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TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A9 Dulnain- Parapet Replacement

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to replace aluminium bridge parapets on the A9 Dulnain and A9 Carrbridge underpass (U/P) which lie on the periphery of Carrbridge, within the Highland Council Local Authority area. The objective of this scheme is to remove the existing aluminium parapet systems currently installed over both the A9 Dulnain and A9 Carrbridge U/P and replace them with a similar parapet system.

There are two installation options for the new parapet system that are to be considered and confirmed by supplier and client:

- Option 1 - offset new parapet posts away from existing post positions and mount new posts into new anchors drilled into the edge beam.

- Option 2 – mount new parapet posts onto existing holding down bolts at the existing post positions (requires the use of a non-standard, non-tested/certified parapet base plate hence subject to supplier/ client approval)

Additionally, there are localised areas of the edge beam that are defective that require repair prior to the installation of new parapet. Repairs to be completed using a proprietary repair mortar, or similar.

Works are currently programmed to commence towards the end of financial year 2024/2025 (March 2025) for a duration of 4 weeks. Works will be conducted during daytime working hours. Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic Management (TM) will consist of two-way temporary lights to close one running lane. The lane closure will be swapped onto the opposite carriageway when the works are to commence on the opposite verge.

Location

The scheme extent spans over the A9 Dulnain and A9 Carrbridge structures, which lie on the periphery of Carrbridge, within the Highland Council Local Authority area(Figure 1).

National Grid References (NGR’s):

- **Scheme Start: NH 89724 22493**

- **Scheme End: NH 89614 22602**

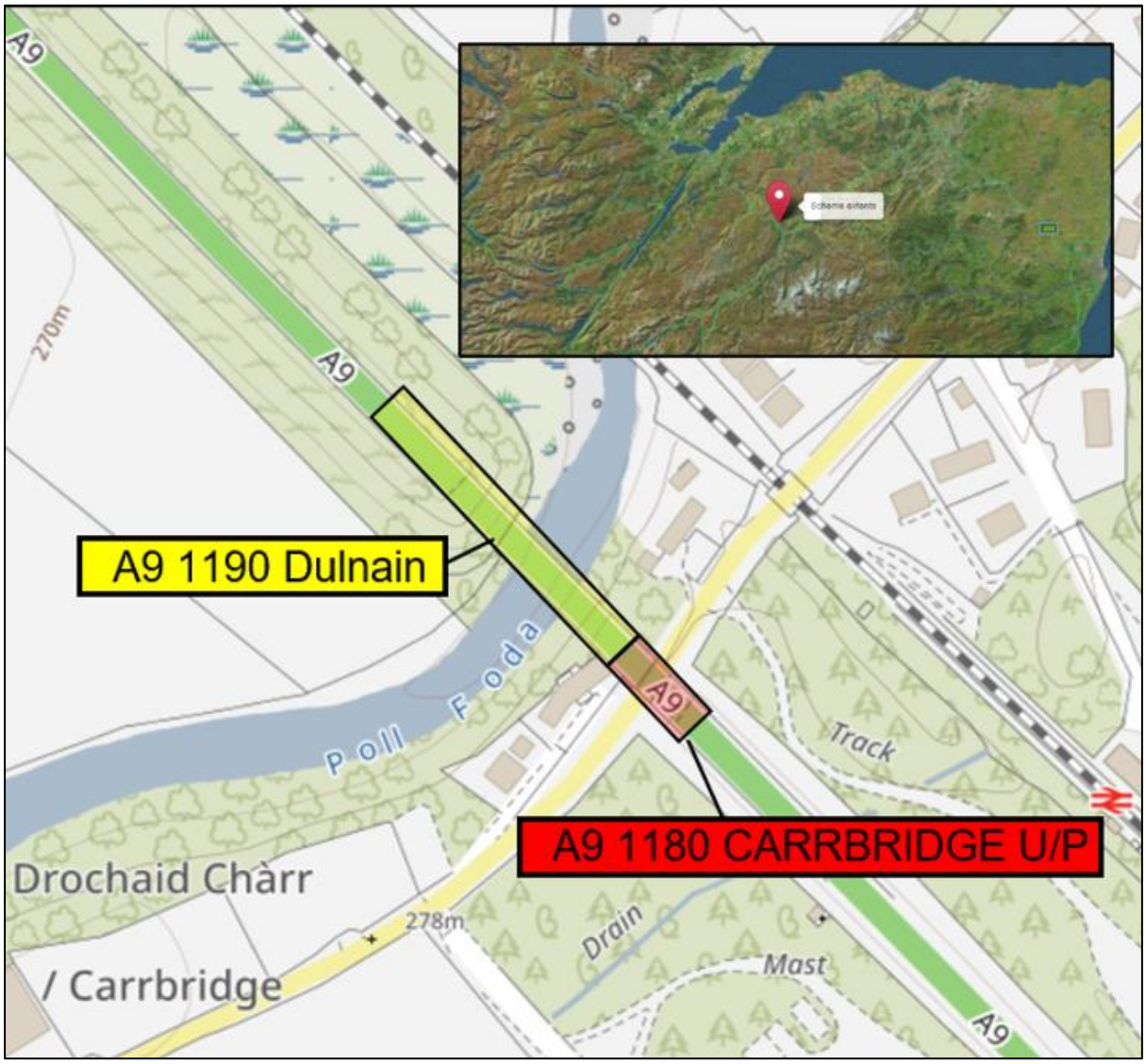

Figure 1. Scheme location.

Description of local environment

Air quality

A search of the Air Quality in Scotland online mapping tool records that the scheme extents are not located within an Air Quality Management Area (AQMA).

The scheme is located within the Highland council boundary area, which currently has one AQMA within its administrative boundary, which lies 32km northwest of the scheme.

Sites monitoring air quality in the wider areas records bandings to be within the 'green zone' (Low Index 1-3).

One site registered on the Scottish Pollutant Release Inventory (SPRI) for air pollutant releases lies 9km south of the scheme extents. The site is a waste and waste-water management facility, which has been registered for methane releases.

The baseline air quality within the scheme extents is primarily influenced by motor vehicles travelling along the A9 trunk road. Secondary sources are most commonly derived from day-to-day agricultural land management activities and urban activities associated with Carrbridge.

Cultural heritage

According to the PastMap and Historic Environment Scotland (HES) online mapping tools, there are four category B Listed Buildings located 150m southeast of the scheme extents which are linked to a record of 'Carrbridge Station Including Platform Shelters And Footbridge' (ID: LB6636).

Several Historic Environment Records (HERs) and records on Canmore database lie within 300m of the scheme, the nearest of these is record on a Canmore database of a cottage (which is no longer present) which lies 20m north of the scheme.

No Garden & Designed Landscapes, Scheduled Monuments, Conservation Areas, Battlefields or World Heritage sites were identified within 300m of the scheme (PastMap).

There are no cultural heritage features located within the footprint of the scheme extents. Furthermore, the works are confined to the A9 Dulnain and A9 Carrbridge bridge decks and will include replacement of the aluminium bridge parapets. The works do not require earthworks or works outside of the A9 Dulnain and A9 Carrbridge bridge decks and construction of the A9 Dulnain and A9 Carrbridge bridges are likely to have removed any archaeological remains that may have been present within the area. As such, 'cultural heritage' is scoped out and is not discussed further within this RoD.

Landscape and visual effects

The scheme is situated within Cairngorms National Park (CNP) (NatureScot Site Code: 8623). CNP is designated for the following general Special Qualities:

- Magnificent mountains towering over moorland, forest and strath
- Vastness of space, scale and height
- Strong juxtaposition of contrasting landscapes

- A landscape of layers, from inhabited strath to remote, uninhabited upland
- 'The harmony of complicated curves'
- Landscapes both cultural and natural

The scheme is not located within a National Scenic Area (NSA).

The Landscape Character Type (LCT) within the study area is 'Upland Strath' (no. 127) (Scottish Landscape Character Types). The LCT No. 127 has the following key features:

- Large, broad, flat bottomed strath, with some narrower pinch-point sections.
- Valley floor with the meandering River Spey and frequent lochs and marshes.
- Meadows and wetlands prone to flooding on the valley floor.
- Mixed pastures and broadleaved woodland in more undulating areas.
- Wetlands flanked by mixed woodland and conifer forests.
- Main communication corridor housing A9 trunk road and railway.
- Estate houses and policy landscapes in many parts of the strath.
- A well-settled area with a series of settlements occurs along the northern side of the strath at bridging points over the River Spey. They are popular tourist destinations serving the Cairngorms National Park. Elsewhere farms and houses are frequent along main and minor roads.
- Views to the Cairngorm mountains.
- Noise and activity from busy A9

The land use surrounding the scheme extents is a mixture of residential development, agriculture and woodland. The channel of River Dulnain forms a major landscape feature within the area.

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

Biodiversity

River Spey Special Area of Conservation (SAC) (NatureScot Code: 8365), Kinveachy Forest SAC (NatureScot Code: 8283) and Kinveachy Forest Special Protection Area (SPA) (NatureScot Code: 8519 lie within 2km of the scheme extents.

The A9 at the scheme extents spans the River Spey SAC.

BEAR Scotland previously produced a Habitats Regulations Appraisal (HRA) to assess potential impacts of a range of maintenance activities (including bridge parapet repairs and replacement) within the River Spey SAC. The HRA Proforma outlines standard good practice measures to reduce the risk of pollution or disturbance to qualifying features of these designated sites and concluded that none of the proposed maintenance works would result in Likely Significant Effects (LSE) on the qualifying features of these sites. The HRA Proforma was approved by NatureScot and Transport Scotland as the Competent Authority.

Kinveachy Forest SAC is designated for bog woodland and Caledonian forest and lies 1.55km west of the scheme.

Kinveachy Forest SPA overlaps with Kinveachy Forest SAC and lies 1.55km west of the scheme.

The works were assessed to have no potential for negative impact on Kinveachy SAC or SPA and as such HRA Proforma for these European sites was not undertaken during the desktop study.

No national importance sites designated for nature conservation are located within 300m of the scheme extents (SiteLink).

The NBN Atlas does not hold any records of invasive non-native plant species (INNS) as listed on Wildlife and Countryside Act 1981 (WCA), injurious weed species as listed under the Weeds Act 1959 or invasive native perennials, as listed in the Trunk Road Inventory Manual under the same search criteria.

A search using Transport Scotland's Asset Management Performance System (AMPS) did not identify records of INNS, injurious weeds, or native invasive perennials within the verges of A9 at the scheme extents.

The BEAR Scotland NW Environment team carried out a preliminary ecological appraisal (PEA) and preliminary roost assessment (PRA) for at A9 Dulnain and A9 Carrbridge bridges on 20/09/2024.

Geology and soils

The A9 within the scheme extents is not located within a Geological Conservation Review Site (GCRS) or SSSI designated for geological features.

Superficial deposit within the scheme extents is comprised of the following sedimentary superficial deposits (BGS Geology Viewer):

- Alluvium (sand, gravel and boulders).
- Hummocky (moundy) Glacial deposits, Devensian (sand, gravel and boulders)

- Glaciofluvial Sheet deposits, Devensian (sand, gravel and boulders)

Bedrock within the scheme extent is comprised of Central Highland Migmatite Complex (Psammite) which is a metamorphic bedrock (BGS Geology Viewer).

The local soil type is recorded as mineral podzols (Scotland's Environment Map).

Soils within the scheme extent are recorded as being 'Class 0', as displayed on Scotland's Peat Map. Class 0 is considered to be mineral soil, and peatland habitats are not typically found on such soils (Scotland's Environment Map.

All works are restricted to the A9 Dulnain and A9 Carrbridge bridge decks within the carriageway boundary. As such, this receptor has no constraints (as identified in Environmental Baseline) that are likely to be impacted by the proposed works and 'geology and soils' is scoped out and is not discussed further within this RoD.

Material assets and waste

The works will involve replacement of aluminium bridge parapets. The scheme will require the use of the following materials:

- New parapet system (type to be confirmed – 240m combined length of parapets)
- Concrete repair mortar – <1m^3
- Resin anchors, or similar (amount to be confirmed)

The following waste materials will be stored on site then taken to a licenced facility:

- Existing parapet system (including bolts, nuts, anchors etc – 240m combined length of parapets)
- Concrete from breaking out edge beam to complete repairs – amount to be confirmed.

The value of the scheme does not exceed £350,000 (currently valued at £100,000) and therefore a Site Waste Management Plan (SWMP) is not required.

Noise and vibration

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

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) (TNAP).

Round 4 Noise Mapping shows the average day, evening and night-time noise levels (LDEN) at the scheme to be between 65 and 75dB (SEPA).

The baseline noise and vibration in the scheme extents is primarily influenced by vehicles travelling along the A9 trunk road. Secondary sources are most commonly from day-to-day agricultural land management activities and urban activities associated with Carrbridge.

Population and human health

The scheme is located on the periphery of Carrbridge with a number of residential properties located within 300m of the scheme. Properties are situated 3-4m below the level of the A9 carriageway with the nearest being 5m south of the scheme.

There are no junctions located within the scheme extents or in close proximity to the scheme.

There are no National Cycle Network Routes (OS Maps), core paths (SE Map) or walking routes as listed on WalkHighlands within the scheme.

The A9 Carrbridge structures within the scheme extents spans a local road which facilitates the core path (ref: LBS114). There is no direct connectivity between the scheme and this core path.

The A9, within the scheme extents, is a single carriageway with the national speed limit (60mph) applying throughout. The Annual Average Daily Traffic (AADT) flow is low (8,081 motor vehicles (ID: 10808, 2023 data)) (Road Traffic Statistics).

Road drainage and the water environment

The A9 Dulnain bridge, which lies within the scheme extents, spans River Dulnain - lower catchment (ID: 23106). River Dulnain - lower catchment is a classified waterbody by Scottish Environmental Protection Agency (SEPA) and lies within the River Spey catchment of the Scotland river basin district. River Dulnain - lower catchment has last been classified as having a ‘good ecological potential’ (2023) (SEPA Water Classification Hub).

A number of unclassified waterbodies (field drains and minor tributaries) lie within 300m of the scheme.

The scheme is underlain by the ‘Strathnairn, Speyside and Cairngorms’ and ‘Upper Spey Sand and Gravel’ groundwater bodies, which were classified by SEPA in 2023 as having an overall status of ‘good’ (SEPA Water Classification Hub). The

groundwater bodies are also recorded as Drinking Water Protected Areas (DWPA) (Ground) (Scotland's Environment).

A search of SEPA Flood Map did not identify surface water flooding on the A9 carriageway at the scheme extents (SEPA Flood Maps). The banks of River Dulnain - lower catchment which is spanned by the A9 at the scheme extents are identified as having a high likelihood of fluvial flooding (10% chance of flooding each year) (SEPA Flood Maps).

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act includes a target of reducing CO2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by breaking out existing bridge parapets and emissions from transportation of materials, the presence of construction traffic and vehicles idling. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air quality are considered to be low.

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

- Cement bags will remain closed when not in use to prevent cast off to the surrounding environment.

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

Landscape and visual effects

Although the works are located within the CNP, works will be temporary, highly localised, and short duration (up to 4 weeks). CNP will be notified of the proposed works and advised on traffic management arrangements. Any advice provided by CNP will be followed.

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.

However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A9 Dulnain and A9 Carrbridge bridge decks. Upon completion of the works, no residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected, with replaced bridge parapets being the only discernible change.

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

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, minimising the landscape and visual effects.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- The working area and site compound location will be appropriately reinstated following works.
- The site will be left clean and tidy following construction.

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

Biodiversity

The HRA concluded no LSE on the qualifying features of the River Spey SAC.

The HRA Proforma outlines standard good practice measures to reduce the risk of pollution or disturbance to qualifying features of the River Spey SAC site. These measures will be detailed in the Site Environmental Management Plan (SEMP) and adhered to during works. As such, no significant impacts on the River Spey SAC are anticipated by virtue of the following factors:

- All works are restricted to the A9 Dulnain and A9 Carrbridge bridge decks and made-ground within the A9 carriageway boundary, with only replacement of aluminium bridge parapets and minor concrete repairs (if required) being undertaken. There will be no in-stream works; therefore, no direct impacts to any of these sites are anticipated.
- There is no requirement for land take (or resources) or site clearance from within the sites and no works are required within any part of the site boundaries.
- The works will not involve any in-stream works or any discharges to the natural water environment, and therefore there will be no change to water quality or impact on qualifying features.
- Works will not promote the known negative pressure on the various designated species.
- Given the relatively rural location of the scheme it is anticipated that foraging species would easily avoid the works area if any disturbance was created from noise, as there is an abundance of alternative habitat present in the landscape suitable for foraging.
- No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

An assessment of the potential impacts on the Kinveachy Forest SAC and Kinveachy Forest SPA was conducted and it was concluded that a HRA Proforma was not required for these sites due to the following reasons:

- Kinveachy Forest SAC is designated for habitat features (therefore, non-mobile in nature) and lies upstream of the works at a distance of 1.55km. As such there is no hydrological or ecological connectivity between the works and the SAC.
- The works are set-back 1.55km from the Kinveachy Forest SPA and therefore lies out with the disturbance buffers, therefore there is no likelihood of disturbance or other negative impacts on these qualifying features of the site as a result of the works.

Standard good practice measures to reduce the risk of pollution or disturbance to qualifying features of the Kinveachy Forest SAC and the Kinveachy Forest SPA will also be applicable for these sites.

Although no evidence of present or historical nesting birds were noted, pre-works nesting bird checks will be undertaken if the works are to be undertaken within the bird breeding season (March to August inclusive).

Previous site visits did not identify any INNS within the scheme extents. There is no requirement for groundworks or to import topsoil, as such, there is limited potential to spread or introduce INNS.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A9 and the scheme is of short duration. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Relevant toolbox talks for working with protected species will be included in the SEMP.
- No in-water works will be permitted. Works will be strictly limited to areas required for access and the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environment Team.
- Artificial lighting, if required during low light levels, will be directed away from road verges, woodland and waterbodies as far as is safe and reasonably practicable.
- If works fall within the nesting bird season March – September (inclusive but subject to species and seasonal variations), a pre-works nesting bird survey will be carried out to ensure that there are no nests present in areas that will be immediately affected by the works.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g., storage containers) will be covered over when not in use, at the

end of each shift, and following completion of the works to avoid animals falling in and becoming trapped

- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment

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

Material assets and waste

During construction, there will be a temporary impact as a result of material consumption and waste production. However, materials will be sourced locally where possible and the following mitigation measures will be put in place:

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

Provided the following mitigation measures are followed during works, impacts during construction are not anticipated to be significant:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).

- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a daytime working pattern, therefore preventing the works disturbance to local population during the nightime hours. Due to the short duration and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme. With the implementation of the following mitigation, noise and vibration impacts during the construction phase are not predicted to be significant:

- The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974 and BS5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites, will always be employed to reduce noise to a minimum.
- Where possible, inherently quiet plant will be selected for construction works.
- All plant, machinery and tools will be well maintained, including parts relating to noise minimisation.
- All plant, machinery, and vehicles will be switched off when not in use.
- Where ancillary plant such as generators are required, they will be positioned so to cause minimum noise disturbance.
- Movement of plant onto and around the site will have regard to minimising noise and will not be left running if not required for immediate use.
- All plant will be operated in a mode that minimises noise emissions and will have been maintained regularly to comply with relevant national and international standards.

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents, vehicle travellers, and NMUs as a result of construction presence, and associated noise and delays due to TM measures. However, no access points or NMUs facilities are located within the scheme extent and access to the A9 will be maintained during the works. Road users and local bus operators will be informed of works through a media release, which will provide details of construction dates and times.

No significant congestion issues are noted during the proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the relatively low traffic counts and works being undertaken out of the traffic peak tourist season.

A number of properties lie within 300m of the scheme, with the nearest of these located just 5m from the scheme extents, however these are located bellow the bridge deck which provides a level of visual and acoustic screening from the works. Nevertheless, there is potential for disturbance from noise and vibration.

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

- Works are currently programmed for daytime hours. The works schedule and any changes to this will be communicated to local residents prior to and throughout the programme.
- Notification will be issued to local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Given the proximity of urban development to the scheme extents, the Toolbox Talk TTN-042 Being a Good Neighbour will be briefed prior to works commencing.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site (if required).
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

During the parapet replacement works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain/flooding) during works have the potential to have a direct or indirect effect on the surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water are detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials or sediment into the water environment.
- Pollution prevention measures will be checked daily and more regularly during periods of heavy rainfall to ensure they remain effective.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and will be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone

around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.

- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays must also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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

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

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

Vulnerability of the project to risks

The works are confined to the bridge decks which have been noted to have no flooding issues and the works will not increase impermeable surface areas therefore, increased flooding issues at the scheme extents are not anticipated following the works. The works will also be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

Works are restricted to the made ground of the A9 carriageway (A9 Dulnain and A9 Carrbridge bridge decks) and traffic management will be designed in line with existing guidance. TM will consist of alternate lane closures facilitated by temporary

traffic lights. Where required, alternative NMU provisions/routes will be included in the TM setup, to minimise impact of the works on NMUs.

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

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

Assessment cumulative effects

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

A search of the Highland Council Planning Portal (Map Search) identified one approved planning application within 300m of the scheme, in the last 6 months. The application is for the erection of a gym within the Carrbridge outskirts. It has been noted that there is potential for cumulative effects to arise from overlapping construction periods with other developments in the area. However due to a number of factors - such as the distance of the other developments from the proposed scheme, the lack of direct infrastructure connectivity and the timing and nature of the works and mitigation committed to for the proposed scheme (SEMP) - the assessment concluded that no significant cumulative effects are anticipated during the construction phase. No cumulative effects on people or property receptors are anticipated during operation given there will be no change to the existing road conditions.

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

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

effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works. BEAR Scotland produced a Habitats Regulations Appraisal (HRA) Proforma in 2023 to assess potential impacts of a range of maintenance activities (including bridge parapet repairs and replacement) within the River Spey SAC.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of road safety and it is located within the Cairngorms National Park, and spans River Spey SAC, which are sensitive sites within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Construction activities are restricted to an area of 0.15ha of existing carriageway boundary.
- The works are temporary, localised and changes will be confined to replaced aluminium bridge parapets.
- The works will be undertaken during daytime hours over a period of up to four weeks.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.

Location of the scheme:

- Although the works are located within the boundaries of the River Spey SAC, the HRA concluded that the works would not result in any LSE on the qualifying features of the site. Additionally, no negative impacts on the qualifying features of the Kinveachy SAC or SPA have been identified.
- Works will not result in any adverse visual impact, and as such will not have a resulting adverse impact on the Cairngorms National Park.
- There are no features of cultural heritage located within the scheme footprint.
- There are no designated pedestrian facilities located within the scheme extents.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take and will not alter any local land uses.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.
- The site compound will be located on made ground.

Characteristics of potential impacts of the scheme:

- The works are restricted to replacing existing bridge parapets and as such there will be no changes which may negatively impact local landscape.
- Any impacts on air quality or noise levels are minor, short-term and temporary during the construction period. With mitigation measures in place, the potential impacts on local receptors are minor and not significant.
- The TM will not require full road closure of the A9 carriageway and as such impact on users of the A9 will be minimal.
- The works will not result in loss of habitat as all works will take place on the A9 bridge decks.
- No in-water works will be undertaken. However, there is a potential for an impact on water quality during construction as a result of potential spillage of fuels, oils and mobilisation of silt. However, with pollution prevention measures in place, this risk is considered to be negligible.
- No impacts on breeding birds are anticipated; if works are to be undertaken during the bird breeding season, nesting bird checks will be undertaken prior to the works commencing.
- No cumulative effects with projects within vicinity of the scheme has been identified.
- With pollution prevention measures in place, there are no risks to human health from water contamination or air pollution.
- No impacts on geology and soils are anticipated.

References of supporting documentation

BEAR Scotland. 2023. Roads and Bridges Maintenance Activities within the Drumochter Hills, River Spey and River Spey - Insh Marshes European Sites, Highland Region Habitats Regulations Appraisal (HRA) Proforma - Rev 2.0.

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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