



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A9 Tibbermore to Crossgates**

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## Project Details

### Description

These resurfacing works are required to maintain the safety and integrity of a section of the A9 carriageway (southbound), West of Perth, covering a total area of 1.1ha. The works are required as the carriageway is currently displaying various structural defects, such as fretting, rutting, cracking and patching.

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

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

The total area of works is approximately 11,410m<sup>2</sup> (1.1ha) across both lanes of the south bound dual carriageway.

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, proposed for April 2026. The works are expected to last for a duration of one week and overnight working will be required.

Traffic Management (TM) to be utilised in the form of alternating single lane closures or contraflow.

## Location

The works are located on the A9 carriageway just outside Perth, Perth and Kinross over an area of approx. 11,410m<sup>2</sup> with the National Grid References (NGR) detailed below. The scheme location is also illustrated in Appendix A- Figure 1.

- Scheme Start: NO 06025 21561
- Scheme End: NO 04564 20847

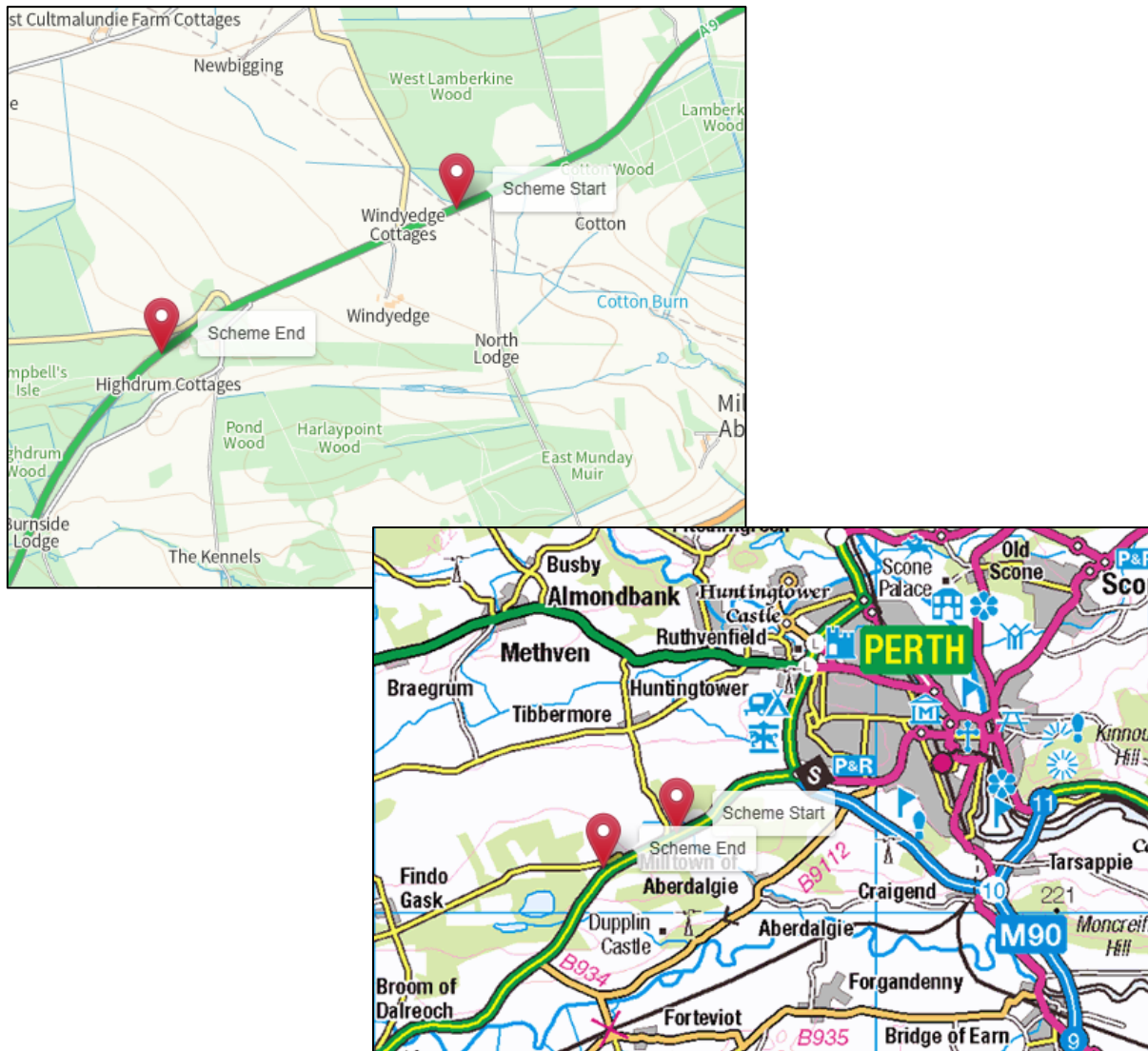


Figure 1. Scheme Location.

## Description of local environment

### Air quality

The scheme is located within the rural setting of Perth and Kinross with the surrounding landscape consisting mainly of areas of agricultural and small areas of woodland at both scheme extents.

There are five residential properties within 200m of the works with the closest property Windyedge Cottages located approx. 25m northwest of the works.

Baseline air quality is likely influenced primarily by traffic along the A9 road network, with agricultural activities contributing as a secondary source. The [Average Annual Daily Flow](#) (AADF) in 2024 for the A9 carriageway located just outside the scheme extents (site no. 80347), accounted for 27,755 vehicles, with 3,127 of these being Heavy Goods Vehicles (HGV).

The Perth and Kinross Council has designated two [Air Quality Management Areas](#) (AQMAs), one in Perth (2.5km northeast) and one in Crieff (17km west), which both lie outside the project boundaries. There are no [real-time air quality monitoring stations](#) within 200m of the scheme extents.

[The Scottish Pollutant Release Inventory](#) (SPRI) has not identified any polluting facilities within 1km of the scheme extents.

### Cultural heritage

A desktop Study using [Scotland's Environment mapping resource](#) and [Pastmap](#) has identified two designated culturally significant assets within 300m which are:

- Battle of Dupplin Moor (Ref-BTL8) a battlefield, located within the southern end of the scheme.
- Battle of Tippermuir (Ref- BTL39) a battlefield, located approx. 20m north of the works.

It has also identified the following non-designated culturally significant assets within 100m:

- Crossgates Quarry (Ref- MPK7513/ 88842) Historic Environment Record (HER)/National Record of the Historic Environment (NRHE), located approx. 100m south of the works.
- Crossgates Milestone (Ref- MPK19503/ 354746) HER/ NRHE, located between the northbound and southbound carriageways at NGR- NO 05122 21174.

- Windyedge Cottages (Ref- MPK6388/ 88409) HER/ NHRS, located approx. 25m northwest of the works.

## Landscape and visual effects

The area surrounding the A9 carriageway within the scheme extents consists of sporadic residential properties, small areas of dense vegetation in the form of mature trees and scrub and large areas of farmland. The mature trees and scrub provide a slight amount of screening from the A9 carriageway and the residential properties. [Perth and Kinross Council Core Path](#) has not identified any core paths within 500m of the works or further with view of the works.

[Scotland's Environment Mapping Resource](#) has identified the Dupplin Castle Garden and Designated Landscape located approx. 35m south of the works.

[Scotland's Landscape Character Type Map](#) lists the landscape character type present within the scheme extents to be 'Lowland Hills – Tayside' and can be categorised as the following:

- Low rounded ridges and hills separating lowland straths and adjoining the nearby uplands.
- Composed of soft, red sandstones.
- Transitional character with medium-scale pastures on lower slopes, giving way to rough grazing and even, open moorland higher up.
- Extensive woodland, including conifer forests on less fertile soils.
- Evidence of historic settlement and land use, with prehistoric standing stones, cairns, stone and hut circles, Roman forts roads and signal stations, and fortified houses and castles marking gateway points to the Highlands.
- Modern settlement limited to scattered farmsteads and hamlets, with some main roads and pylons.

[Scotland's Historic Land-Use Map](#) lists the land surrounding the scheme extents as rectilinear farms and fields.

There are no [Tree Preservation Orders](#) (TPOs) located within 500m of the works.

## Biodiversity

The A9 carriageway verge within the scheme extents contains sporadic areas of dense, mature woodland and vegetation separating the carriageway from residential properties and agricultural land. [Scotland's Ancient Woodland Inventory](#) has identified three areas of ancient woodland within 500m of the work, which are:

- Highdrum Wood (ID: 18026) which is an area of Long-Established (of plantation origin) ancient woodland located on both sides of the carriageway at the southern scheme extent.
- Aberdalgie (ID: 18414) which is an area of Long-Established (of plantation origin) ancient woodland located approx. 130m south of the works.
- West Lamberkine Wood (ID: 185240) which is an area of Long-Established (of plantation origin) located approx. 30m north of the works at the northern scheme extent.

[NatureScot's Sitelink](#) has identified the South Tayside Goose Roosts Special Protection Area (SPA) and Ramsar located approx. 1km southwest of the works. A Habitats Regulations Appraisal (HRA) has been undertaken for this site.

[The NBN Atlas](#) resource has not identified the presence of any Invasive Non-Native Species (INNS) or Transport Scotland Target Species within 500m of the scheme extents. The Amey Environment NE INNS Map resource has not recorded the presence of any INNS within 500m also but has however identified the following Transport Scotland Target Species within the verges of the A9 carriageway within the scheme extents:

- Rosebay Willowherb (*Chamerion angustifolium*); and
- Common Ragwort (*Jacobaea vulgaris*).

A competent senior ecologist has reviewed the scheme and the surrounding habitat using desktop resources, and a site visit was subsequently scoped out. This was concluded due to the transient nature of the works and their confinement within the carriageway boundary.

## Geology and soils

The scheme is not located within 200m of any Geological Conservation Review sites (GCRS), or Site of Special Scientific Interest (SSSIs) designated for their geological significance ([NatureScot's Sitelink](#)).

[The National Soil Map of Scotland](#) lists the soil present within the scheme extents to be that of Brown soils. This resource states the surrounding land to be a '3.1' with regard to the Land Classification for Agriculture- Land capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range. Short grass leys are common.

### [Bedrock Geology:](#)

- Scone Sandstone Formation-Sandstone. These sedimentary rocks are fluvial in origin. They are detrital, ranging from coarse- to fine-grained and form beds and

lenses of deposits reflecting the channels, floodplains and levees of a river or estuary (if in a coastal setting).

Superficial Deposits:

- Till, Devensian-Diamicton. These sedimentary deposits are glacial in origin. They are detrital, created by the action of ice and meltwater, they can form a wide range of deposits and geomorphologies associated with glacial and inter-glacial periods during the Quaternary.

## Material assets and waste

### Materials

Materials required are detailed within Table 1 below.

Table 1: Key Material Required for Activities

Activity	Materials Required	Sources
Construction	<ul style="list-style-type: none"> <li>• TS2010 surface course;</li> <li>• AC20 bituminous binder;</li> <li>• AC32 bituminous base;</li> <li>• Road paint;</li> <li>• Road studs;</li> <li>• Vehicle fuel;</li> <li>• Lubricant; and</li> <li>• Oil.</li> </ul>	<ul style="list-style-type: none"> <li>• TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.</li> <li>• A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course.</li> </ul>

### Wastes

There is a possibility that coal tar may be found during investigation stages. Anticipated wastes from the proposed works are listed in Table 2 below.

Table 2: Key Waste Produced by Activities

Activity	Waste Produced	Disposal
Construction	<ul style="list-style-type: none"> <li>• Asphalt planings;</li> <li>• Road paint; and</li> <li>• Road studs.</li> </ul>	<ul style="list-style-type: none"> <li>• All waste will be disposed of following regulations of the <a href="#">Environmental Authorisation (Scotland) Regulations 2018 (EASR)</a>.</li> <li>• However, where planings meet <a href="#">SEPA's criteria</a>, they will be fully recycled. Planings containing coal tar will be treated as special waste.</li> </ul>

The proposed scheme requires a Site Waste Management Plan (SWMP) as the total value is over £350,000.

## Noise and vibration

Baseline noise and vibration levels are likely to be influenced by vehicle traffic from the A9 carriageway and surrounding residential and agricultural activities. The [AADE](#) in 2024 for the A9 carriageway, within the scheme extents (estimated count point ID: 80347), accounted for 27,755 vehicles, with 3,127 of these being HGVs.

There are six residential properties within 300m of the works with the closest property Windyedge Cottages located approx. 25m northwest of the works.

There are no other Noise Sensitive Receptors (NSR) within 300m of the works.

[Scotland's Noise Map](#) has indicated modelled night-time noise levels (L<sub>night</sub>) in the areas surrounding the carriageway to be around 60-65 dB within 70m.

The scheme is not located within a Candidate Noise Management Area (CNMA) as defined within the [Transportation Noise Action Plan](#).

## Population and human health

The A9 carriageway within this section lies just to the west of Perth, running adjacent to West Lamberkine Wood and forming part of the primary strategic trunk route linking central Scotland with the Highlands. This inland stretch of the A9 passes through a predominantly rural landscape and serves as a key north–south corridor connecting communities such as Auchterarder, Dunkeld and Pitlochry with major urban centres including Perth and Inverness. Perth itself sits at the southern end of this corridor and provides a wide range of services, employment opportunities and

transport connections, while smaller settlements along the route rely on the A9 for access to regional facilities and wider national networks.

There are six residential properties within 300m of the works with the closest property Windyedge Cottages located approx. 25m northwest of the works.

There are no community facilities within 500m of the works.

There are no pedestrian footways within the scheme extents or further that will be impacted by the works.

The A9 carriageway within the scheme extents is not street-lit and contains one bus stop and one layby on the southbound side of the carriageway within the scheme extents. Access to some residential properties and farmland is located on the southbound side of the carriageway within the scheme extents.

There are no [National Cycles Network Routes](#) or [Core Paths](#) within 500m of the scheme extents.

## Road drainage and the water environment

[SEPA's Water Classification Hub](#) has not identified any watercourses classified under the Water Framework Directive (WFD) within 500m of the works.

A small stream, Cotton Burn, is located approx. 180m north of the works.

[SEPA's Flood Map](#) has identified a number of small areas at 'High' risk (10% chance each year) of surface water flooding throughout the scheme.

The A9 carriageway within the proposed scheme extents is located within the Strathmore and Fife (including Finavon) Scottish Government [Nitrate Vulnerable Zone](#) (NVZ). NVZs are areas designated as being at risk from agricultural nitrate pollution. Areas such as the Strathmore and Fife (including Finavon) NVZ either result or would likely result in a concentration equal or exceeding 50mg/l of nitrates in either surface or groundwater as a result of agriculture. The works are also located within the River Earn drinking water and ground water protection area.

## Climate

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 GHGs 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

#### Impacts

- On site construction activities carry the potential to produce airborne particulate matter, dust and generate emissions that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion, particularly on diversion routes.
- The impacts identified will be temporary for the duration of the works only and therefore no permanent change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment as works are like-for-like.

#### Mitigation

- Best practice and measures as outlined in the '[Guidance on the assessment of dust from demolition and construction \(January 2024\)](#)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
  - The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) 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 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);
  - Cutting, grinding or sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
  - Drop heights from conveyors and other loading or handling equipment will be minimised;
  - Vehicles carrying wastes and materials will be covered when entering and leaving the work area to prevent escape of materials during transport;

- Equipment will be readily available on site to clean any dry spillages and spillages will be cleaned up as soon as reasonably practicable after the event using wet cleaning methods; and
- When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

No significant effects are predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

## Cultural Heritage

### Impacts

- All works will be located within the existing carriageway boundary and are unlikely to impact any areas of land that have not previously been subjected to engineering activity.

### Mitigation

- Should the nature of the works change, the Amey ET&S team will be contacted prior to works commencing.
- Should works encounter any materials of archaeological interest (i.e. discoloured soils or material finds such as ceramics or bone) works will cease and the Amey E&S Team will be contacted.
- All plant, machinery and materials will be stored within the carriageway boundary at all times.
- Consultation with Perth and Kinross Council has been undertaken due to the works taking place within a Battlefield. At the time of writing, no response has been received by Perth and Kinross Council.

No significant effects are predicted on Cultural Heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage Assessment, no further assessment is required.

## Landscape and visual effects

### Impacts

- There will be no operational impacts on visual receptors as works entail the like-for-like resurfacing of the A9 carriageway within the scheme extents.
- Visual receptors identified have the potential to be visually impacted by the scheme during construction due to the presence of TM, plant, vehicles, machinery and operatives.
- The general setting of the area may be impacted during construction due to the presence of TM, plant, vehicles, machinery and operatives.

### Mitigation

- Asset installation will be of a minimal visual impact (if any due to the like-for-like nature of the scheme) and will be in keeping with the current setting of the A9 carriageway within the scheme extents.
- Visual screening will be used where possible to minimise visual impacts on surrounding receptors.
- Where possible, vehicles, plant and machinery will be stored out of sight from nearby visual receptors. All site areas will be well-kept and tidy.
- Temporary site lighting will be directional and pointed at the works area only.

The residual effect on landscape and visual effects is deemed to be not significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects no further assessment is required.

## Biodiversity

### Impacts

- During night-time programming, misdirected site lighting and additional noise could cause temporary disturbance to any surrounding nocturnal species.
- Due to the scheme being contained within the pavement boundary, the ancient woodlands identified within 500m of the scheme extents and the Transport Scotland Target Species identified within the carriageway verge will not be impacted by the works.
- A Habitats Regulations Appraisal (HRA) was undertaken and has concluded that there will be no Likely Significant Effects (LSE) on the South Tayside Goose Roosts Special Protection Area (SPA) due to the following:
  - There is no requirement for land take within the SPA as a result of the scheme. All works will be confined to the existing carriageway.

- There is no potential for disturbance to designated features given the site is separated from the works by farmland, roads and infrastructure and does not interact with surface water ways that create hydrological connectivity. Any disturbances created through the proposed works will be minor and temporary in nature in comparison to the daily use of the A9.
- The proposed works will not lead to increased habitat or species fragmentation as they are to be undertaken within the carriageway and not within the designated site or its adjacent habitats. Works will be undertaken within habitats adjacent to the highway but still within the highway boundary.
- The proposed works will not lead to any loss of habitat / species.

## Mitigation

- Operatives will remain vigilant for the presence of protected species within or near the works. If a protected species is seen in or near the scheme, all works will be stopped until the animal passes by. The protected species will not be approached, and the area will be temporarily isolated until the animal has moved on. Any sightings will be reported to the E&S Team.
- Directional lighting will be used for all construction activities where works are required at night to minimise the impact of temporary lighting on foraging and commuting nocturnal species. This will include avoiding light spill onto watercourses and adjacent woodland parcels.
- Impacts 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.
- No vehicles, machinery or materials will be parked/stored on any soft verges.
- Additional mitigation measures in Noise and Vibration and Road drainage and the water environment will be implemented.

It has been determined that the proposed scheme will not have direct or indirect significant effects to local Biodiversity.

## Geology and soils

### Impacts

- All works are contained to the engineered layers of the existing carriageway and immediate verges, resulting in limited potential for soil disturbance.
- There will be no impacts upon the surrounding agricultural land.
- There is a potential for pollution of soils from accidental spills or leaks of fuels and oils from construction plant and machinery.

## Mitigation

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

- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, reinstatement will be undertaken.
- Pollution prevention measures outlined in the Road Drainage and the Water Environment section will be followed during construction.
- In the event of a major spill, SEPA will be contacted.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable (e.g., to backfill removed trial holes etc.).
- Excavated soils will not be stored on site, and will be appropriately contained/covered, and protected from the elements.
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- After the works have been completed, excavations will be backfilled with soils/materials and reinstated to the original ground level (where relevant/required). The area will be left level and free from debris.
- Dust suppression systems, such as dampening down or use of collection vacuums, will be used when cutting concrete.

With mitigation measures in place, no significant effects are anticipated on geology and soils. Therefore, in line with DMRB Guidance document LA 109: Geology and Soils no further assessment is required.

## Material assets and waste

### Impacts

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- There is potential for the works to contribute to resource depletion through use of transportation of primary materials such as aggregates.
- There will be an increase in waste sent to landfill sites if waste materials are not recycled or reused.

## Mitigation

- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- All waste will be managed in accordance with the [Environmental Authorisations \(Scotland\) Regulations 2025](#), 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.
- Waste will be transferred to SEPA-authorized facilities by carriers with valid waste carrier registration. 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.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- All special waste will be transport by suitable licenced contractor and be accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.

With best practice mitigation measures in place, the residual significance of effect on material assets and waste is considered to be not significant. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

## Noise and vibration

### Impacts

- Noise heavy works will likely be required (temporarily) during night-time hours, which could cause disturbance for nearby sensitive receptors (such as residential properties within 300m).
- TS2010 road surfacing offers enhanced durability and noise reducing properties compared to standard surfacing materials. As a result, both road users and nearby receptors are expected to benefit from the improved surface quality over the long term.

- Post-construction, the works are not expected to alter existing baseline noise levels for any sensitive receptors.

## Mitigation

Mitigation measures 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:

- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.
- 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.
- A 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- The site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements.

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

- Amey's environmental briefing on noise and vibration will be delivered to operatives prior to the start of construction.
- Amey's ET&S team has contacted Perth and Kinross Council's Environmental Health Team to notify of the works and discuss any noise related concerns.
- Residential properties within 300m will be notified in advance of the works via letter drop, providing details of timings, nature, and duration of the works.

With best practice mitigation measures in place, and due to the works being of a minor, temporary, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration and no further assessment is required.

## Population and human health

### Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).

- There will be no permanent or temporary impacts on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- Potential for restricted access to farmland adjacent to the works, laybys and residential properties.

## Mitigation

- TM will be advertised upon approach and in advance of the scheme. When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).
- Due to night-time programming, properties within 300m of the scheme extents will be notified in advance of the works. Pre-notification will include details of proposed timings, duration of the works.
- Single access points to properties and private land will be maintained at all times throughout the scheme.

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

## Road drainage and the water environment

### Impacts

- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems if not controlled, which may impact the water environment.
- If not appropriately controlled, debris and runoff from the works has the potential to enter nearby drains and watercourses and could detrimentally impact water quality.
- In the event of a flooding incident, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- The Strathmore and Fife NVZ will not be impacted by the proposed scheme due to the nature of the works (e.g. minor, transient etc.) combined with the relevant pollution control measures detailed below.
- The resurfacing works will not increase 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.

## Mitigation

- Best practice, as detailed by SEPA's Guidance for Pollution Prevention ([GPP5](#) and [PPG6](#)), will always be followed onsite. This will ensure that any potential debris/spills are not allowed to enter road drainage unchecked.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g. debris, dust and hazardous substances). This will include, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers/shielding boards.
- Any pollution incidences will be reported to the Amey control room.
- Operatives will conduct regular checks of the work site, especially in periods of heavy wind and rainfall.
- 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 following the works.
- Bunds will be provided around drums up to 205 litres with a buffer of 25% of their capacity, and around bulk storage to a capacity of 110% of the stored fuel/oil.
- All plant and fuel storage at the site compound will be located on hardstanding and sited more than 10m from any watercourse.
- All plant and fuel storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- No refuelling will take place within 10m of any watercourse, including field drains and road drainage.
- Weather reports will be monitored prior to and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and when run-off/drainage can be adequately controlled to prevent pollution.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's Guidance for Pollution Prevention (GPPs), no significant effects are predicted on the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

## Climate

### Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

## Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- The use of Super-Low Carbon materials are being considered for this scheme, which is an asphalt solution that integrates biogenic materials into the bitumen to retain carbon.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be not significant. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

## Vulnerability of the project to risks

As the works will be limited to the like-for-like resurfacing of the carriageway, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

It has been determined that the proposed scheme will not alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

## Assessment cumulative effects

The [Scottish Road Works Commissioner's](#) Interactive Map does not highlight any other works in the area at the time of construction.

[Perth and Kinross Council's Planning Portal](#) does not highlight any proposed developments or planning applications on the A9 carriageway within 2km of the scheme.

Amey's current [programme of works](#) has not highlighted any other works on the A9 that will be undertaken in conjunction with the scheme.

No other nearby schemes which may result in a combined effect on nearby receptors have been identified.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

## Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment of the scheme, undertaken by the Amey ET&S Team in February 2026.
- Consultation with Perth and Kinross Council's Environmental Health team in February 2026.
- A HRA was undertaken in January 2026.

## 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:

- Construction activities are restricted to the existing highway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No in-combination effects have been identified.
- 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.
- 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. No impacts on the environment are expected during the operational phase as a result of works.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.

#### Location of the scheme:

- The scheme has the potential for hydrological connectivity to the South Tayside Goose Roosts SPA and Ramsar. A HRA has been undertaken concluding no significant impacts.
- The scheme will be confined within the existing highway boundary and as a result will not require any land take or alter any local land uses or habitats.
- Works are not located within an area designated for its specific landscape character or quality.

#### Characteristics of potential impacts of the scheme:

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

## References of supporting documentation

Environmental Scoping Assessment February 2026

HRA 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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