultural heritage

A desktop study using [PastMap](#) has been undertaken, where an asset has been listed more than once, its highest statutory designation has been recorded. This refers to designations including World Heritage Sites, Scheduled Monuments, Battlefields and Listed Buildings.

No statutory cultural heritage features are located within the scheme footprint, or within 300m. The closest is a Battlefield, Battle Of Sheriffmuir (BTL17), and associated Listed Buildings located over 500m east of the scheme extents.

Historic Environment Records (HERs) and National Record of the Historic Environment (NRHE) provide local and national level information on Scotland's historic environment. There are four records listed on the HER and NRHE located within 200m, however, none are located within the scheme extents.

Landscape and visual effects

Landscape

The scheme lies within a semi-rural setting, characterised by woodland, arable and grazing agricultural land, and sporadic residential properties lining the carriageway.

One unnamed area of Ancient (of semi-natural origin) woodland designated under the Ancient Woodland Inventory (AWI) is located adjacent to the scheme extents, approximately 5m south of the carriageway (centred at NN 77807 02268) ([Scotland's Environment Map](#)). No other landscape designations, including [Tree Preservation Orders](#) (TPOs), Garden Designed Landscapes (GDLs) or National Scenic Areas (NSAs) are present within 500m.

The scheme falls within the Lowland River Valleys - Central [Landscape Character Type](#) (LCT [152](#)), defined by well-defined corridors, flat valley floors, commanding hills and a high tree cover with roadside vegetation and semi-natural woodland.

Visual

There are no constant visual receptors of the scheme due to the topography and general landscape arrangement. Transient visual receptors include road users (motorists and public transport users) travelling along the A9, who will experience brief and intermittent views of the scheme.

Biodiversity

Protected areas

There are no European sites located within 2km, or with potential hydrological connectivity to the scheme ([Sitelink](#)). No local or nationally designated biodiversity sites are located within 1km, such as Local and National Nature Reserves.

Field survey

An ecological field survey has been scoped out by a qualified ecologist due to the transient nature of the works and their containment within the trunk road boundary, indicating a low likelihood of significant ecological impact.

Invasive plants

Transport Scotland's Asset Management Performance System (AMPS) has recorded giant hogweed (*Heracleum mantegazzianum*), an invasive non-native species (INNS) along a 222m stretch of the A9 southbound carriageway verge adjacent to the scheme extents.

Rosebay willowherb (*Chamerion angustifolium*) a Transport Scotland target species has been recorded along the southbound verge, adjacent to the scheme extents (AMPS).

Geology and soils

Geology

There are no Geological Conservation Review Sites (GCRS), or geological SSSIs located within 300m ([Sitelink](#)).

Bedrock geology comprises sedimentary sandstone of the Dunblane Sandstone Member, dating from 419.2 to 393.3 million years ago (Mya) during the Devonian period. Superficial deposits are made up of sedimentary glaciofluvial ice contacts deposits of gravel, sand and silt, formed during the Quaternary period, and Devensian till ([British Geological Survey Geology Viewer](#)).

The scheme is located within a moderately productive aquifer, yielding moderate amounts of groundwater locally ([GeoIndex - British Geological Survey](#)).

Soils

The local soil type within scheme extents is recorded as brown earths ([Scotland's Soils](#)).

All works are contained to the engineered layers of the existing carriageway, resulting in limited potential for disturbance to geology and soils. As such, geology and soils has been scoped out of requiring further assessment in line with DMRB Guidance document LA 109: Geology and soils.

Material assets and waste

Materials

Resurfacing will use Transport Scotland's TS2010 hot-mix asphalt (HMA) specification with AC binder and base layers. Warm-mix asphalt (WMA) is not proposed as TS2010 performance requirements are based on hot-mix production, ensuring suitable construction performance within Scotland's cold and wet climate. While WMA provides energy and emissions benefits, HMA provides long-term durability, extending the design life of the carriageway and reducing the frequency of future resurfacing interventions. Refer to the Climate impacts and mitigation section for further details.

Other materials required will include road marking materials, road studs, vehicle fuel and oil.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, the binder and base courses used for resurfacing will contain a percentage of recycled material.

Wastes

Wastes are anticipated to be carriageway planings which will primarily be recycled at a licenced facility, thereby reducing the amount sent to landfill and promoting circular economy practices.

Coring investigations have not identified the presence of coal tar within treatment depths within the scheme extents.

A Site Waste Management Plan (SWMP) will be prepared prior to the works which will detail how resource use and waste arising from the works will be managed throughout the scheme. This is required due to the scheme exceeding £350,000 in value and will help control and reduce the amount of waste produced, resulting in less landfilled waste.

Noise and vibration

The scheme is located in a semi-rural area, where baseline noise levels are primarily influenced by traffic on the A9, with secondary sources from rail, agricultural and residential activity. For AADF details, please refer to the Air Quality section above.

Modelled day-evening-night (L_{den}) noise levels along the scheme range between >75 to 80dB, and night noise levels (L_{night}) for the period 23:00-07:00 range from >65B to 75dB. At the closest receptor, located 80m north (grid reference NN 77442 02277) baseline noise levels are recorded between >55B to 60dB ([Scotland's Noise Map](#)). There are approximately 100 noise-sensitive receptors (NSRs) located within 300m, including residential and agricultural properties.

The works are not located within a Candidate Noise Management Area (CNMA) as defined by the [Transportation Noise Action Plan 2024-2028](#) (TNAP).

Population and human health

There are approximately 100 residential and agricultural properties located within 300m. The closest property is a residential and agricultural holding, Auchinlay Holdings, located 80m north (grid reference NN 77442 02277).

No educational, religious or medical community facilities are located within 300m. Laighhills Public Park, a recreational area is located approximately 225m south.

The works will be fully contained within the carriageway boundary, requiring no land take from residential, agricultural, business, or community land. A single agricultural access point is located within the scheme extents, at grid reference NN 78078 02396.

The following road infrastructure is located within the scheme extents:

- A layby is located at grid reference NN 78077 02399.
- A crossover is located at grid reference NN 77376 02161.
- An underpass (A9 70 Auchinlay Road) is located at grid reference NN 77520 02207.

There are no [Core Paths](#) within or visible from the scheme extents, and no provision for walkers, cyclists, or horse-riders (WCH) along the scheme extents.

No bus stops are located along the scheme extents, and the extents are not lit.

Road drainage and the water environment

Surface water

Allan Water (Greenloaning to Dunblane) (ID: 6833), a classified surface watercourse designated under the Water Framework Directive (WFD) is located approximately 40m south of the scheme extents at its closest point. It exhibits a 'Good' overall

status under SEPA's 2024 water classification data. This river is located within the Allan Water catchment of the Scotland river basin district. This is an inland surface water, not influenced by normal tidal action at this location ([SEPA Water Classification Hub](#)).

A small culvert crosses the scheme (grid reference NN 78143 02445) which carries field drainage beneath the A9 carriageway before out falling into the Allan Water.

The Scheme is not located within a surface water [Drinking Water Protected Area](#) (DWPA).

Road drainage is in the form of filter drains and ditches, with additional top entry gullies are present throughout the layby.

Groundwater

The scheme lies within the Dunblane groundwater body (ID: 150628) which was classified as having a 'Poor' overall condition under the WFD in 2024 ([SEPA Water Classification Hub](#)).

The scheme is not located within a Scottish Government [Nitrate Vulnerable Zone](#) (NVZ). The scheme is located within a [groundwater DWPA](#).

The scheme is located within a moderately productive aquifer, yielding moderate amounts of groundwater locally ([GeoIndex - British Geological Survey](#)).

Flood risk

The last approximately 200m of the scheme extents is identified at 'Medium' (0.5%) chance of surface water and small watercourse flooding annually. Medium likelihood infers that there is a 1 in 200 chance of a flood event occurring in any given year. ([SEPA Flood Map](#)).

The scheme is located within the Dunblane 2028-2034 potentially vulnerable area (PVA), where the highest flood risk is likely to occur in the future ([Potentially Vulnerable Areas \(PVAs\) 2028-2034](#)).

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009, as amended by the [Scottish Carbon Budgets Amendment Regulations 2025](#) sets out the statutory framework for reducing

greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for greenhouse gases including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

- 2026 - 2030: Average emissions to be 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline.
- 2041 - 2045: Average emissions to be 94% lower than baseline.

These budgets are legally binding and will be supported by a new Climate Change Plan, which will outline the specific policies and actions required to meet the targets.

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

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the North East Network Management Contract (NE NMC) network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance ([Guidance – Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) LA 101 and LA 104 were used to form this assessment.

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities may temporarily affect local air quality due to dust and particulate emissions generated during milling of the carriageway surface. Short-term increases in emissions from construction plant, and vehicles are also anticipated during the construction phase only.

TM will involve a contraflow system, which may result in short-term increases in traffic-related emissions on the A9. Such effects are anticipated to be temporary, localised and limited to the construction period.

There will be no changes to traffic flow characteristics, including vehicle competition, speed or flows, and therefore no operational air quality impacts are anticipated.

During the construction phase, mitigation measures will follow best practice guidance from the Institute of Air Quality Management (IAQM), from the [‘assessment of dust from demolition and construction \(January 2024\)’](#) including:

- Site layout will be planned (including plant and vehicles) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable.
- Materials that have a potential to produce dust, such as planings will be removed from site as soon as possible, unless being re-used on site (stockpiles will be covered or fenced to prevent wind whipping).
- Drop heights from conveyors and other loading or handling equipment will be minimised.
- Vehicles entering and leaving the work area will be covered/sheeted to prevent escape of materials during transport.
- Equipment will be readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

The following additional mitigation measures will be implemented:

- When not in use, plant and vehicles will be switched off and there will be no idling vehicles.
- All plant and fuel-requiring equipment used during construction will be well maintained to minimise emissions.

No significant air quality effects are anticipated. Therefore, in line with DMRB Guidance document LA 105: Air quality no further assessment is required.

Cultural heritage

There are no designated or non-designated cultural heritage features within the scheme extents, and no land acquisition is required. All works are confined to the existing carriageway surface, and no significant vibration effects are anticipated due to the nature and scale of the works. Therefore, there is no anticipated impact to the statutory features located over 500m from the scheme extents.

The original construction of the A9 and associated infrastructure likely removed any archaeological remains, and the potential for unknown archaeology is considered low.

There will be no changes to the road alignment or land take, and therefore no operational impacts on cultural heritage.

The following mitigation measures will be in place during the construction phase:

- Plant and machinery will be stored within the carriageway boundary where practicable.
- Any access beyond the carriageway will be minimised and ideally limited to foot access.

No significant effects are anticipated to cultural heritage. Therefore, in line with DMRB Guidance document LA 106: Cultural Heritage Assessment, no further assessment is required.

Landscape and visual effects

Overall construction activities will be small-scale and contained within the existing A9 carriageway boundary. Short-term visual effects may arise from the presence of construction plant, TM and artificial lighting. These effects will be localised and temporary, with no anticipated change to the wider landscape character. Furthermore, no constant visual receptors are present, and the works are scheduled to occur overnight for approximately five nights, further reducing visibility and disruption.

No residual landscape or visual impacts are anticipated post-construction, with the improved road surface being the only visible change.

The following mitigation measures will be in place during construction:

- The site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.
- Works will avoid encroaching on land and areas where work is not required or not permitted, including for storage and parking.

No significant effects are anticipated upon the landscape and visual effects. Therefore, in line with DMRB Guidance document LA 107: Landscape and Visual Effects no further assessment is required.

Biodiversity

Construction activities have the potential to cause temporary adverse impacts on biodiversity due to vehicle presence, noise and artificial site lighting during the night-time works. This may disturb protected species within the scheme surroundings.

INNS have been recorded adjacent to the scheme extents; however, works are contained to the existing carriageway boundary, and the absence of land-take, site clearance, or topsoil import reduces the risk of their spread or introduction.

The culvert and field drain located within the scheme extents pose a potential pathway to pollute aquatic habitats, particularly during milling operations and periods of heavy rainfall (see *Road Drainage and the Water Environment* section for further details).

The scheme will not fragment or remove habitats as no vegetation clearance, land take, or earthworks required. As such, there are no anticipated impacts to habitat connectivity and no overall operational impacts on biodiversity are anticipated.

The following mitigation measures will be in place during construction:

- A 'soft start' procedure with regard to plant, machinery and vehicles will be implemented daily to gradually increase noise levels and minimise disturbance.
- Directional site lighting will be aimed away from sensitive ecological features such as woodland and watercourses.
- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- Additional pollution prevention measures are detailed in the *Road Drainage and the Water Environment* section.
- As part of the Network Management Contract, Amey, on behalf of Transport Scotland, has been asked to keep a record of various target species, including rosebay willowherb. Works will not cause the spread of these species, if a possibility arises wherein works are likely to result in the spread of these species through disturbance, the appropriate Amey Landscaping Team will be consulted.

- Site operatives will be made aware of the location of Giant hogweed prior to commencing works on site and will receive an environmental briefing on Invasive Plants and Giant Hogweed prior to works commencing.
- Plant, vehicles and materials will be contained to areas of engineered ground and not stored on grass verges to prevent the spread of INNS.
- Biosecurity measures such as 'Check, Clean, Dry' protocols will be implemented for all PPE and plant, and all site staff will be aware of and understand the necessary mitigation procedures.

With these mitigation measures in place, no significant effects are predicted for biodiversity. Therefore, in line with DMRB Guidance document LA 108: Biodiversity no further assessment is required.

Material assets and waste

There is potential for resource depletion through the use and transportation of primary materials such as aggregates. However, the use of recycled content in the binder and base courses, and the application of TS2010 surfacing which offers enhanced durability and therefore reducing the frequency of future interventions (compared with other stone mastic asphalt (SMA) products) helps mitigate long-term resource use.

Potential impacts related to pollution from materials and waste may result if these are not appropriately managed during construction.

No operational impacts are anticipated on material assets and wastes.

The following regulatory requirements will be adhered to:

- A SWMP will be prepared prior to the works which will detail how resource use and waste will be managed. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.
- The Contractor is responsible for the management and disposal of road planings arising from the works. All waste will be managed in accordance with the [Environmental Authorisations \(Scotland\) Regulations 2018](#), under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy. Landfill disposal will only be considered where recovery or reuse options are not practicable.
- Waste will be transferred to SEPA-authorized facilities by carriers with valid waste carrier registrations. A waste transfer note (WTN) will be completed for removal of waste from site and retained for two years, in line with statutory Duty of Care requirements.

The following mitigation measures will be implemented:

- Waste will be stored in suitable, covered containers, and segregated at the source where possible.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Good materials management methods (e.g., 'just-in-time' delivery) will be used to minimise and prevent the disposal of unused materials.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.

With best practice mitigation measures in place, no significant effects are predicted for materials and wastes. Therefore, in line with DMRB Guidance document LA 110: Material Assets and Waste no further assessment is required.

Noise and vibration

Construction activities, particularly milling and the use of machinery such as planers and construction vehicles may cause temporary noise and vibration impacts. These are not expected to significantly exceed ambient levels or result in notable disturbance to surrounding NSRs, in particular due to the high baseline noise levels. TM may also contribute to short-term increases in noise due to congestion.

Post-construction, no adverse noise or vibration impacts are anticipated. The improved road surface will not change the traffic speed or flows, and ambient noise levels are expected to return to pre-construction conditions.

Mitigation measures during construction will follow Best Practicable Means as outlined in British Standard (BS) 5228:2009+A1:2014. The standard provides specific detail on suitable measures for noise control in respect to construction operations; for example:

- Quiet working methods will be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Operations will be sequenced to minimise simultaneous use of high-noise equipment, and a 'soft start' to works will be in place, whereby plant, machinery and vehicles are started sequentially as opposed to simultaneously.
- Plant and machinery will be regularly maintained to prevent excessive noise from worn parts or inefficient operation.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. Where night-works

are to be undertaken, the noisiest works will be undertaken before 23:00 where possible.

The following further mitigation measures related to noise and vibration will be in place:

- The delivery of Amey's Noise and Vibration environmental briefing to all site operatives before works start.
- Notification of the works to Stirling Council's Environmental Health Team due to night-time programming.
- Delivery of scheme information to NSRs through a letter drop as a pre-construction notification of the works.
- Engagement and pre-notification of the works through social media prior to commencement of the works to make road users and local residents aware of the upcoming works.

With best practice mitigation measures in place, no significant effects on noise and vibration are predicted. Therefore, in line with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Construction activities may cause temporary disruption to road users due to TM, noise, and delays. There may be short-term disturbance to residential receptors from construction noise, and general construction presence, however, no constant visual receptors are identified. Please refer to the *Landscape and Visual Effects* section above for an assessment of the visual impacts to visual receptors.

Operationally, the Scheme will not alter access arrangements or traffic flows. The improved road surface will improve ride quality for motorists, therefore resulting in beneficial long-term effects.

Local residents and road users will be informed of the working schedule, in particular the times and durations of the works through a letter drop and pre-construction notice of the works which include journey planning via social media; and signage on approach to scheme extents.

Stirling Council's Environmental Health Team have been notified of the works.

With best practice mitigation measures in place, no significant effects on population and human health are anticipated. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health, no further assessment is required.

Road drainage and the water environment

Potential impacts on the water environment are anticipated to be limited, temporary and managed through best practice measures as all works are to occur within the existing engineered carriageway.

There is potential for short-term risk of accidental pollution from fuels, oils and other contaminants associated with plant, machinery and materials, and road planings entering surface runoff, drainage systems and surface watercourses. A surface watercourse flows across the scheme extents, which could act as a pathway for pollutants. However, as it is a contained culvert beneath the carriageway, with no in-water works, abstraction or transfers of water from, or discharges to a waterbody, the potential for a direct pollution incident within a waterbody is unlikely.

The scheme lies within a groundwater DWPA, however, as the works are limited to resurfacing of the existing carriageway, with no works or excavations within previously undisturbed ground, the potential for impacts on groundwater quality or mobilisation of contaminants is limited.

The works will not increase the long-term flood risk as they are limited to the existing impermeable carriageway surface, with no alteration to drainage infrastructure or surface water runoff patterns. No other post construction impacts are anticipated.

The following best practice and pollution prevention and control measures will be in place during construction:

- All operatives will be aware of [SEPA's Guidance for Pollution Prevention](#) (GPP) documents.
- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site both during and following the works.
- All site operatives will be made aware of site spillage response procedures and in the event of a spill all works associated with the spill will stop, and the incident reported. Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required.
- The Amey control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- In the event of a pollution incident, SEPA will be notified without delay.
- Weather reports will be monitored prior to and during the works with all construction activities temporarily halting in the event of adverse weather or a flooding event. The works will only continue when it is deemed safe to do so and runoff/ drainage can be adequately controlled to prevent pollution.

- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
 - Away (>10m) from surface water drainage systems; and
 - Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather.
- Where refuelling on site is required, there will be designated refuelling areas, located more than 10m from surface water drainage systems. Additionally, they will be stored within a drip tray, bund or other form of secondary containment with at least 110% of the maximum volume of a single container.
- The delivery of Amey's Water Pollution Prevention environmental briefing to all site operatives before works start.

With mitigation measures in place, no significant effects are anticipated on the water environment. Therefore, in line with DMRB Guidance document LA 113: Road Drainage and the Water Environment no further assessment is required.

Climate

Construction activities may result in GHG emissions from vehicles, machinery, material use and production, and transportation. However, given the nature of the scheme, the volume of materials required to be imported on site is low, reducing the overall impact.

The use of HMA supports a longer design life compared to other SMA materials, resulting in reduced whole-life carbon impacts as there is a reduced need for repeat resurfacing, minimised material use, transport emissions and construction waste over the road asset's lifecycle.

The following mitigation measures will be in place during construction:

- Where possible, materials and suppliers will be sourced locally to reduce GHG emissions associated with travel distance.
- Waste disposal will be directed to local licensed facilities.
- Plant, machinery and vehicles will not be left idling when not in use.
- Further actions and considerations for this scheme are detailed in the above *Material Assets and Waste* section.

With best practice mitigation measures in place, no significant effects are anticipated on Climate. Therefore, in line with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

Construction activities are confined to the carriageway boundary, reducing the risk of major accidents or environmental disasters. Furthermore, TM will be designed in line with existing guidance. TM will comprise of a convoy system, with no full road closure or diversion routes required.

Considering the above, the vulnerability of the project to of major accidents and disasters is considered to be low.

Assessment cumulative effects

[Stirling Council Planning Portal](#) has not identified any extant planning applications surrounding the scheme extents that would result in any in-combination effects.

The [Scottish Road Works Commissioner's Interactive Map](#) has not highlighted any works during the proposed timescale at the location of the works.

Amey's current [programme of works](#) has not identified any other works on the A9 that will be undertaken in conjunction with the scheme. Any future schemes will be programmed to consider already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

During construction, activities associated with the works may have minor temporary disturbances such as changes to noise and vibration and air quality, and potential disturbance to local wildlife.

The scheme is not anticipated to have significant environmental effects having regard to its nature, scale and location. The residual impacts arising from the works can be appropriately mitigated and thus no cumulative or in-combination effects are anticipated.

Assessments of the environmental effects

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

An Environmental Scoping Assessment and consultation with Stirling Council's Environmental Health team has been undertaken in January 2026 by Amey's Environmental Team.

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

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

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

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

Characteristics of the scheme:

- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- No impacts on the environment are expected during the operational phase as a result of works, with positive impacts on road users and surrounding NSRs during the operational phase.
- No in combination effects have been identified.

Location of the scheme:

- The scheme is not located within 2km, or with hydrological connectivity any European sites.
- The works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole, or in part in a sensitive area.
- The scheme will be contained to the existing A9 carriageway surface and as such, no land take or vegetation clearance will be required. In addition, the scheme will not alter any local land uses or habitats.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Measures to minimise the potential disturbance to protected species will be implemented.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in combination effects have been identified.

References of supporting documentation

An Environmental Screening Assessment undertaken in January 2026.

Annex A

“sensitive area” means any of the following:

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



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