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CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A9 Aldclune

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a 410m stretch of the A9 carriageway in proximity to the village of Aldclune south of Blair Atholl. The works include milling out and replacing bituminous inlay material. Potential for routine drainage maintenance works may be identified during the works. Following the works road marking will be reinstated.

The total length of the scheme is 410 m, covering an approximate area of 0.353 ha.

The main plant will include a paver, planer, 3CX JCB, rollers, bowser, road sweeper and emulsion sprayer. A welfare unit with a generator will be required on site as well as a welfare van. Heavy Goods Vehicles (HGVs) will be required for transport of material and wastes.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Reset and/or replace roadside gullies and kerbing where required.
- Lay new surface course.
- Roll surface and allow it to set.
- Install road markings and studs.
- Remove TM and open road.

The works are programmed to begin on 19 February 2025 and will be carried out over eight nights between the working hours of 19:00 and 06:00.

Traffic Management (TM) will consist of a lane closure with two-way traffic lights (TTL's) and a convoy system, between the hours of 19:00-06:00 only.

Site access and plant storage will be located within TM. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme is located on the A9 2km south of Blair Atholl within the Perth & Kinross Council administrative area between National Grid References (NGRs): NN 90029 64070 and NN 89644 64214 (see Figure 1).

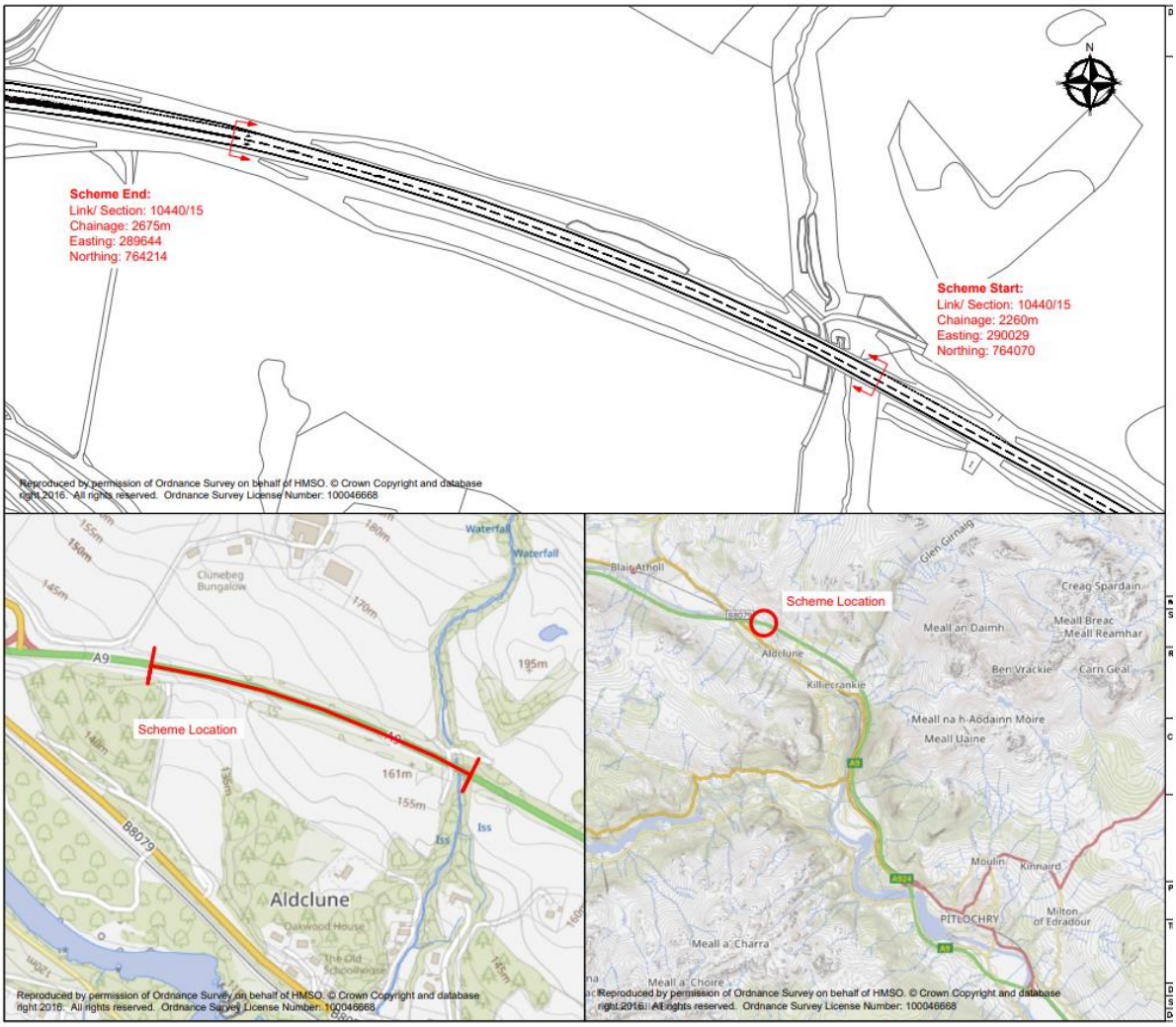

Figure 1: Scheme Location

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMA) declared by Perth and Kinross Council (Air Quality Management Areas) or Air Quality Monitoring Stations (Scottish Air Quality) within 10km of the scheme.

There are no sites (which record air pollutant releases) listed on the Scottish Pollution Release Inventory (SPRI) within 10km of the scheme.

Due to the rural nature of the scheme, air quality is anticipated to be high throughout the scheme extents, with road traffic and agricultural activities providing the main impact on the local air quality.

Cultural heritage

A search through the cultural heritage tool Pastmap revealed that the scheme lies entirely within 'Battle of Killiecrankie' (ID: BTL12) battlefield.

A number of features of lesser cultural value such as Historical Environment Records (HERs) and National Records of the Historic Environment (NRHEs) were identified within 300m of the scheme:

- 'Battle of Killiecrankie' HER (ID: MPK5256) which covers the scheme extents.
- Aldclunie NRHE (ID: 379924) is depicted 100m south of the scheme.

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

Landscape and visual effects

The scheme lies within the Cairngorms National Park, which has the following Special General Qualities:

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

The scheme does not lie within any National Scenic Areas (NSA), National Nature Reserves (NNR) or Local Nature Reserves (LNR) (SiteLink).

The scheme is located within the Land Character Type (LCT) 129 'Broad Glen with Estates', which has the following key characteristics:

- Large glens
- Contained by high, rounded hills.
- Flat, broad strath floors, sometimes constricted into rocky wooded gorges, housing the upper/mid sections of major rivers flowing down from the Cairngorms.
- The rivers are a feature whether meandering in sinuous loops or faster-flowing along boulder-strewn stretches.
- Number of side glens cut by tributary streams/burns.
- Pastures on valley floors, interspersed with policy tree planting and stretches of riparian woodland.
- Policy woodlands that often include areas of parkland trees.
- Extensive woodlands: steeper slopes have conifer forest with some heather moorland on open hills.
- Settlements at bridging points and crossroads.
- Large estate houses and castles with associated lodges, cottages and steadings.
- Diverse landscape character with much visual interest.

The scheme is within an area with the land use classed as 'Motorway and Major Roads' (HLAmap):

- Motorways, service stations and park-and-rides are included as HLA data as they cover considerable areas of land; only major junctions and dual carriageways are shown for other roads

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

Biodiversity

The scheme lies within 2km of the following European sites:

- River Tay Special Area of Conservation (SAC) (Site code: 8366) lies 450m southwest of the scheme measured by hydrological connectivity via Allt Chluain watercourse. The SAC lies 390m south measured in a direct line from the scheme extents.

- Cairngorms Massif Special Protection Area (SPA) (Site code: 10234) lies 1.4km northeast of the scheme measured in a direct line.

- Tulach Hill and Glen Fender Meadows SAC (Site code: 8401) lies 680m south of the scheme measured in a direct line.

Due to potential connectivity of the works to the above designated sites, a Habitats Regulations Appraisal (HRA) was undertaken, which concluded that there will be no Likely Significant Effects (LSE) on the sites' qualifying features.

There are no Sites of Special Scientific Interest (SSSI) within 300m of the scheme (SiteLink).However, the Tulach Hill SSSI (Site code: 1568) overlaps with the Tulach Hill and Glen Fender SAC which lies approximately 680m south of the scheme.

The Tulach Hill SSSI was included in the HRA for completeness; however, no impacts are expected due to the features being immobile and works being out with the SSSI boundary.

Numerous records of bird species were also returned within 2km of the works under the same search criteria. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their nests are protected with some birds, particularly those listed on Schedule 1 of the Act, receiving additional protection.

The NBN atlas holds no records of any injurious weeds or Invasive Non-Native Species (INNS) (as listed in the Network Management Contract (NMC)) under the same search criteria.

A search on the Transport Scotland Asset Management Performance System (AMPS) holds records of common ragwort (*Jacobaea vulgaris*) and rosebay willowherb (*Chamaenerion augustifolium*) within the verges of the A9 at the scheme extent.

Habitats in proximity to the scheme is somewhat limited to due to fields of pastoral land either side of the A9 with habitat provided by thin strips of young broadleaved tree shelterbelts flanking the carriageway. Freshwater habitat is provided by Allt Chluain which is spanned by the A9 within the scheme and the River Garry in which Allt Chluain outlaws 450 southwest of the scheme.

Two unnamed areas of woodland as listed on the Ancient Woodland Inventory (AWI) lie within 300m of the scheme. The closest of these is an ancient (of semi-natural origin) woodland (ID: 17953) located approximately 65m west of the scheme.

There are no areas within the Tree Preservation Order (TPO) within 300m of the scheme.

A site visit was deemed unnecessary as the proposed works are limited solely to resurfacing activities with potential of routine maintenance of road drainage system within the existing A9 carriageway footprint. The works will not interact with adjacent land, habitats, or features, with no vegetation management, excavation, or earthworks proposed. Given the constrained working area and the comprehensive availability of up-to-date desk-based data (including aerial imagery, mapping, designated sites datasets, and historic environment records), all relevant environmental considerations could be robustly assessed without the need for an on-site inspection.

Geology and soils

The scheme does not lie within a SSSI designated for geological features or a Geological Conservation Review Site (GCRS) (SiteLink).

Bedrock Geology within the scheme is listed as Killiecrankie Schist Formation-Semipelite and micaceous psammite (BGS Geology Viewer).

Superficial Deposits within the scheme is listed as Till, Devensian-Diamicton (BGS Geology Viewer).

Soils within the scheme are recorded as ‘humus-iron podzols’ (Scotland’s Soils).

Within the scheme extent the soils are recorded as being of Carbon and Peatland ‘Class 0’, which refers to mineral soils where peatland habitats are not typically found on such soils (Scotland’s Peatland Map).

The works are confined to the man-made ground of the A9 carriageway with no requirement to enter land out within the trunk road corridor. Therefore, geology and soils have been screened out from further assessment,

Material assets and waste

The proposed works are necessary to resurface a section of the A9 carriageway, requiring base/binder inlay. Materials used will consist of:

- TS2010 10mm aggreggate

- AC20 40/60 Binder
- Milled in road studs
- Thermoplastic road marking paint
- Bituminous emulsion bond coat

Wastes anticipated to be removed planings from the surface course, which will be recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Plannings. A waste exemption is not required for this scheme. Coal tar has not been highlighted as being present within the scheme.

The scheme is valued at £296,000, and as such a site waste management plan (SWMP) is not required.

No site compound is required for the works. Storage of plant and equipment will be within the TM on the A9 carriageway.

Noise and vibration

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping Indicates 24 hour annual average noise level (Lden) between 70 and 80dB on the A9 at the scheme location (Scotland's Noise).

Given the rural nature of the area, it is considered likely that the baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the trunk road. Secondary sources are derived from day-to-day land management activities.

The scheme does not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (TNAP) (transportation-noise-action-plan).

Population and human health

There are four residential properties within 300m of the scheme. The closest of these is located approximately 160m south of the scheme and screened by raised roadside embankment, tree shelterbelts and intervening trees.

One layby lies adjacent to the A9 southbound carriageway at the scheme southern extents.

There are no junctions located within the scheme extents, however an end point of a slip road from Blair Atholl lies immediately north of the scheme extents.

There are no other public assets within the scheme extent such as street lighting, public pathways or bus stops.

There are no National Cycle Networks (NCN), routes listed on WalkHighlands or Core Paths within 300m of the scheme.

A traffic vehicle counter that lies approximately 1km southeast of the scheme, 'A9 Killiecrankie' (Site ID: 000000000307), recorded and Average Dailly Traffic (ADT) count of 11,520 vehicles, 14.9% of which were Heavy Goods Vehicles (HGVs) in 2024.

Road drainage and the water environment

The A9 within the scheme extents spans Allt Chluain, which is an unclassified waterbody by Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD).

Allt Chluain flows for approximately 450m into a southerly direction where it outflows into the River Garry (Errochty Water Confluence to L Faskally) (ID: 6836). The River Garry is a river in the River Tay catchment of the Scotland river basin district which was classified by SEPA in 2024 as having an overall status of 'Good ecological potential' (Water Classification Hub).

The scheme is located within 'Killin, Aberfeldy and Angus Glens' groundwater body (ID: 150699). It is 3741.1 square kilometres in area which was given an overall status of 'Good' in 2024 by SEPA.

One area listed as having a high likelihood (10% chance) of flooding due to surface water and small watercourses flooding is located within the scheme extents (SEPA Flood Maps).

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 (RoD) has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) and Transport Scotland's Environmental Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects (transport.gov.scot)).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the works will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- Green driving techniques will be adopted, and effective route preparation and planning to be undertaken prior to works.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Activities involving cutting/planning will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- 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.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains following the works.

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 RoD.

Cultural heritage

Although the works are located within the Battlefield 'Battle of Killiecrankie', the works are confined to man made ground of the A9 carriageway with no requirement to enter land outwith the trunk road corridor. The works have very low potential to have an impact on the identified features within the area. Additionally, as the works are confined to the A9 carriageway, the likelihood of encountering historical artefacts associated with the Battlefield is considered to be low.

It is assessed that the planned works will not adversely impact the value of the cultural heritage interests with the following mitigation measures in place:

- In the event of any unexpected archaeological finds, all works will cease immediately, the area will be cordoned off, and a member of the BEAR Environment Team will be contacted for advice.
- Laydown areas will be sensitively located (e.g., on areas of made ground) to avoid areas of cultural heritage interest where possible.
- There will be no storage of plant, materials or equipment against buildings, bridges, walls or fences.

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

Landscape and visual effects

The scheme is located within the Cairngorms National Park, however, the works are like-for-like general maintenance of the trunk road surface and as such the works will not have an impact on the landscape character associated with the CNP. Additionally, CNP have been notified of the works and any additional mitigation measures advised will be included within the Site Environmental Management Plan (SEMP).

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 this will be restricted to the limited construction duration only. Land use will not change as a result of the works. No residual change is anticipated.

The following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Recommendations stipulated by the CNP will be implemented on site.
- Works will avoid encroaching on land and areas where work is not required or is 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 scheme is located within 2km of the River Tay SAC, Cairngorms Massif SPA, and Tulach Hill and Glen Fender Meadows SAC. The HRA concluded that there will be no LSE on the qualifying features of the designated sites.

This conclusion was based on the fact that all activities will be confined to the man-made surface of the A9 trunk road and will not interact with adjacent land, habitats, or designated features. The works will progress linearly along the scheme extents, with no vegetation management, excavation, or earthworks proposed. The site is also located at a considerable distance from suitable nesting or foraging habitat for birds and there is ample suitable foraging habitat available in the wider area for protected species.

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats. Works are, however, restricted to the A9 carriageway and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A9. Additionally, the scheme extents is screened from the wider area by raised roadside embankment and thin tree shelterbelts and the works will be undertaken on a rolling programme over 8 nights. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

Works are restricted to the A9 carriageway and will not involve in-stream works, vegetation clearance, or earthworks. As no land-take, site clearance, or material import is required, the risk of spreading invasive non-native or injurious plant species is low. However, operatives may encounter such species within adjacent verges, so relevant toolbox talks will be included in the Site Environmental Management Plan (SEMP) to raise awareness

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. 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 resurfacing 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 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 potentially unrecorded instances of invasive plants or injurious weeds in road verges throughout the works period; should any be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.
- 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 shall be reported to the BEAR Scotland Environment Team.
- 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.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- 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.

- Any artificial lighting used during periods of low light levels will be directional and will avoid spilling into sensitive areas and nearby habitat where possible.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Material assets and waste

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

- Materials will be sourced from recycled origins as far as reasonably practicable within the 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.
- Planings will be re-used or recycled in line with BEAR Scotland's procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.

- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and undertaken where possible, 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.

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 and residential properties located within 300m of the scheme are suitably set-back and screened by raised embankment and tree shelterbelts. Works will be completed over eight nights on a rolling programme, with the aim being to complete the noisiest works (e.g. planing) by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived. Due to the short duration and localised nature of the works, the proposed schemes are anticipated to result in temporary minor noise impacts during the construction programme.

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

- Local residents 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 1974, will be employed at all times to reduce noise to a minimum.

- The local authority (Perth and Kinross Council) Environmental Health Officer (EHO) will be notified of the works.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to the local area.
- All site staff will receive the 'Being a Good Neighbour' toolbox talk.
- Where possible and where works will take place within 300m of residential properties and other sensitive receptors, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant 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 NMUs. TM for works on A9 section will involve a lane closure with TTL's and a convoy system within working hours. No full road closures are required, and no access roads are located within the scheme extents. There are no NMU facilities located within 300m of the schemes, however access for NMU within the scheme extents will be maintained and the works are being undertaken at night when footfall and cyclist count is at its lowest.

Four residential properties are found within 300m of the scheme. The closest of these is located approximately 160m south of the scheme and screened by raised roadside embankment, tree shelterbelts and intervening trees. Although the works are being undertaken at night, potential for disturbance from noise, vibration and the additional construction lighting is limited. Disturbance to residents will be mitigated

by the following mitigation measures; with these in place the risk of significant impacts on population and human health is considered to be low:

- Notification will be issued to local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Construction lighting will consider the need to avoid illuminating surrounding environment and properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Local access will be granted as required.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site as required.
- 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 within and within proximity to 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. 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 Environmental Authorisations (Scotland) Regulations (EASR) 2018 for works in or near water are detailed in the SEMP and will be 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.
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- 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.
- 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 will 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 will also be supplied beneath the equipment with a capacity of 110%.

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

Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to their Carbon Management Policy.
- The works will utilise the use of Warm Mix Asphalt (WMA) for binder layer in favour of Hot Mix Asphalt (HMA).
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be removed to a local waste management facility.

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

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

Works are restricted to the A9 carriageway, and TM will be designed in line with existing guidance. TM will consist of a lane closure with TTL's and a convoy system in place within working hours. Where required, alternative NMU provisions/routes will be included in the TM setup, to minimise impact of the works on NMUs.

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

A search of the Perth and Kinross Council Planning Portal (Perth & Kinross Council Planning Portal) did not identified any active planning applications within 300m of the scheme accepted in the past 12 months.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified that no other roadworks are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to TM. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing 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.

A HRA was undertaken due to the scheme's proximity and ecological connectivity with the River Tay SAC, the Cairngorms Massif SPA, and the Tulach Hills and Glen Fender Meadows SAC. The HRA concluded that there will be no LSE on the qualifying features.

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) is situated within Cairngorms National Park, which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, with all activities confined to the A9 trunk road boundary.
- Construction activities are restricted to an area of 0.353ha along a 410m stretch of the A9.
- The works will be temporary, transient, localised, and completed during night-time hours on a rolling programme by utilising A9 carriageway lane closure with TTL's and a convoy system within working hours only.

- 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.
- Removing the carriageway defects will provide this part of the A9 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- No impacts to 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 the environment.

Location of the scheme:

- The scheme is fully located within the existing A9 road boundary (carriageway surface) with no requirement to access land adjacent to the carriageway and as such no land take is required.
- The scheme lies within 2km of three European sites: River Tay SAC, Cairngorms Massif SPA and Tulach Hill and Glen Fender Meadows SAC. The HRA identified no LSE on these sites from the work activities.
- The scheme is located within the CNP; however, there will be no impacts on the special qualities of the park.
- The scheme is located within Battle of Killiecrankie Battlefield and it was determined with the mitigations measures above, adverse impacts as a result of the works is considered to be low.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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, ecological and human receptors during the operational phase.
- As the works will be limited to the like-for-like replacement 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.

- Works are programmed to be of short duration and nighttime resurfacing works will be completed on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.

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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