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Environmental Impact Assessment Record of Determination

A9 Inveralmond Bridge

Contents

Project Details

Description

BEAR Scotland, on behalf of Transport Scotland, has been commissioned to undertake Vehicle Restraint System (VRS) and bridge parapet replacement works on A9 Inveralmond Bridge, due to the existing barriers being corroded and in need of replacement. The scheme covers an area of approximately 0.1ha and extends for 120m in length. The package of works will include:

- Set up of traffic management (TM) and marking-out of site
- Removal of existing VRS connections and bridge parapet.
- Installation of new safety barrier, non-connecting transitions and P4 terminals
- Removal of TM and reopening of road

The works are currently programmed to be completed within the 2025/2026 financial year, with construction scheduled to take place in January for a duration of 4 weeks, utilising a day-time working pattern (07:00 to 19:00). Changes to the programme may result in amendments to this proposed working pattern.

TM will involve inside lane closures on both the northbound (NB) and southbound (SB) carriageways. The TM strategy will be in line with recommendations and guidance in The Traffic Signs Manual Chapter 8 (Gov.uk).

Location

The scheme is located on a stretch of the A9 trunk road just north of Perth in the Perth & Kinross local authority area (Figure 1). The scheme has the following National Grid Reference (NGR):

- Scheme start point NGR: NO 09631 26536
- Scheme end point NGR: NO 09608 26667

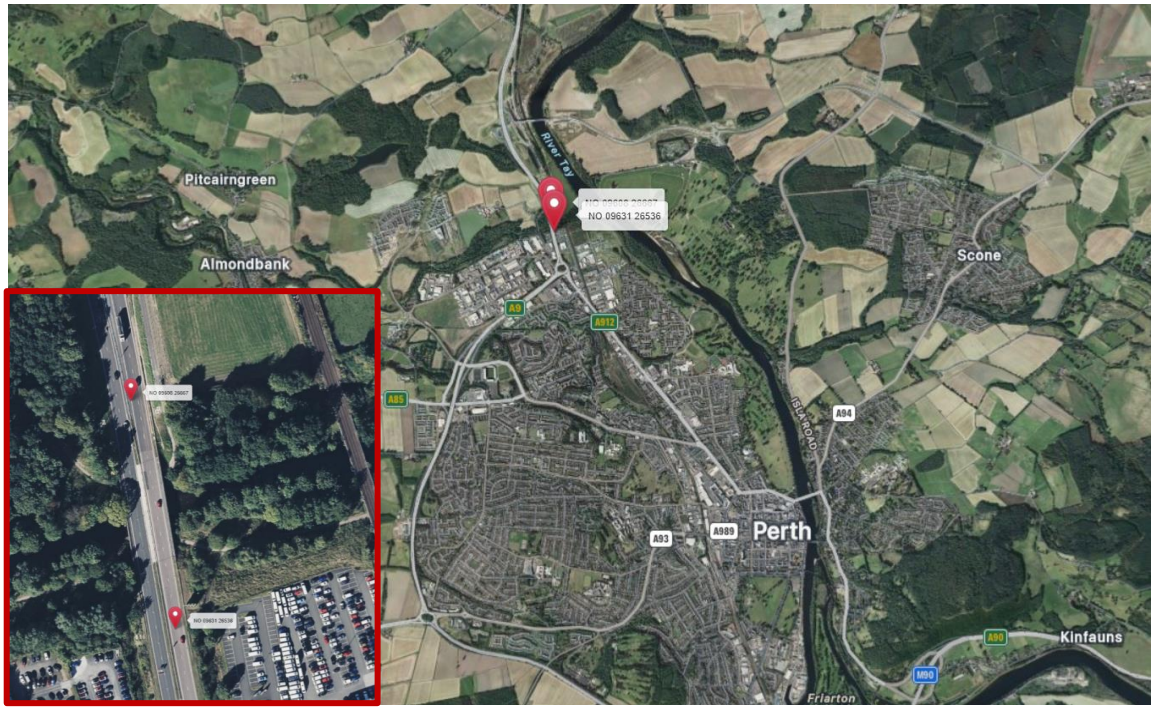

Figure 1 Location of the A9 Inveralmond Bridge scheme.

Description of local environment

Air quality

The scheme lies within the Perth Air Quality Management Area (AQMA) which is declared for particulate matter (PM_{10}) and nitrogen dioxide (NO_2). The nearest air quality monitoring station is located 3.2km south of the scheme with all measured pollutant levels recorded as 'low' at the time of search (Scottish Air Quality)

There are six sites within 10km of the scheme listed on the Scottish Pollution Release Inventory (SPRI). The closest to the scheme is 'ABP UK' which lies 600m west of the scheme and is registered for releases of hydrofluorocarbons (HFC).

Baseline air quality in the study area is likely to be primarily influenced by vehicles travelling along the A9 trunk road. Secondary influences are likely derived from activities/movements associated with the city of Perth, and the nearby Inveralmond industrial estate and North Muirton industrial estate.

Cultural heritage

The Bertha Roman Fort Scheduled Monument lies 50m northeast of the northern scheme extent and the old Almond Bridge Listed Building (Category B) lies 120m west of the scheme (PastMap).

The following features are recorded within the scheme but receive no statutory protection:

- National Record of the Historic Environment (NRHE) 'New Almond road bridge and graffiti' which describes the current A9 road bridge.
- Historic Environment Record (HER) 'Bertha Roman cemetery' which overlaps the A9 along the banks of the River Almond.

No Conservation Areas, Battlefields, Gardens and Designated Landscapes, or World Heritage sites were identified within 300m of the scheme (PastMap).

Landscape and visual effects

The scheme does not lie within any National Parks or National Scenic Areas (SiteLink).

The A9 Trunk Road connects Perth with Thurso. It commences immediately north of Inveralmond Roundabout in Perth leading generally northwards for a distance of 357 kilometres to its junction with an unclassified road leading to Holborn Head lighthouse at Scrabster. The A9 is a mixture of single carriageway, '2+1' carriageway and stretches of two-lane dual carriageway. The A9 is a dual carriageway within the scheme extent.

Land use surrounding the scheme consist of industrial estates and urban land to the south, transitioning to more agricultural use and broadleaf woodland to the north. The Landscape Character Type within the scheme is recorded as '381 - Lowland River Corridors - Tayside' (NatureScot).

Key characteristics are listed as:

- Well-defined river corridors in broader lowland landscapes, with the River Tay
- corridor being more expansive and open than the smaller scale, intimate, enclosed River Almond corridor.
- Meandering, often incised course through softer sandstones.
- Rapids, weirs and mills where harder rocks cross the valleys.
- Mill settlements close to rapids and weirs, and some historic houses and designed landscapes in riverside locations.
- Steep winding minor roads
- Woodland is an essential landscape component with semi-natural broadleaf
- woodland on steeper incised slopes, and conifer forests or policy woodlands
- extending to the river's edge.
- Arable and pasture fields on higher ground either sides of the rivers, with network of hedges and hedgerow trees.

- Relatively concealed within the wider landscape.

Biodiversity

The River Almond, which forms part of the River Tay SAC, is spanned by the A9 Inveralmond Bridge.

No other locally or nationally designated sites with biodiversity features (such as Sites of Special Scientific Interest (SSSI), Local Nature Reserves or National Nature Reserves) are located within 300m of the scheme (SiteLink).

The NBN Atlas was also searched using the same criteria for invasive non-native species (INNS) of plants, native invasive plant species and injurious weeds. No invasive or injurious plant species were recorded within the scheme extents; however the following INNS were recorded along the River Almond with the closest record within 200m of the scheme:

- Japanese knotweed (*Fallopia japonica*)
- Himalayan balsam (*Impatiens glandulifera*)

Transport Scotland's Asset Management Performance System (AMPS) holds records of Himalayan balsam within the verges of the A9 50m north of the scheme.

Woodland along the River Almond either side of A9 is listed on the Ancient Woodland Inventory Scotland as being 'long established (of plantation origin)' (Scotland's Environment).

There are no Tree Preservation Orders within 300m of the scheme (Perth and Kinross Council).

Habitats surrounding the scheme include a mix of woodland types, agricultural land, the River Almond and the River Tay which provide freshwater corridors through the landscape.

A Preliminary Ecological Appraisal and Preliminary Roost Assessment (PEA and PRA) was conducted by the BEAR Scotland Environment Team on 14/01/2025. Himalayan balsam was noted along the banks of the River Almond which is spanned by the bridge.

Geology and soils

The scheme does not lie within a geologically designated SSSI or Geological Conservation Review Site (SiteLink).

Soil within the scheme is recorded as mineral alluvial soils with peaty alluvial soils. The area is classed as Carbon and Peatland 'Class 0', which relates to mineral soils where peatland habitats are not typically found (Scotland's Soils).

Bedrock geology within the scheme is recorded as sandstone of the Scone Sandstone Formation, with superficial deposits of alluvium- clay, silt, sand and gravel (BGS).

Material assets and waste

The proposed works are necessary to replace the outdated VRS and parapets. Materials used will consist of:

- VRS Safety Barrier
- Non-connecting transitions
- P4 terminals
- Concrete

Wastes generated are anticipated to be cleared vegetation and soil from installation of the VRS, and old barriers/parapets.

A Site Waste Management Plan (SWMP) is not required.

Key plant required is anticipated to include an excavator, mobile welfare unit and delivery wagons. The location of a site compound is to be confirmed, but it is expected that plant and equipment will be stored within traffic management.

Noise and vibration

For residential, community and commercial receptors refer to the 'Population and Human Health' section below.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) (TNAP). Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise levels (Lden) between 70 and 75dB on the A9 at the scheme locations (SpatialData).

Baseline noise levels in the scheme extent are likely to be primarily influenced by traffic along the A9, with secondary sources generated by nearby industrial practices.

Population and human health

There is one residential property (140m west) and approximately seven commercial properties within 300m of the scheme. Access routes to these properties are out with the scheme extents.

National Cycle Network Route 77 travels along the bank of the River Almond which is spanned by the A9 at the scheme(OSMaps).

There are no routes listed on WalkHighlands within 300m of the scheme (WalkHighlands).

Several Core Paths lie within 300m of the scheme. The nearest of these lies along the banks of the River Almond which is spanned by the A9 at the scheme extents (Scotland's Environment).

There are no access points or non-motorised road user (NMU) provisions within the scheme extents.

In 2024, the average annual daily flow (AADF) of traffic was estimated on the A9 carriageway approximately 750m south of scheme and accounted for 19,832 vehicles, including 1,366 (8%) heavy goods vehicles (HGVs) (Road Traffic Statistics).

Road drainage and the water environment

The road drainage within the scheme is provided by top-entry gullies.

The scheme lies within the Isla and Lower Tay Sand and Gravel (ID: 150740) groundwater body which was classified by the Scottish Environment Protection Agency (SEPA) in 2023 as being in 'Good' condition. It is also a Drinking Water Protected Area (Ground) (SEPA).

The A9 at the scheme spans the River Almond (R East Pow to R Tay Confluences; ID 6506) and lies 350m west of the River Tay (R Isla to R Earn Confluences; ID 6498). These were classified by SEPA in 2023 as having 'poor' and 'moderate' status respectively (SEPA).

There are no other named or SEPA-classified waterbodies within 300m of the scheme.

The SEPA indicative online flood mapping tool records the A9 within the scheme extents as having low to high likelihood of fluvial flooding (e.g., each year this area has 0.1% to 10% likelihood of flooding).

Climate

The Climate Change (Scotland) Act 2009 ('The Act'), and its subsequent amendment under the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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

Policies and plans

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

Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects (transport.gov.scot)).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by excavation for installation of the VRS and bridge parapets, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air quality are considered to be low.

- Materials that have potential to produce dust will be removed from site as soon as possible, and vehicles that remove waste from site will have sheeted covers.
- Ancillary plant, vehicles, and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimising cutting and grinding on-site, (b) reducing operating hours, (c) changing the method of working, etc.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving the site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.

- Good housekeeping will be employed throughout the work.

With the above mitigation measures in place, it is anticipated that any air quality effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this Record of Determination (RoD).

Cultural heritage

No works are required adjacent to or within the footprint of the noted scheduled monument or listed building. As standard, the following good practice measures will be in place to reduce the risk of impacts to existing and undiscovered features of cultural heritage interest:

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.
- Historic Environment Scotland will be consulted with as required, in the event of any discovery/exposure of suspected archaeological features.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Access required out with these areas will be reduced as much as is reasonably practicable and will utilise as few access points/tracks as possible.

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

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A9, and the works are programmed to be of short duration (4 weeks). As such, the visual impact of the works will be minimal.

Upon completion of the works, replaced VRS and bridge barriers will be the only change, which is expected to have a positive impact on the local landscape.

In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, minimising the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

The A9 spans the River Almond which forms part of the River Tay SAC; therefore, a Habitats Regulations Appraisal (HRA) was produced to assess the risk of potential effects on the SAC. The HRA concluded that the proposed works will not result in Adverse Effects on Site Integrity (AESI) on the qualifying features.

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of potential for disturbance to protected species and pollution of habitats. However, works are restricted to the A9 carriageway and its immediate verges which is considered to be of low intrinsic biodiversity value, and no signs of protected species were noted during pre-construction ecological surveys. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A9 and the scheme is of a short duration. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low. Furthermore, a pre-works checks will be undertaken.

No INNS have been noted within the scheme extent and its disturbance buffers. Furthermore, noted INNS of plants will be controlled/treated by cultural methods and/or chemical weed control as per the NW Annual Landscape Management Plan.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environment Management Plan (SEMP) and adhered to on site. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- No in-water works will be permitted. Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the Site Environmental Management Plan (SEMP). The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species, throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.
- Artificial lighting (where required) will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- If an active bird nest (e.g., eggs or young present, adult sitting on nest) is identified on site, all works within 30m of the nest will stop until the BEAR Scotland NW Environment Team can provide advice.
- A 'soft-start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

Taking into account the nature and scale of the works and the good site practice mitigation measures which will be adopted during the works, it is anticipated that any biodiversity effects associated with the proposed works will not be significant. This receptor is not considered further in this RoD.

Geology and soils

The scheme is not located within a GCRS or geological SSSI. Although the works will entail minor excavation, this will be within the trunk road boundary and to facilitate installation of VRS posts. The works will not entail any permanent change to the geology or soils within the scheme extents. In addition, any excavations will be carried out with good practice measures detailed in the SEMP as follows:

- Excavated material will be reused and/or redistributed within the scheme extents.
- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery/vehicles and storage of equipment on grass will be minimised as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section will be adhered to during construction.

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

Material assets and waste

There is potential for impacts as a result of resource depletion through use and transportation of new materials. However, materials will be sourced locally where possible and the following mitigation measures will be put in place:

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging will be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.

- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be produced and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA or CQA and the proximity of road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. Works will be completed over four weeks by utilising daytime hours avoiding noise sensitive times. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

The following mitigation measures will be put in place:

- Local residents and commercial premises which are affected by the works will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1874, will be employed at all times to reduce noise to a minimum. On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.

- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents, vehicle travellers, and non-motorised users (NMUs). Traffic management will utilise inside lane closures which will ensure that the trunk road stays operational during the works. Although there are no NMU facilities within the scheme extents, NMU access will be maintained.

Although, one residential property is found 140m west of the scheme, this is suitably screened by intervening woodland. Furthermore, the works will be undertaken during daytime hours avoiding disturbance during noise sensitive times.

With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- The works schedule and any changes to this will be communicated to local residents prior to and throughout the programme.
- Given the proximity of residential and commercial properties to the scheme extents, the Toolbox Talk TTN-042 ‘Being a Good Neighbour’ will be briefed prior to the works commencing.
- Appropriate provisions / measures shall be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR’s social media platforms.

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

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant upstream of watercourses and/or drainage systems, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain). No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The works may result in potential direct or indirect effects on surrounding waterbodies, although considering the minimal and non-hazardous materials required, the risk is low. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Any concrete washwater will be transported off site and disposed off appropriately.

- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground/stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and/or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays shall also be supplied beneath the equipment with a capacity of 110%.

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

Climate

During the works there is potential for impacts such as a result of the emission of greenhouse gases through the use of equipment, vehicles, material use, and production and transportation of materials and wastes. However, considering the nature, short-term duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be low.

Proposed climate mitigation measures:

- BEAR Scotland will adhere to their Carbon Management Policy.
- All mitigation measures detailed within ‘Air Quality’ and ‘Material Assets and Waste’ will be adhered to.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill, where required.

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

Vulnerability of the project to risks

The works will be programmed as far as is reasonably practicable to avoid periods of adverse weather heavy rainfall events. There will be no change to the likelihood of flooding on the A9 within the scheme extents upon completion of the works.

Works are restricted to areas of engineered ground on the A9 trunk road and TM will be designed in line with existing guidance. TM will consist of inside lane closures. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the TM setup where applicable.

A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

These measures along with mitigation measures and standard working practices will be detailed in the SEMP and adhered to on site. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment cumulative effects

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

A search of the Perth & Kinross Council Planning Portal (Perth & Kinross Council Planning Portal) identified three approved planning applications within 300m of the scheme. All of these are confined to the Inveralmond industrial estate without direct access from the scheme extents. Although there is potential for cumulative effects to arise from overlapping construction periods with other developments, due to a number of factors - such as the timing and nature of the works and mitigation committed to for the proposed scheme (SEMP) - the assessment concluded that no significant cumulative effects are anticipated during the construction phase. No cumulative effects on people or property receptors are anticipated during operation given there will be no change to the existing road conditions.

A search of the Scottish Road Works Commissioner website (Scottish Road Works Online) identified low-impact Scottish Water works on the foot/cyclepath below the bridge that may overlap in timing. However, this has no connectivity to the trunk road and due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects or will utilise existing TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other future works in the area.

Assessments of the environmental effects

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

The HRA completed to assess potential impacts has concluded that with appropriate measures in place, the proposed works will not result in AESI on the SAC.

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) spans the River Almond which forms a part of the River Tay SAC which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment 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 restricted to like-for-like replacement of VRS and bridge parapets, with all works restricted to the A9 trunk road boundary.
- Construction activities are restricted to an area of 0.1 ha along a 120m stretch of the A9.
- The works will be temporary, localised, and completed during day-time hours over 4 weeks.
- 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.
- By replacing the bridge parapets and VRS the road safety for travelling public at this section of the A9 will be improved.

Location of the scheme:

- The scheme is confined to the A9 trunk road boundary with no requirement to ender land out with the trunk road.
- The A9 within the scheme extents spans the River Almond which forms a part of the River Tay SAC. The HRA concluded that proposed works will not result in AESI on the qualifying features of the SAC.
- The scheme is located within Perth Air Quality Management Area. Mitigation measures for pollution prevention will be in place.
- One residential property lies 140m west of the scheme, however this is suitably screened by woodland.
- There are no dedicated NMUs facilities within the footprint of the scheme.
- The Bertha Roman Fort Scheduled Monument lies 50m northeast of the northern scheme extent and the old Almond Bridge Listed Building (Category B) lies 120m west of the scheme. There will be no impacts on these features as no excavation or significant vibration is expected and the features lie outwith the scheme.

Characteristics of potential impacts of the scheme:

- Any impacts on air quality or noise levels are minor, short-term and temporary during the construction period. With mitigation measures in place, the potential impacts on local receptors and the air quality management area are minor and not significant.
- Any short-term impacts on pedestrians, cyclists or equestrians are considered negligible.
- The works will not result in loss of habitat except minor vegetation clearance, in an area which is subject to a routine maintenance directly adjacent to the A9 carriageway.

- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- Mitigation measures detailed above (and in the SEMP) will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

Annex A

"sensitive area" means any of the following:

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

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Published by Transport Scotland, February 2026

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