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Environmental Impact Assessment Record of Determination

A9 South End of Drumochter Duals SB and NB – Carriageway Resurfacing

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A9 carriageway at the south end of Drumochter dual carriageway, within the Perth and Kinross Council.

This RoD includes assessment for two separate schemes being carried out on two adjacent/consecutive sections of the A9 carriageway; A9 South of Drumochter Duals Northbound (NB) and A9 South End of Drumochter Duals Southbound (SB).

The works for both schemes are similar in nature and will involve the replacement of surface course on the carriageway, over a total length of 928m, comprising individual scheme lengths of 359m and 569m. The works cover a total area of approximately 0.83ha, comprising 0.32ha and 0.51ha for each scheme.

Works will involve full scheme length resurfacing. The depth of surface course, binder course, and base course to be confirmed. Road markings and studs will also be replaced.

Main plant will include pavers, planers, excavators, and rollers. A welfare unit with generator will be required on site, and heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Lay new surface course.
- Install kerbing within pavement.
- Roll surface and allow it to go off.
- Install road markings and studs.
- Remove TM and open road.

The works are currently programmed to be completed within the 2024/2025 financial year, commencing in July 2024. Exact durations for each scheme are yet to be confirmed, however these will be undertaken consecutively. Works will be undertaken during night-time programming (19:00-06:00). Changes in the programme may result in the need for change to daytime works for each element.

Traffic management (TM) will involve two-way temporary traffic lights with convoy working. Southbound lane on the dual section will be closed. TM will be removed

during the daytime with reduced speed limit remaining in place. Site access and plant storage will be located within TM. If the programme changes, this may result in amendments to the exact TM requirements.

Location

Both schemes are located on the A9 carriageway at south end of Drumochter dual carriageway section, within the Perth and Kinross Council area (Figure 1). The schemes have the following National Grid References (NGRs):

- A9 South of Drumochter Duals (Scheme 1)
    - Scheme Start: NN 73926 69972
    - Scheme End: NN 73433 70253
- A9 South End of Drumochter Duals SB (Scheme 2)
    - Scheme Start: NN 73261 70311
    - Scheme End: NN 73607 70200

Figure 1.Location and scheme extent of the proposed resurfacing works.

Description of local environment

Air quality

The schemes do not fall within any Air Quality Management Areas (AQMA) (Air Quality Scotland).

No Air Quality Monitoring Stations (AQMS) are located within 10km of the proposed works (Air Quality in Scotland).

No sites are registered on the Scottish Pollutant Release Inventory (SPRI) (Scotland's Environment) for air pollutant releases within 10km proximity of either scheme.

A manual traffic count point (ID: 40725) on the A9 carriageway approximately 2.5km north of the works provides average annual daily flow (AADF) data for A9 traffic. In 2022, AADF at this point was recorded 9,996 vehicles, including 1,877 (18.8%) heavy goods vehicles (HGVs) (Road Traffic Statistics).

Cultural heritage

A desktop study using Historic Environment Scotland's PastMap has identified three Canmore features and six Historic Environment Records (HERs) within 300m of the scheme. The nearest of these, an HER, is a military road, which lies approximately 30m south of the scheme extents.

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

The works are confined to the carriageway surface with no verge works required. Furthermore, construction of the A9 is likely to have removed any archaeological remains that may have been present within the area and as such 'cultural heritage' is scoped out and is not discussed further within this RoD.

Landscape and visual effects

The scheme extent lies within Cairngorms National Park (CNP). The Special General Qualities of CNP are the following:

- 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 situated within a National Scenic Area (NSA).

The Landscape Character Type (LCT) within the scheme extent is categorized as 'Upland Glen – Cairngorms' (no. 126) (Scottish Landscape Character Types), which is characterised by:

- Strong evidence of glacial processes, including steepened sides and level floors, shattered rock faces on higher slopes, hummocks of resistant rock on some glen floors and terraces of glacial deposits at the edges of glen floors.
- Often form arrival points into the Cairngorms National Park.
- Size varies from large e open passes to narrower, more secluded glens.
- Enclosed predominantly by steep slopes.
- Frequently differing land-use on one side of the glen to the other - linked to aspect.
- Improved, grazed fields on glen floors and floodplains.
- Mostly settled, some only sparsely, but often extensive evidence of past settlement, including prehistoric hut circles and associated field systems, pre-improvement townships, and seasonal shielings.
- Some landmark historic buildings.
- Access varies from narrow roads, estate and forestry tracks to main routes, but most have some form of road running through them.
- Varied experience when passing through glens from open and expansive to sheltered and secluded.
- Views to adjacent uplands; from which parts of the glens are visible and provide contrast.

The scheme lies within a rural area, with land cover surrounding the scheme dominated by woodland and rough grasslands as well as grasslands used for sheep grazing.

Biodiversity

The scheme extents are not located within 2km and/or with connectivity to European sites (Special Area of Conservation (SAC), Special Protection Area (SPA), or Ramsar site).

No locally or nationally designated sites (i.e. Sites of Special Interest (SSSI), National/Local Nature Reserves) are located within 300m of the schemes (SiteLink).

Numerous bird species were recorded on NBN Atlas within the same search criteria and under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected.

The NBN Atlas was also searched using the same criteria for plant species; however no invasive non-native species (INNS) of plants, injurious weeds, or native invasive perennials were recorded.

A search using Transport Scotland's Asset Management Performance System (AMPS) identified one record of common ragwort *(Jacobaea vulgaris),* which is an injurious weed, within the verges of A9 at the scheme extents.

Habitat in the surrounding area is dominated by woodland and grasslands and lands dominated by forbs, mosses and lichens. Freshwater habitat within the area is provided by River Garry, which lies 80m south of the scheme and numerous smaller watercourses which are culverted and/or spanned by the trunk road within the scheme or lie in proximity to the scheme.

An area of woodland (2.97ha) noted as 'ancient' (of semi-natural origin) as listed on the Ancient Woodland Inventory Scotland is located 90m south of the scheme.

There are no areas of woodland or individual trees covered by a Tree Preservation Order (TPO) within 300m of the scheme extents (Perth and Kinross Council).

Considering the fairly open landscape in proximity and the moderate traffic density at the scheme extent, it is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. There is potential for mammal activity within pockets of woodland, however it is unlikely that any permanent shelter features will be situated in close proximity to the A9. Therefore, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

The schemes do not lie within a Geological Conservation Review Site (GCRS), or within a geologically designated Site of Special Scientific Interest (SSSI) (SiteLink).

Superficial deposit within the scheme extents is comprised of River Terrace Deposits (gravel, sand, silt and clay), which is a sedimentary superficial deposit (BGS Geology Viewer).

Bedrock within the scheme extent is comprised of Gaick Psammite Formation (psammite), which is a metamorphic bedrock (BGS Geology Viewer).

The local soil type is recorded as brown soils (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.

This receptor has no constraints that are likely to be impacted by the proposed works and as such 'geology and soils' is scoped out and is not discussed further within this RoD.

Material assets and waste

The proposed works are necessary to resurface sections of the A9 carriageway, requiring base/binder inlay, and reinstatement of road markings, studs, and kerbing where required. Materials used will consist of:

- Asphaltic material
- Bituminous emulsion bond coat
- Milled in road studs
- Thermoplastic road marking paint
- Pre-cast concrete kerbs

Wastes are anticipated to be removed planings from the surface course, which will be recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

A Site Waste Management Plan (SWMP) is not required for either of the schemes. Coal tar has not been highlighted as being present within the scheme extent.

Noise and vibration

For sensitive 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).

The 'daytime, evening and night' (Lden) and night-time (Lnight) noise modelled levels within the scheme extents range between 60 and 75 decibels (Scotland's Noise Scotland's Environment).

Baseline noise levels in the scheme extents are likely to be primarily influenced by traffic along the A9.

Population and human health

There are no residential or commercial properties within 300m of the scheme. There are no access points to local roads, or residential properties located within the scheme extents; however, A9 transitions to a single/dual carriageway within the scheme extents.

National Cycle Network Route 7 (OS Maps), also noted as a core path ID: BAST/125 (SE Map), travels parallel to the A9 northbound carriageway, 20m south of the scheme at its nearest point.

There are no walking routes as listed on WalkHighlands within the scheme extents and within 300m of the scheme.

TM will involve night-time two-way temporary traffic lights with convoy working. Southbound lane on the dual section will be closed. TM will be removed during the daytime with reduced speed limit remaining in place.

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

Road drainage and the water environment

River Garry (from Garry Intake to Errochty Water confluence) (ID: 6911), which is a classified waterbody by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) (SEPA Water Classification Hub), flows west to east approximately 80m south of the scheme at its nearest point. River Garry (from Garry Intake to Errochty Water confluence) was last classified by the SEPA in 2022 as having 'poor overall condition'.

Allt Geallaidh (unclassified) and several minor waterbodies (considered to be tributaries or drainage ditches) are spanned by the A9 within the scheme and/or lie within 300m of scheme extents.

The scheme is underlain by the 'Rannoch' groundwater body, which was classified by SEPA in 2022 as having an overall status of 'good' (SEPA Water Classification Hub). This groundwater body is also recorded as a Drinking Water Protected Area (DWPA) (Ground) (Scotland's Environment).

Areas of the A9 carriageway within scheme extents are recorded as being at medium (0.5% chance of flooding each year) risk of fluvial flooding (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 included a target of reducing CO_2 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 (RoD) has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) and Transport Scotland's Environmental Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects (transport.gov.scot)).

Description of main environmental impacts and proposed mitigation

Air quality

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

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the works will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- Green driving techniques will be adopted, and effective route preparation and planning to be undertaken prior to works.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Activities involving cutting/planing will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains following planing.

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

Landscape and visual effects

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, and construction works are programmed to be undertaken at night (12 nights) on a rolling programme. As such, the visual impact of the works will be somewhat reduced. Upon completion of the works, no residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change. CNP will be notified of the proposed works and advised of road closures/diversion routes in advance of the works.

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, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape shall be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

No sites of ecological value are located with connectivity to the scheme extents. However, during road resurfacing, activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats. However, works are restricted to the A9 carriageway, and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A9 and the scheme is of short duration (12 nights) and will be undertaken on a rolling

programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

No INNS were noted within the scheme extents by AMPS and NBN Atlas. Furthermore, the works will also be restricted to the surfaced area of the carriageway with no or minimal access to road verges required, and as such it is unlikely that any injurious or invasive weeds will be encountered during the works.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, no works shall take place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.
- Works will be strictly limited to areas required for access and resurfacing 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.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g., storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- Any artificial lighting used during night works or periods of low light levels will be directional and will avoid spilling into sensitive areas where possible.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Material assets and waste

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

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

There is potential for impacts during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork must 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).

- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site should be visually checked to ensure they have not become blocked as a result of the scheme.
- 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 night-time working pattern; however, no properties fall within 300m of the schemes. 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. The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- The Environmental Health Officer (EHO) for the Perth and Kinross Council will be notified of works.
- The noisiest works (e.g. planing) will be programmed to be completed as early in the nightly schedule as possible, where reasonably practicable.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.

- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated noise and delays due to traffic management measures. However, no access points or NMUs facilities are located within the scheme extent. Road users and local bus operators will be informed of works through a media release, which will provide details of construction dates and times. The works will be of limited duration and will move progressively along the full scheme extent.

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 hours.

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

- Notification will be issued to local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Any changes of schedule (e.g. change from night-time works to daytime works) will be communicated to travelling public throughout the programme.
- 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 resurfacing 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 are permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- 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

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

- BEAR Scotland will adhere to their Carbon Management Policy.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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

Small areas of the A9 carriageway within scheme extents are recorded as being at medium (0.5% chance) risk of fluvial flooding. Works will 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 and traffic management will be designed in line with existing guidance. Traffic management will consist of a combination of nightshift lane closures with temporary traffic lights and a convoy system. Where required, alternative NMU provisions/routes will be included in the traffic management 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 of 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 Perth and Kinross Council Planning Portal (Map Search) identified no approved planning applications within 300m of the scheme, in the last 6 months.

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

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

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

Assessments of the environmental effects

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

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) is situated in whole within the Cairngorms National Park which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made ground on the A9 carriageway surface.
- Construction activities are restricted to an area of 0.83ha along a 928m stretch of the A9.
- The works will be temporary, transient, localised, and completed during night-time hours on a rolling programme.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide this part of the A9 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.

Location of the works:

- The scheme will be located within the existing A9 road boundary (carriageway surface) and as such, no land take will be required.
- The scheme extent is located within CNP, which will be notified of the proposed works.
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- There are no residential or commercial properties located within the 300m of the scheme.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- 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.

Characteristics of potential impacts of the works:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- Works are programmed to only take 12 nights to complete on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- The SEMP will include plans to address environmental incidents.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified.

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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