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Environmental Impact Assessment Record of Determination

A9 Balhaldie Services to Glassingall Southbound - Resurfacing

GENERAL

Contents

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

Air quality 14
Cultural heritage 15
Landscape and visual effects 16
Biodiversity 16
Material assets and waste 17
Noise and vibration 18
Population and human health 19
Road drainage and the water environment 20
Climate 22
Vulnerability of the project to risks 22
Assessment of cumulative effects 22
Assessments of the environmental effects 23
Statement of case in support of a Determination that a statutory EIA is not required 24
References of supporting documentation 25
Annex A 26

GENERAL

Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the A9 carriageway located between Dunblane and Greenloaning, as the existing carriageway is displaying surface and structural defects such as transverse and alligator cracking, crazing and rutting.

Treatment will include inlays to remove deterioration and reinstate binder layers, with deeper partial reconstructions applied in localised patches where more extensive deterioration is present. The scheme will replace the existing pavement with new asphalt surface course and AC binder layers to ensure consistency, durability and long-term performance. Road studs and lining will be refreshed as part of the scheme.

The following plant and machinery will be required:

- Planer
- Paver
- Miller
- Wagon
- Roller
- Traffic Management (TM) plant.

The scheme is approximately 2.36 kilometres (km) long, with a total area of approximately 2 hectares (ha).

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, proposed for November 2026. TM will comprise an overnight convoy system.

The works will be carried out overnight for approximately three weeks.

Location

This section of the A9 dual carriageway, located between Dunblane and Greenloaning and falls within the Perth and Kinross and Stirling council areas at the following National Grid References (NGRs) (Figure 1):

- Scheme start: NN 81844 05814
- Scheme end: NN 80176 04134

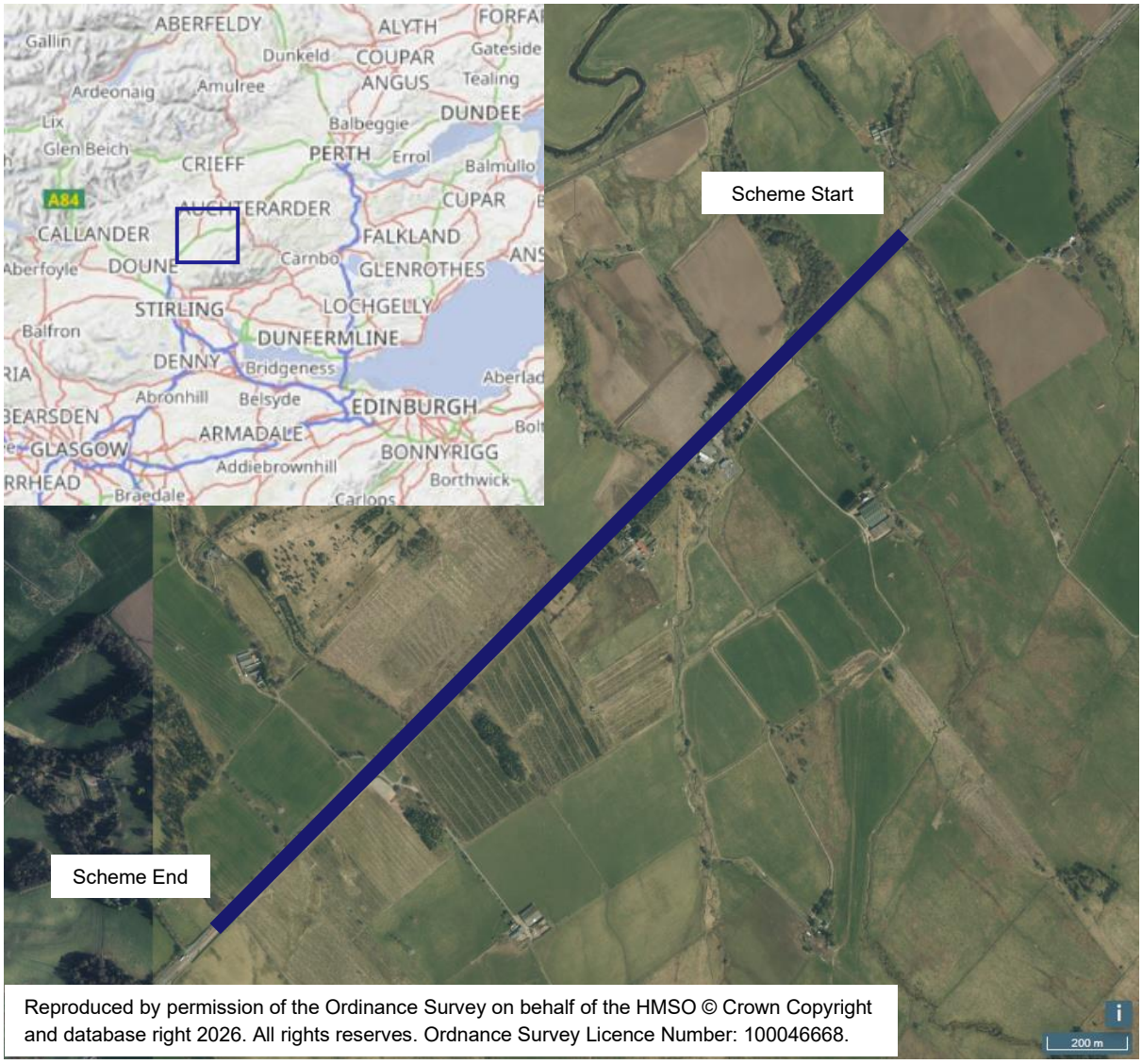


Figure 1. Scheme Extents and Location Map.

Description of local environment

Air quality

The A9 is a major carriageway in Scotland, running from central Scotland within the Falkirk area to Thurso in the north. The scheme extents cover a rural stretch of the carriageway with baseline air quality likely to be influenced primarily by traffic flow along the A9, with secondary sources from surrounding agricultural activities.

Annual Average Daily Flow (AADF) in 2025 along the A9 within the scheme extents (site number: 30731) was counted at 29,778 total vehicles with 2,902 (9.7%) Heavy Goods Vehicles (HGVs).

Stirling Council has not currently declared any Air Quality Management Areas (AQMAs), however, Perth and Kinross has declared one AQMA, Perth AQMA declared for exceedances in particulate matter (PM_{10}) and nitrogen dioxide (NO_2). The scheme lies over 30km southwest of the AQMA.

There are no real-time air quality monitoring stations (Air Quality in Scotland) or any sites on the Scottish Pollutant Release Inventory (SPRI) within 1km of the scheme extents.

There are approximately five air quality-sensitive receptors located within 200m, including residential, holiday accommodation and agricultural properties. The closest receptor is a residential property located 5m from the carriageway at grid reference NN 81155 05109. Refer to the Biodiversity section below for ecological receptors.

Cultural heritage

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

The scheme falls entirely within the boundary of a statutory heritage feature, the Battle of Sheriffmuir Battlefield (BTL17), with the inventory boundary defining the area where the main events of the battle are considered to have taken place and where associated physical remains and archaeological evidence occur or may be expected.

One other statutory cultural heritage feature is located within 300m, a Scheduled Monument, *The White Stone, Standing Stone 280m WNW Of Upper Whiteston* (SM5374) is located 265m southeast within agricultural land.

Historic Environment Records (HERs) and National Records of the Historic Environment (NRHE) provide local and national level information on Scotland's historic environment. There are approximately ten located within 200m, with the following falling within the scheme extents:

- Stirling to Crieff Military Road, Balhaldie to Greenloaning to Braco HER (Reference: MPK8269)
- Stirling To Crieff Military Road HER (Reference: 4784.01) and NRHE (Reference: 113487) marking descriptive accounts.
- Balhaldie HER (Reference: 5111), Balhaldie NRHE (Reference: 112013) and Balhaldie Tollhouse NRHE (Reference: 270181) located at gird reference NN 81264 05247. These records mark descriptive accounts and the former location of cultural heritage features.

Landscape and visual effects

Landscape

The scheme lies within a rural setting, characterised by grazing and arable agricultural land, woodland blocks and dispersed residential and agricultural properties. It falls within the Lowland River Valleys - Central Landscape Character Type (LCT 152), defined by settlement often closely linked to the river corridor and parallel road corridors, such as the A9 trunk road.

There are no areas of Ancient Woodland or trees designated under a Tree Preservation Order directly lining the A9 southbound carriageway along the scheme extents.

No areas designated for landscape features or quality such as Garden and Designed Landscapes are located within 500m, or visible to or from the scheme.

Visual

Numerous stationary visual receptors are identified, with varying levels of visual screening between the scheme extents. The closest is a residential property that lies 5m from the carriageway boundary with direct views toward the scheme. This property has an existing open view of the A9 trunk road, flat agricultural land and blocks of scattered woodland.

Transient receptors include road users (motorists, public transport users) travelling along the A9 and users of Walker, Cyclist and Horse-rider (WCH) routes located along the north and southbound carriageway.

Biodiversity

Protected areas

No European sites are located within 2km or have hydrological connectivity with the scheme (Sitelink).

No nationally designated sites, such as Sites of Special Scientific Interest (SSSI) are located within 500m of the works (Sitelink).

Field survey

An ecological field survey has been scoped out by a qualified ecologist due to the transient nature of the works and containment within the carriageway boundary.

Invasive plants

Transport Scotland's Asset Management Performance System (AMPS) has recorded numerous records of giant hogweed *(Heracleum mantegazzianum),* an invasive Non-Native Species (INNS) within 500m of the scheme extents.

Geology and soils

Geology

The underlying bedrock comprises sedimentary sandstone formations of the Dunblane Sandstone Member. Superficial deposits comprise sedimentary deposits of Devensian Till and glaciofluvial ice contact deposits of gravel, sand and silt all from the Quaternary Period (British Geological Survey Geology Viewer).

There are no Geological Conservation Review Sites (GCRS), Local Geodiversity Sites (LGS) or SSSIs designated for geological features are located within 200m of scheme extents (Sitelink).

The scheme falls within an area underlain by a moderately productive aquifer of the Arbuthnott-Garvock Group with sandstones, siltstones, mudstones, conglomerates and interbedded lavas (GeoIndex British Geological Survey).

Soils

The local soil type within scheme extents has not been recorded, however, works are contained to resurfacing of the carriageway with no impact on the local soils (Scotland's Soils).

Contamination and Land use

The scheme lies within a rural area, with land use predominantly agricultural. The scheme is not located within a coal mining area as defined by the Coal Authority and Mining Remediation Authority. The closest record of a ceased mine is approximately 60m northwest (approximate grid reference NN 81593 05650 (GeoIndex British Geological Survey).

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

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. The use of WMA supports reduced energy consumption and lower carbon emissions during production while still meeting TS2010 performance requirements for durability and long-term carriageway performance. Further detail is provided in the Climate section.

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

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

Wastes

Coring investigations have not identified the presence of coal tar within treatment depths; therefore, wastes are anticipated to include uncontaminated carriageway planings which will primarily be recycled at a licenced facility, thereby reducing the amount sent to landfill and promoting circular economy practices.

Noise and vibration

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

Modelled day-evening-night (L_{den}) noise levels along the scheme range between >75 to 80dB, and night noise levels (L_{night}) for the period 23:00-07:00 range from >70B to 75dB (Scotland's Noise Map).

There are approximately ten noise-sensitive receptors (NSRs) located within 300m, including residential, holiday accommodation and agricultural properties. At the closest receptor located 5m from the carriageway (grid reference NN 81155 05109), L_{night} is recorded between >55-60dB.

The works are not located within a Candidate Noise Management Area (CNMA) as defined by Round 3 (2019-2023) or Round 4 (2024-2028) of the Transportation Noise Action Plan (Road Maps) (TNAP).

Population and human health

The scheme lies within a rural area, falling within the Stirling and Perth and Kinross council areas. Seven residential properties fall within 300m of the works, the closest is 5m from the carriageway (grid reference NN 81155 05109). A few local businesses, and agricultural properties also lie within 300m. No educational, medical or religious facilities are located within 300m.

Two junctions are located within the scheme extents, with off-slips and associated turning lanes. Two laybys are located along the scheme extents, with one associated with a bus stop located at Balhaldie services. Direct access points are located along the scheme extents, providing access to businesses, agricultural land and properties and residential properties.

Dispersed WCH routes are located along the scheme length, providing access to local facilities, rural residences, and a bus stop located along the southbound carriageway. None are designated as Core Paths or National Cycle Network routes.

Road drainage and the water environment

Surface water

No classified watercourses are located within 500m (SEPA Water Classification Hub). The following unclassified surface waters are located within 500m:

- Geordie's Burn is located 435m southeast of the scheme at its closest point.
- Glassingalbeg Burn travels beneath the scheme extents (grid reference NN 81567 05546)
- Todhill Burn travels beneath the scheme extents (grid reference NN 81279 05255)
- The scheme lies within a largely rural, agricultural landscape with numerous surface water field drains located within 500m.

Drainage from the A9 southbound carriageway is conveyed through top-entry gullies.

The scheme does not lie within a surface water Drinking Water Protected Area (DWPA).

Groundwater

The scheme lies within the Dunblane groundwater body (ID: 150628), with a 'Poor' overall condition under SEPA's 2024 classification (SEPA Water Classification Hub). This groundwater area is designated as a Drinking Water Protected Area.

The scheme does not lie within a Nitrate Vulnerable Zone (NVZ), designated by the Scottish Government.

The scheme falls within an area underlain by a moderately productive aquifer with locally flaggy sandstones, siltstones, mudstones and conglomerates and interbedded lavas which yield moderate amounts of groundwater (GeoIndex British Geological Survey).

Flood risk

Localised areas within the scheme extents are identified at risk of small watercourse or pluvial flooding ranging from low (0.1%) to high (10%) annual probability (SEPA Flood Maps).

The scheme is not located within a Potentially Vulnerable Area (PVA) for flood risk management within Scotland for the current cycle (2022-2028) or future (2028-2034) cycle of flood risk management planning.

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009 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 50% lower than baseline.
- 2031 - 2035: Average emissions to be 60% 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, representing for 37% nationwide, and Transport Scotland are committed to reducing their emissions by 50% by 2030. To support this, Transport Scotland's Fourth Carbon Management Plan is committed to reaching Net Zero emissions

across corporate activities by 2027. This will contribute to achieving 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 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.

Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC - North East.

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities have the potential to generate short-term, localised air quality impacts. Dust and fine particulate emissions will be generated during the works, from activities such as milling of the carriageway surface. The presence of increased HGVs and construction plant presence may contribute to short-term exhaust emissions. TM will likely cause congestion and elevated traffic-related emissions during the works.

No likely significant effects are anticipated due to the nature and scale of the works. All air quality effects will be temporary, limited to the construction phase and localised. Following completion of the works, there will be no changes to traffic flow characteristics (composition, speed or flows).

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 (January 2024)' including:

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

The following additional mitigation measures will be implemented:

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

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

Cultural heritage

The proposed works are restricted to resurfacing of the existing A9 carriageway. As works will be confined to the previously disturbed ground, with no land take or excavations of undisturbed ground, impacts on known or potential archaeological remains are not expected.

Although the scheme lies within the Battle of Sheriffmuir Battlefield, the works are limited in extent, temporary in nature and will not alter the character, landscape or appreciation of the statutory designation. Therefore, no impacts on the cultural significance of the battlefield are anticipated.

No direct impacts on the nearby scheduled monument or other recorded cultural heritage assets are expected due to the physical separation, and nature of the works within the existing carriageway footprint. Temporary indirect impacts may occur during construction due to the presence of construction lighting, vibration and general site presence, however, given the distance from the asset and short duration of the works no significant impacts are expected.

Five records on the HER and NRHE database are recorded within the scheme extents; however, all but one relate to descriptive accounts with the resurfacing works not expected to result in any adverse impacts the records.

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

The following mitigation measures will be in place:

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

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

Landscape and visual effects

The works involve resurfacing of the existing carriageway and will not result in the introduction of notable new visual features or landscape change. The renewed carriageway surface will not detract from overall landscape quality or distinctiveness, and as such, no significant landscape or visual effects are anticipated.

Visual impacts will be limited and temporary. Stationary visual receptors are likely to experience close and direct, yet short-term views of the works, including artificial lighting and construction presence. However, effects will be limited as all activities will be limited to the carriageway and are to take place overnight for approximately three weeks.

The following mitigation measures will be in place:

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

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

Biodiversity

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

The works are unlikely to spread or introduce INNS species as works are confined entirely to the existing A9 carriageway, and there is no requirement for land-take, site clearance, or topsoil import. However, due to the identifications of giant hogweed within 500m, there is potential for INNS to be present within the roadside verges. As such, the following measures will be implemented during the works, to avoid the risk of INNS spread:

- Plant, vehicles and materials will be contained to areas of engineered ground within the carriageway and laybys, with no storage within the verges.

- Any access beyond the carriageway surface will be limited to only that required and limited to foot access. Biosecurity measures will be in place including the inspection and cleaning of footwear.
- Site operatives will be briefed on Amey's Giant Hogweed environmental briefing prior to the works.

Drainage infrastructure and surrounding watercourses 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).

No lasting impacts are anticipated, as the scheme will not alter or fragment any habitats, or introduce new lighting features.

The following mitigation measures will be in place:

- A 'soft start' procedure with regard to plant, machinery and vehicles will be implemented daily to gradually increase noise levels and minimise disturbance.
- Directional site lighting will be used, aimed away from sensitive ecological features such as woodland and watercourses.
- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- Additional pollution prevention measures are detailed in the Road Drainage and the Water Environment section.

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

Material assets and waste

There is potential for resource depletion through the use and transportation of primary materials such as aggregates. However, the use of WMA reduces energy demand during production and supports lower carbon emissions. Surfacing also provides enhanced durability and therefore reducing the frequency of future interventions and therefore long-term resource use.

Potential impacts related to pollution from materials and waste may result if these are not appropriately managed during construction. Therefore, the following regulatory requirements will be adhered to:

- The Contractor is responsible for the management and disposal of road planings arising from the works. All waste will be managed in accordance with the Environmental Authorisations (Scotland) Regulations 2018, under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road

planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy. Landfill disposal will only be considered where recovery or reuse options are not available or practicable.

- Waste will be transferred to SEPA-authorised 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.
- A Site Waste Management Plan (SWMP) is required as the scheme value exceeds £350,000. This will detail how resource use and waste arising from the works will be managed throughout the scheme. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.

The following mitigation measures will be implemented:

- Waste will be stored in suitable, covered containers, and segregated at the source where possible.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Good materials management methods (e.g., 'just-in-time' delivery) will be used to minimise and prevent the disposal of unused materials.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Operators will have a duty of care ensure the safe handling, storage, and transfer of waste. This includes maintaining proper documentation and ensuring that waste is only transferred to licensed carriers.

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

Noise and vibration

Construction activities, including milling and the operation of planers and construction vehicles may generate temporary increases in noise and vibration. TM and associated congestion may also contribute to short-term increases in traffic noise, however, such effects will be brief and limited to the construction period.

No adverse operational noise or vibration impacts are anticipated. The improved road surface will not change the traffic speed, flows or composition and ambient noise levels are expected to return to pre-construction conditions or may be slightly reduced due to the improved surfacing.

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:

- Quiet working methods will be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Operations will be sequenced to minimise simultaneous use of high-noise equipment, and a 'soft start' to works will be in place, whereby plant, machinery and vehicles are started sequentially as opposed to simultaneously.
- Plant and machinery will be regularly maintained to prevent excessive noise from worn parts or inefficient operation.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. Where night-works are to be undertaken, the noisiest works will be undertaken before 23:00 where possible.

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

- Delivery of Amey's Noise and Vibration environmental briefing to all site operatives prior to the works.
- Notification to Stirling and Perth and Kinross Council Environmental Health Teams due to night-time programming.
- Letter drops to NSRs to provide advance notification of the works and the programming schedule.
- Pre-notification of the works through appropriate signage, and/or social media to inform local residents and road users of the upcoming works.

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

Population and human health

Construction activities may result in short-term disruption to road users through temporary TM, noise, and delays. Direct access to properties will be maintained where the sole point of access is from within the scheme extents. Local residents, businesses and road users will be informed of the programme and duration of the works through letter drops, pre-construction notifications, social media release and

signage on approach to scheme extents. Stirling and Perth and Kinross Council Environmental Health Teams have also been notified of the works.

The laybys within the scheme extents are likely to require temporary closure during the works, however, alternative provisions will be implemented, with no permanent change to access or provision post-construction. Similarly, the local bus stop will be closed during the works, however, local bus operators will be informed in advance regarding the risk of delays to their services.

Human health determinants such as noise, and air quality will likely experience temporary increases, however, due to the nature and scale of the works no discernible health impact is expected.

The scheme does not permanently remove or sever any existing WCH routes or reduce connectivity to residential properties, businesses, agricultural land or community assets and land, and as such, no adverse long-term changes to WCH movement, community connectivity or population and human health are anticipated.

Please refer to the Landscape and Visual Effects section above for an assessment of the visual impacts to visual receptors.

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

Road drainage and the water environment

Construction activities may pose short-term pollution risks to the water environment through accidental spills of fuels, oils, chemicals, or road planings which could enter surface runoff, drainage systems and nearby surface watercourses.

Numerous surface watercourses travel beneath the scheme extents, however, as the works involve resurfacing only, with no in-water works, no abstraction or transfers of water from, or discharges to a waterbody, the potential for a pollution incident within a waterbody is unlikely.

The scheme lies within a groundwater DWPA, however, as the works are limited to existing engineered layers of the carriageway and do not require deep excavations, the potential for impacts on groundwater quality or mobilisation of contaminants is limited.

The 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.

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

- All operatives will follow NetRegs Guidance for Pollution Prevention (GPP) documents.
- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site both during and following the works.
- All site operatives will be made aware of site spillage response procedures and in the event of a spill all works associated with the spill will stop, and the incident reported. Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required.
- The Amey control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- In the event of a pollution incident, SEPA will be notified without delay.
- Where possible, biodegradable lubricant and biodegradable hydraulic oil in plant will be used.
- Weather reports will be monitored prior to and during the works with all construction activities temporarily halting in the event of adverse weather or a flooding event. The works will only continue when it is deemed safe to do so and runoff/ drainage can be adequately controlled to prevent pollution.
- All storage areas (fuels, machinery, plant, materials) where required will be located and stored:
  - Away (>10m) from surface water drainage systems; and
  - Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather.
- 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.
- Where refuelling on site is required, there will be designated refuelling areas, located more than 10m from surface water drainage systems, and within hard standing and bunds to prevent leaks or spills escaping.
- Delivery of Amey's Water Pollution Prevention environmental briefing to all site operatives prior to the works.

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

Climate

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).

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

The following mitigation measures will be in place:

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

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

Vulnerability of the project to risks

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

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

Assessment of cumulative effects

During construction, the works may result in minor, temporary disturbances such as short-term, changes to noise, vibration and air quality. However, given the limited

scale, duration and localised nature of the scheme, no significant environmental impacts are anticipated.

A review of Perth and Kinross Council and Stirling Council Planning Portals has identified two extant planning applications within 500m of the works, including the erection of a dwelling associated landscape works and improved passing spaces on access road (Stirling Council planning application 26/00313/FUL) and a Section 42 application to vary a condition relating to an amenity area (Perth and Kinross Council planning application 26/00964/42L). However, none are anticipated to result in cumulative effects with the proposed resurfacing works due to the nature, and proposed timescales associated with all applications.

The Scottish Road Works Commissioner's Interactive Map has not identified any works on the A9 or surrounding road network that would result in cumulative effects.

At present, Amey's current programme of works has not identified any other works on the A9 that will be undertaken concurrently or in conflict with the proposed works. All works are programmed in line with appropriate guidance and contractual requirements, with consideration given to existing and future planned activities. Therefore, any future schemes will be programmed to consider already existing works and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

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

Assessments of the environmental effects

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

An Environmental Scoping Assessment and consultation with Stirling and Perth and Kinross Councils have been undertaken in August 2026 by Amey's Environmental Team.

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

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

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

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

Characteristics of the scheme:

The works are limited in scope, short-term and confined to the existing carriageway. No significant disturbance to protected species or sensitive habitats is anticipated and the risk of major accidents or disasters is low. Any environmental effects are expected to be temporary and restricted to the construction phase, with no adverse operational impacts. The scheme is expected to deliver minor positive operational effects for road users and nearby receptors through the improved road surface. No in-combination or cumulative effects are identified.

Location of the scheme:

The scheme is not located within 2km or has hydrological connectivity with any European sites.

The works lie within the inventory boundary of the Battle of Sheriffmuir Battlefield, an area of historical and cultural significance, however, all activities will be contained to the existing A9 carriageway surface with no land take required, and the scheme will not alter existing land uses, cultural or historical appreciation or significance or affect surrounding habitats.

Characteristics of potential impacts of the scheme:

Appropriate measures will be implemented to ensure appropriate removal and disposal of waste, alongside containment measures to prevent debris and pollutants from entering the surrounding environment. Measures to minimise the potential disturbance to protected species will also be in place.

Overall, any environmental effects arising from the works are expected to be temporary, minor and confined to the construction phase with no significant or long-term impacts. No in combination effects with other projects or works have been identified.

References of supporting documentation

An Environmental Screening Assessment undertaken in August 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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