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Environmental Impact Assessment Record of Determination

A9 Chapelbank to River Earn Southbound

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Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the A9 carriageway (Southbound (SB)), southwest of Perth in Perth and Kinross, covering a total area of approximately 1.3ha. The works are required as the carriageway is currently displaying various structural defects, such as rutting, alligator cracking and longitudinal cracks.

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 proposed construction is programmed to be undertaken and completed within the 2026-2027 financial year during nighttime hours. The duration is yet to be determined, however, is currently estimated at two weeks.

TM plans are yet to be confirmed but will likely consist of overnight road closures.

Location

This resurfacing scheme is being undertaken along the A9 SB carriageway southwest of Perth in Perth and Kinross. The scheme extents can be found at the following National Grid References (NGRs) (Figure 1):

- Scheme Start - NO 02176 18014
- Scheme End - NO 00575 17617



Figure 1: Scheme Location Map

Description of local environment

Air quality

This scheme is being undertaken along the A9 SB carriageway, southwest of Perth in Perth and Kinross. The immediate scheme extents are in cutting along the middle section of the works area. The carriageway is bordered by a soft grass verge, with areas of mixed woodland lining its boundary. Beyond this, the landscape opens out into expanses of arable land and agricultural fields.

A single residential property, Chapelbank House, along with its adjacent farm, lies within 200m of the site. The property is located approximately 161m north of the proposed scheme extents. There are no other sensitive air quality receptors within 200m of the works.

The primary factor affecting baseline air quality is traffic along the A9 road network combined with agricultural activities in the wider area. [Manual count point 80347](#), located approximately 90m west of the works along the A9 carriageway, shows that in 2024, the Annual Average Daily Flow (AADF) for all motor vehicles was 27,755 with 3,127 (11%) of these being Heavy Goods Vehicles (HGVs).

Perth and Kinross Council have declared two [Air Quality Management Areas \(AQMAs\)](#), however, both are situated beyond 200m of the proposed scheme extents. See details below:

- [Perth AQMA](#) located approximately 7.5km northeast of the works has been declared in 2006 due to Particulate Matter of a diameter less than 10 microns (PM₁₀) and nitrogen dioxide (NO₂) levels exceeding government standards, and;
- [Perth No. 2 – Creiff AQMA](#) located approximately 14.5km southwest of the works has been declared in 2014 due to PM₁₀ and NO₂ levels exceeding government standards. However, this was revoked in 2024.

There are no [Air Quality Monitoring Stations](#) located within 200m of the works area. Furthermore, there are no sites registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) within 1km of the scheme extents.

Cultural heritage

A desk-based assessment has been undertaken using [Pastmap](#) online mapping tool. The study area covered a 300m radius for designated cultural heritage assets and a 200m radius for non-designated cultural heritage assets.

There are no Conservation Areas located within 200m of the scheme extents.

Full details of designated assets can be found below:

- Battle of Dupplin Moor Battlefield (ID: BTL8) which is located approximately 73m northeast of the scheme extents. This battle was significant as it was the first battle of the Second War of Scottish Independence.
- Chapelbank Farmhouse Category C Listed Building (ID: LB11212) which is located approximately 160m north of the scheme extents. This has been recorded to be a early 19th-centuray building.
- Masterfield Pit Alignments 450m NNE Scheduled Monument (ID: SM8768) which is located 280m south of the works. This monument comprises of two roughly parallel lines of pits, probably dating to the prehistoric period.

Full details of non-designated assets can be found below:

- Battle of Dupplin Moor (ID: MPK17754) Historic Environment Record (HER) which is located 72m northeast of the scheme extents. This recorded a battlefield, late medieval.
- Nether Keir National Record of Historic Environment (NRHE) (ID: 354737) located 94m north of the scheme extents. This has been record to be a 19th century Milestone.
- Nether Keir HER (ID: MPK7761) located within the scheme extents. This recorded a farmstead.
- Nether Keir NRHE (ID: 90417) located 70m south of the scheme extents. This recorded a farmstead.
- Chapelbank NRHE (ID: 26627) located 150m north of the scheme extents. This recorded a farmstead.
- Dalreoch A9 Bridge NRHE (ID: 298322) located 50m southwest of the scheme extents. This is recorded to be a road bridge from the late 20th century.
- Dalreoch A9 Bridge NRHE (ID: MPK17994) located 50m southwest of the scheme extents. This is recorded to be a road bridge from an unassigned period.

Landscape and visual effects

Landscape

The immediate scheme extents are in cutting along the middle section of the works area. The carriageway is bordered by a soft grass verge, with areas of mixed woodland lining its boundary. Beyond this, the landscape opens out into expanses of arable land and agricultural fields. There are no distinctive cultural landscape or historical landscape features within the scheme extents.

According to [Scotland's Environment Web](#), no landscape designations, including National Scenic Areas (NSAs) or any Gardens and Designed Landscapes, are situated within 500m of the proposed scheme extents. There is an unnamed Long-Established Ancient (of plantation origin) Woodland (ID: 81) located approximately 269m north of the scheme extents. There are also no [Tree Preservation Orders \(TPOs\)](#) located within 500m of the works.

[Scotland's Landscape Character Type \(LCT\) Map](#), has identified that the LCT within the scheme extents can be classed as the following:

- [384 - Broad Valley Lowlands - Tayside](#) characterised by broad, settled lowland agricultural valleys, with fertile soils. These share a range of common characteristics which set them apart from other valleys and glens. There are, however, significant variations in landscape character within this type, primarily relating to topography.
- [380 - Lowland Hills - Tayside](#) comprises a series of low ridges and hills between Strathallan and Strath Tay, separating the lowland valleys.

[Scotland's Historic Land Use Assessment \(HLA\) Map](#) has identified that the land within the scheme extents has been previously used as '[Motorway and Major Roads](#)'. This modern transport systems have focussed on the construction and extension of multi-laned motorways, with their associated service stations. Providing links between major cities, they cover considerable areas of land. The land surrounding the scheme extents can be classed as a mixture of '[Fresh Water Area](#)' and '[Woodland and Forestry – Plantation](#)'.

Visual

Given the existing mixed woodland vegetation along both carriageways, the works are not expected to be visible from any residential dwellings or community facilities.

Transient visual receptors include road users (motorists, public transport users) travelling along the A9, who will experience brief and intermittent views of the scheme. Typically, the views from the carriageway are pockets of woodland, with community area in the wider surroundings.

The following [core paths](#) can be found within 300m of the scheme extents:

- Core Path Cairnie Braes (old A9), Dalreoch Bridge to Cairnie Cottage (ID: METH/162) is located 95m north of the scheme extents;
- Core Path B9141 at Broom Villa via A9 underpass and banks of River Earn to old A9 at Dalreoch Bridge (ID: DNNG/118) is located approximately 121m west of the scheme extents, and;
- Core Path B9141 at Broom Villa via A9 underpass and banks of River Earn to old A9 at Dalreoch Bridge (ID: DNNG/118) is located 124m southwest of the scheme extents.

Users of the above core paths are not expected to have sight of the proposed works.

Biodiversity

Protected Areas

A desktop study was undertaken using NatureScot's online research tool [Sitelink](#). This investigation highlighted the following European designated sites:

[South Tayside Goose Roosts Special Protection Areas \(SPA\) \(ID: 8577\)](#) is located approximately 1.6km north of the scheme extents.

[South Tayside Goose Roosts Ramsar \(ID: 8456\)](#) is located approximately 1.6km north of the scheme extents.

There are no national designations, such as Sites of Special Scientific Interest (SSSI) Local or National Nature Reserves, within 200m of the scheme extents.

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

As all works will be contained within the carriageway boundary on a like-for-like basis and transient nature, a competent Amey ecologist has scoped out the requirement for a field survey, indicating a low likelihood of significant ecological impact.

Invasive plants

The [NBN Atlas](#) has recorded that the below target species and Invasive Non-Native Species (INNS) have a historic presence within 500m of the proposed works area:

- Himalayan balsam (*Impatiens glandulifera*);
- Japanese knotweed (*Fallopia japonica*);
- Broad-leaved dock (*Rumex obtusifolius*), and;
- Rosebay willowherb (*Chamerion angustifolium*).

Transport Scotland's Asset Management Performance System (AMPS) has historically recorded that both rosebay willowherb and common ragwort (*Jacobaea vulgaris*) can be found along the SB carriageway of the A9 along the scheme extents.

Geology and soils

Geology

There are no Geological Conservation Review Sites (GCRS), Local Geodiversity Sites or any Geological SSSIs that have connectivity or are within 200m of the scheme extents as noted by [NatureScot's Sitelink](#).

According to [Britain's Geology Viewer](#), the geology along the A9, within the scheme extents, consists of the following:

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

- Alluvium-Sand and gravel. These sedimentary deposits 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).
- 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.

Soils

According to [Scotland's Soils Map](#), the scheme extents consist of the following soil profiles:

- Brown earth component soil deriving from drifts produced mainly from sandstones of Lower Old Red Sandstone age, often water-modified found on undulating lowlands with gentle and strong slopes: non-rocky, and;
- Mineral alluvial soils with peaty alluvial soils component soil deriving from recent riverine and lacustrine alluvial deposits found on flood plains with river terraces and former lake beds.

Land use

The [national scale land capability for agriculture](#) has been classed as both '2' and '3.2'. The classification, '3.2', dominates the scheme extents with this land capable of average production though high yields of barley, oats and grass can be obtained. Grass leys are common.

There are no operational [landfill](#) sites located within 1km of the proposed works area.

Material assets and waste

Materials

Warm-mix asphalt (WMA) will be used for the resurfacing works. Where practical, all materials will comply with Transport Scotland's amendment to the Specification for Highway Works, Clause 908TS Warm Mix Asphalt, which sets out performance requirements for WMA mixtures. WMA requires less heat, reducing energy use, making it more environmentally friendly in comparison to hot mix asphalt.

Other material required will consist of the following:

- Road studs;
- Vehicle fuel and oil, and;
- Road marking material.

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

Wastes

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

- Road studs;
- Vehicle fuel and oil, and;
- Road marking material.

Coring investigations have not identified the presence of coal tar.

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

Noise and vibration

A single residential property, Chapelbank House, along with its adjacent farm, lies within 300m of the site. The property is located approximately 161m north of the proposed scheme extents. There are no other sensitive noise and vibration receptors within 300m of the works.

The primary factor affecting baseline noise and vibration is traffic along the A9 road network combined with agricultural activities in the wider area. [Manual count point 80347](#), located approximately 90m west of the works along the A9 carriageway, shows that in 2024, the AADF for all motor vehicles was 27,755 with 3,127 (11%) of these being HGVs.

[Scotland's Noise Map](#) has recorded that modelled day-time noise levels (L_{day}) in the areas surrounding the carriageway show levels of around 58-61dB and within the proposed works approximately 73-75dB. Nighttime noise level (L_{night}) in the areas surrounding the carriageway show levels of around 52-58dB and within the proposed works 68-69dB.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by [Transport Scotland's Transportation Noise Action Plan \(TNAP\) \(2024-2028\)](#).

Population and human health

Due to the nature of the proposed scheme, a reduced buffer of 300m will be utilised for Population and Human Health impacts and mitigations.

The scheme is located along the A9 SB carriageway, in Perth and Kinross. This section of the A9 links to towns such as Aberuthven and Auchterarder prior to linking to settlements with cities such as Perth. Aberuthven contains community facilities including educational facilities and recreational grounds with a greater abundance and complexity of these facilities found within the city of Perth.

The surrounding area is primarily used for agriculture, with the nearest field situated directly adjacent to the A9 carriageway.

A single residential property, Chapelbank House, along with its adjacent farm, lies within 300m of the site. The property is located approximately 161 m north of the proposed scheme extents. There are no access/egress points located along the A9 within the extents of the scheme. There are no key community assets within 300m of the works.

There are no footways, Public Rights of Way (PRoW), streetlights or bus stops located within the scheme extents of the proposed works area. One layby is located along the A9 adjacent to the works at NGR NO 01420 17806.

The following [core paths](#) can be found within 300m of the scheme extents:

- Core Path Cairnie Braes (old A9), Dalreoch Bridge to Cairnie Cottage (ID: METH/162) is located 95m north of the scheme extents;
- Core Path B9141 at Broom Villa via A9 underpass and banks of River Earn to old A9 at Dalreoch Bridge (ID: DNNG/118) is located approximately 121m west of the scheme extents, and;
- Core Path B9141 at Broom Villa via A9 underpass and banks of River Earn to old A9 at Dalreoch Bridge (ID: DNNG/118) is located 124m southwest of the scheme extents.

There are no [National Cycle Network Routes](#) or any [bridleways](#) located within 300m of the works.

Road drainage and the water environment

Surface water

According to [SEPA's Water Classification Hub](#), the River Earn (ID: 6800) is located approximately 43m south of the scheme extents at the closest point. This watercourse has an overall good quality as highlighted by the Water Framework Directive (WFD). An unnamed, unclassified tributary of the River Earn is located 334m north of the works.

There are no ponds located within 250m of the works.

Drainage along the scheme extents consists of both gullies and filter stones.

Flood risk

[SEPA's Flood Risk Map](#) indicates that the A9 carriageway along the scheme extents is expected to face a medium to high probability (0.5–10%) of surface water flooding each year. The River Earn also presents a high likelihood of fluvial flooding (10%), with some of the affected areas extending into the scheme extents.

Groundwater

The A9 carriageway within the proposed scheme extents is located within the Scottish Government's [Strathmore and Fife \(including Finavon\) 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.

Works also fall within the [River Earn \(ID: 6800\) Drinking Water Protected Area \(Surface\)](#).

The proposed works area is classified by two groundwater bodies. These being the Strathearn Sand and Gravel groundwater (ID: 150811) and the Crieff groundwater (ID: 150688). According to the [WFD](#), both are classified as having overall 'good' quality.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009, as amended by the [Scottish Carbon Budgets Amendment Regulations 2025](#) sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

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

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

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

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

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

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

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- During construction, including removal of the road surface, there is the potential for an increase in dust and emissions from plant and machinery and an increase in airborne particulate matter. This is likely to cause a slight deterioration in air quality within the local area.
- Residents along the diversion route roads, should they be required, may experience a deterioration in air quality due to the increased volume of traffic.
- 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

Mitigation measures will follow best practice from the Institute of Air Quality Management (IAQM), from the '[Guidance on the assessment of dust from demolition and construction](#) (2024)', including:

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

The following additional mitigation measures will be implemented:

- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.
- Plant, vehicles and Non-Road Mobile Machinery (NRMM) will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

No significant effects are anticipated and therefore no further assessment in accordance with DMRB Guidance document LA 105: Air Quality is required.

Cultural heritage

Impacts

- The designated and non-designated assets listed above are not expected to be impacted, as the works involve like-for like resurfacing with a transient short construction duration. Additionally, the original construction of the A9 is likely to have removed any archaeological remains. Overall, the potential for uncovering new assets is considered low.

Mitigation

The following mitigation measures will be in place throughout the period of works:

- All plant and machinery will be stored within the carriageway boundary where practicable.
- If any archaeological finds are discovered, the works will be suspended, and the relevant stakeholders will be contacted.

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

Landscape and visual effects

Impacts

- There will likely 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.
- Views from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant.

Mitigation

- 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.
- Plant, vehicles, and materials will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable). Should damage to the landscape occur, reinstatement will be carried out.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works will not be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- Works will be confined to the carriageway boundary, involving like-for-like carriageway resurfacing with no earthworks. As such, there is limited potential to spread or introduce INNS or target species.
- The watercourses nearby located within the extents of the scheme pose a potential pathway to pollute aquatic habitats, particularly during milling operations and periods of heavy rainfall (see Road Drainage and the Water Environment section for further details).
- An increase in noise levels and misdirected site lighting has the potential to disturb any protected species nearby.
- As works fall within 2km of the South Tayside Goose Roosts SPA and Ramsar, a Habitats Regulation Appraisal (HRA) Stage 1 was undertaken by Amey's Ecology Team. It was concluded that no Likely Significant Effects (LSE) are anticipated upon these sites due to the following:
 - There is no requirement for land take within any of the designated sites as a result of the proposed works.
 - No interference with the key relationships that define the function of the designated sites are anticipated.

Mitigation

- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- As part of the Network Management Contract (NMC), Amey, on behalf of transport Scotland, has been asked to keep a record of various target species, including rosebay willowherb and common ragwort. Works will not be carried out

in the carriageway verge, if this is not possible and works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.

- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any woodland areas and watercourses, to minimise disturbance to nocturnal species.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- Amey's Environmental Briefing on protected species will be delivered to all site operatives prior to the works.

With the above mitigation measures and best practice being adhered to, no significant effects on biodiversity are anticipated. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

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 is a potential for soils from accidental spills or leaks of fuels and oils from construction plant and machinery. However, with mitigation in place the impact is considered minor and temporary.
- There will be no impacts upon the surrounding agricultural land.

Mitigation

- See additional pollution mitigation measures in the *Road Drainage and Water Environment* section below.
- 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.
- Where damage to soil occurs from vehicles stored and parked on the verge of the carriageway, the reinstatement of the grass verge will be carried out. Amey's Landscape Team will be contacted for specifications.

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

- 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. Where possible all materials will be reused throughout the network, if not possible they will be recycled locally at a suitably licenced waste management facility.
- 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.
- Materials will be delivered on site as and when required to minimise damage from storing on site and wastage.
- A SWMP will be prepared prior to the works which will detail how resource use and waste will be managed. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.
- The Contractor is responsible for the management and disposal of road planings arising from the works. All waste will be managed in accordance with the [Environmental Authorisations \(Scotland\) Regulations 2018](#), under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy.
- 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.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- Noise and vibration levels are expected to increase during nighttime construction hours for properties within 300m of the scheme. This is due to the use of heavy plant and machinery, such as rollers, and increased HGV movements. However, these levels are not anticipated to significantly exceed existing ambient conditions or cause notable disturbance.
- 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 Energy Transition & Sustainability Team has notified Perth and Kinross Council in advance of the works.

- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.
- Amey's environmental briefing on Noise and Vibration will be delivered to site operatives prior to construction.

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

Population and human health

Impacts

- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Land take is not required for this scheme therefore there will be no impact as a result of permanent or temporary land acquisition from private land, businesses, agriculture, Walkers, Cyclists or Horse riders (WCH) and/or community facilities as a result of the scheme.
- Access to residential properties will not be impacted by the works significantly.
- As works will be contained within the carriageway boundary, the core paths mentioned above are unlikely to be impacted.

Mitigation

- Local residents and road users will be informed of traffic management restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).

With best practice mitigation measures in place, no significant effects associated with 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

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident or heavy rainfall, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment, for example the River Earn.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may adversely impact the water environment.
- Should flooding occur, this may delay the scheduled works.
- No impact is predicted on the River Earn Drinking Water Protected Area or Strathmore and Fife (including Finavon) NVZ.

Mitigation

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

- 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.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- 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 spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur on (available 24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior 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 run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be aware of [SEPA's Guidance for Pollution Prevention \(GPP\)](#).
- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
 - Away (>10m) from surface water drainage systems;

- Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather, and;
- Fuels stored within a drip tray, bund or other form of secondary containment with at least 110% of the maximum volume of a single container
- Amey's Water Pollution Prevention environmental briefing will be delivered to all site operatives before works start.

With mitigation measures in place, no significant effects are anticipated 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

- Construction activities may result in GHG emissions being from vehicles, machinery, material use and production, and transportation.
- The use of WMA supports reduced whole-life carbon impacts through a reduced energy demand during production and enabling efficient construction at lower temperatures, compared to hot-mix asphalt (HMA).

Mitigation

The following mitigation measures will be in place:

- 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.
- 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

Construction activities are confined to the carriageway boundary, and maintenance is carried out on a like for like, basis. This will reduce the risk of major accidents or environmental disasters that could negatively impact the surrounding environment.

Improvement of the road surface following carriageway resurfacing works will enhance skid resistance, and thus overall road safety on completion of the scheme.

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

Assessment cumulative effects

[Amey's Current Works Schedule](#) has highlighted that there are no works scheduled along the A9 in proximity to the scheme extents within the proposed timescales.

[The Scottish Road Works Commissioner](#) also does not identify any scheduled works that are set to take place within the scheme extents, within the same timescale, of the proposed works.

[Perth and Kinross Council's Planning Portal](#), has not identified any extant planning applications surrounding the scheme extents that would result in any in-combination effects.

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.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area. Considering the nature and scale of the maintenance works being undertaken, no cumulative or in combination effects are anticipated.

Assessments of the environmental effects

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

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Energy Transitions & Sustainability Team at Amey in January 2026.
- A Habitats Regulation Appraisal (HRA) Stage 1, undertaken by the Energy Transitions & Sustainability Team at Amey 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:

- 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 successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- No negative 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.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and verges (total area 1.3ha.) and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- As works fall within 2km of the South Tayside Goose Roosts SPA and Ramsar, a Habitats Regulation Appraisal (HRA) Stage 1 was undertaken by Amey's Ecology Team. It was concluded that no Likely Significant Effects (LSE) are anticipated upon these sites.

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 water environment and drainage.
- Measures will be in place to ensure appropriate removal and disposal of waste and any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in-combination effects have been identified.

References of supporting documentation

The following environmental surveys/reviews have been undertaken:

- An ESA of the scheme, undertaken by the Energy Transitions & Sustainability Team at Amey in January 2026.
- A HRA Stage 1, undertaken by the Energy Transitions & Sustainability Team at Amey in January 2026.

Annex A

“sensitive area” means any of the following:

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



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