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Environmental Impact Assessment Record of Determination

A85 Glen Ogle Head

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works along a 1.43km section of the A85 trunk road. The works involve milling out and replacing bituminous material to a mixed depth inlay. Following the resurfacing works; road markings and studs will be reinstated.

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
- Reset and/or replace roadside gullies where required
- Lay new surface course
- Roll surface and allow it to set
- Install road markings and studs
- Remove TM and open road

Works are programmed to be begin in the 2025/26 Financial Year, currently due to commence on 13/07/2025 for a duration of seven nights. Works will be conducted during nighttime working hours (19:00-05:00). Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic management (TM) will involve road closure with hourly amnesties. Access to junctions and access to private roads will be maintained. Site access and plant storage will be located within TM.

Location

The scheme is located on the A85 carriageway approximately 4.5km northwest of the settlement of Lochearnhead, within the Stirling Council local authority area (Figure 1). The scheme has the following National Grid References (NGR's):

- Scheme Start: NN 56297 27503
- Scheme End: NN 55788 28772

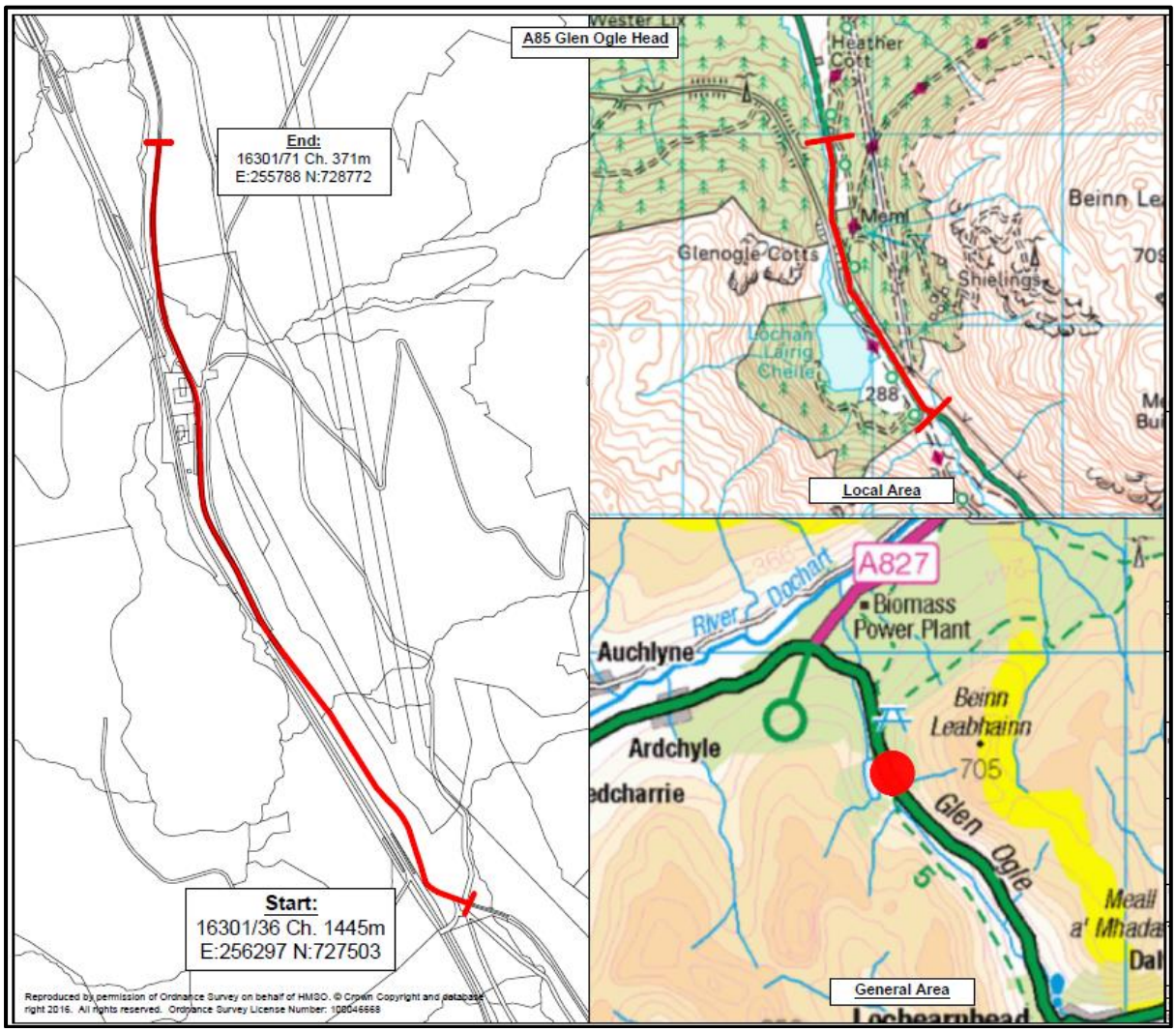

Figure 1: Scheme location and extents.

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMA) within 10km of the scheme extents.

There are no registered sites on the Scottish Pollutant Release Inventory (SPRI) located within 10km of the schemes.

There are no Air Quality Monitoring Stations (AQMS) within 10km of the scheme extents.

Due to the semi-rural location of the works, baseline air quality is likely to be primarily influenced by traffic travelling along the A85; with secondary sources likely derived from nearby land management activities.

Cultural heritage

The following cultural heritage features are recorded within 300m of the scheme (PastMap):

- 3 Historic Environment Records (HER) and 2 National Records of the Historic Environment (NRHE); the closest of which, Glen Ogle HER, lies within the scheme extents, with the remaining two located approximately 50m from the scheme extents.

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

Landscape and visual effects

The scheme is located wholly within the Loch Lomond and the Trossachs National Park (LLTNP) (8621) which is designated for the following special general qualities:

- A world-renowned landscape famed for its rural beauty
- Wild and rugged highlands contrasting with pastoral lowlands
- Water in its many forms
- The rich variety of woodlands
- Settlements nestled within a vast natural backdrop

- Famous through-routes
- Tranquillity
- The easily accessible landscape splendour

The scheme is not located within proximity to a National Scenic Area or any other site designated for its landscape and visual character (SiteLink).

The scheme is located on a semi-rural stretch of the A85 northwest of Lochearnhead. The surrounding land is dominated by grazing pastures; montane scrub; freshwater habitat; and mixed woodland, including coniferous forestry plantations.

The scheme is located within the Landscape Character Type (LCT) 'LCT 252- Upland Glens – Loch Lomond & the Trossachs' (NatureScot), which has the following key characteristics:

- Often narrow with little flat glen floor, strongly enclosed by steep hill slopes of the adjacent Steep Ridges and Hills and Highland Summits.
- Steep glen sides often patterned with rocky outcrops, boulders and screes but also extensively forested, particularly on lower slopes.
- Tributary burns and rivers cut deep gullies into slopes and many feature waterfalls and cascades, pools and rocky outcrops.
- Walled pastures sometimes occasionally occurring on lower (usually south-facing) slopes. Heather covers better drained areas, and bright green flushes appear at spring lines on hill slopes.
- Some glens covered with extensive coniferous forestry.
- Notable ancient and semi-ancient woodlands of oak and birch in some glens, Natural regeneration of scrub woodland where grazing has declined as in the Luss Glens.
- Relict wood pasture and Caledonian pine woodlands evident in some areas,
- Scattered trees and native woodland trace the edges of burns.
- Sparsely settled but with some isolated farms in lower reaches of glens, these often south-facing.
- Significant cultural features in more open glens, including shielings and abandoned field systems.
- Areas of crofting evident on some lower slopes.
- Some important historic strategic routes for communications and accommodate key road and rail links today for example.
- Classic views channelled up and down the Glens, with steep side slopes framing landscapes that lie beyond them.

The A85 Trunk Road connects Perth with Crianlarich and Tyndrum to Oban. The Perth to Crianlarich section commences at the Crieff Road Roundabout within Perth (including the roundabout) leading generally westwards for a distance of 81 kilometres to (but excluding) the A85 / A82 Crianlarich Roundabout. The Tyndrum to Oban section commences at the A82 / A85 Tyndrum junction leading generally westwards for a distance of 57 kilometres to its junction with the A816 within Oban (excluding the roundabout at Argyll Square). The A85 is a single carriageway along its length.

Biodiversity

No European sites (i.e. Special Protection Areas (SPAs), Special Areas of Conservation (SACs) or Ramsar sites) are located within 2km of the scheme extents. As such, no Habitats Regulations Appraisal (HRA) Proforma was required.

There are no Local Nature Conservation Sites (LNCS), Sites of Special Scientific Interest (SSSI) or Local Nature Reserves (LNRs) within 300m of, or which share connectivity with, the scheme extents (SiteLink).

The National Biodiversity Network (NBN) Atlas holds several records of bird species within 2km of the scheme (the search criteria included only records during the past ten years, and which have open-use attributions (OGL, CC-BY). Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

The NBN Atlas holds no records of injurious weeds or invasive non-native species (INNS) (as listed in the Network Management Contract (NMC)) under the same search criteria; however, this does not preclude their potential presence in the area.

Transport Scotland's Asset Management Performance System (AMPS) also holds no records of INNS or injurious weeds within 300m of scheme extents.

Habitat in the surrounding area is dominated by grazing pastures; montane scrub; and mixed woodland, including coniferous forestry plantations. Lochan Lairig Cheile and connecting minor waterbodies also provide freshwater habitats in close proximity to the scheme.

There are no areas of woodland as listed on the Ancient Woodland Inventory (AWI) within 300m of scheme extents.

There are no Tree Preservation Orders (TPO's) designated by LLTNP within 300m of the scheme.

Geology and soils

There are no Geological Conservation Review Sites (GCRS's) or SSSI's designated for geological features within 300m of the scheme (SiteLink).

The British Geological Survey geology viewer records the bedrock within the scheme extents as a combination of the following metamorphic bedrock types:

- Ben Ledi Grit Formation – Psammite and semi-pelite.
- Loch Tay Limestone Formation – Metalimestone.
- Unnamed Metamorphosed Igneous Rocks, Pre-Caledonian to Caledonian period – Amphibolite.

The mapping tool records till and morainic deposits as the only superficial deposit within scheme extents.

The major soil group found within the scheme is recorded as humus-iron podzols with peaty gleys (Scotland's Soils).

These soils are recorded on the 2016 Carbon and Peatland Map as being 'Class 0'; mineral soils, in which peatland habitats are not typically found.

Works will be restricted to previously engineered ground within the A85 trunk road boundary.

Material assets and waste

The resurfacing works are required to replace worn surface and general maintenance of the A85 trunk road. Materials used will consist of:

- Asphaltic material
- Bituminous emulsion bond coat
- Milled in road studs
- Thermoplastic road marking paint

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.

There is no requirement for a site compound.

As the estimated scheme value is higher than £350,000; a Site Waste Management Plan (SWMP) is required to be in place for works.

No coal tar has been highlighted as being present within the scheme extents.

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 Transport Scotland's Transportation Noise Action Plan (TNAP) 2019-2023.

Modelled noise data for the A85 at the scheme extents shows that the day, evening and night levels (Lden) fall between 60-70dB (SpatialData.gov.scot).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A85; with secondary sources derived from nearby land management activities.

Population and human health

The scheme lies on a semi-rural stretch of the A85 north of Lochearnhead. There are two residential properties within 300m of the scheme, the closest of which lies approximately 10m west of the carriageway with minimal acoustic or visual screening provided by a line of shrubbery.

There are two local access points at the above properties and one forestry access track/cycle path (see below) also located in the middle of scheme extents. There is also one layby within the scheme extents.

There are no parking facilities, paved footways, bus stops or pedestrian facilities within the scheme extents.

One National Cycle Routes (National Cycle Route 7) lies within 300m of the scheme extents; this cycle route is also recorded as a Core Path (ID: S0974/S0983) which runs parallel to the west of the A85 carriageway and crosses to the east at the midpoint, another core path continues as a forestry/access track from this point (ID: S0412) and leads northwest, away from the A85.

No walking routes designated by WalkHighlands lie within 300m of the scheme.

In 2025, the annual average daily flow (AADF) of traffic was estimated on the A85 at a site 13km east of the scheme (Site ID: ATC06002) and accounted for 4,081 vehicles, with 20.0% of these heavy goods vehicles (HGVs) (Transport Scotland Traffic Count Data).

TM will involve night time road closures with regular amnesties.

Road drainage and the water environment

There are no waterbodies classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive (WFD) within 300m of scheme extents (SEPA).

Lochan Lairig Cheile and several unclassified waterbodies, drains, springs and culverts lie within 300m of the scheme, two of which are culverted under the A85 within the scheme extent (SEPA).

Killin, Aberfeldy and Angus Glens groundwater body (ID: 150699) underpins scheme extents, which were classified by SEPA in 2023 as having an overall condition of 'Good' (SEPA). This is also listed as a Drinking Water Protected Area (DWPA) (ground).

SEPA Flood Map has highlighted a high risk of river and surface water flooding within the scheme extent (i.e. 10% chance of flooding each year).

Climate

The Climate Change (Scotland) Act 2009 ('The Act'), and its subsequent amendment under the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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 the above noted legally binding target of net-zero by 2045. 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).

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. 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.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.

- Ancillary plant, vehicles and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will 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 exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

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).

Cultural heritage

Although there are some features of cultural heritage interest within 300m of the scheme; any excavation works associated with the resurfacing works are restricted to the already engineered carriageway boundary, and as such, the potential for exposure of unrecorded cultural heritage features is considered to be negligible. Construction of the A85 road corridor is likely to have removed any archaeological remains that may have been present.

As standard, the following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.

- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland NW Environment Team contacted for advice. Historic Environment Scotland (HES) will be notified as required.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and ideally be limited to access on foot. There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.

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

Landscape and visual effects

The works lie within the boundary of the Loch Lomond and the Trossachs National Park. Due to the nature of resurfacing works being restricted to the trunk road boundary, no change to the features of the National Park is expected. However, the National Park will be notified of proposed works and TM prior to works commencing.

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, works will be restricted to the A85 carriageway boundary and will be limited to the like-for-like replacement of the carriageway surface and will be carried out over 7 nights in total.

Land use will not change as a result of the works, and the works will not result in any residual change to the visual amenity of the local landscape.

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.
- LLTNP advice, if received, will be taken into consideration.
- Works will avoid encroaching on land and areas where work is not required or 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 will 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 European sites (i.e. SPAs, SACs, and Ramsar sites) lie within 2km of proposed works.

All works will be restricted to the A85 carriageway surface and will not entail any in-stream works or vegetation clearance. There are no significant earthworks associated with the scheme, and the scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce invasive non-native species (INNS), invasive native perennials, or injurious flowering plant species.

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 A85 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 A85 and the scheme is of short duration (7 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.

The majority of the scheme lies within, or in proximity to, areas of ancient woodland; however, no tree felling is planned for the works.

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. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.

- 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 will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.
- Artificial lighting will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- Personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- 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.

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.

Geology and Soils

Excavation is required as part of the resurfacing works; however, this will be restricted to the A85 carriageway and trunk road boundary. To mitigate any adverse impacts on geology and soils, the following measures will be in place:

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

With the above mitigation measures in place, it is anticipated that any geology and soils 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:

- A SWMP will be completed and in place for duration of works.
- 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).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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. However, the works are not located within a CNMA, and the proximity of existing road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. The works will employ a night-time working pattern with the noisiest works (e.g. planing) completed by 23:00 where practicable. Due to the short duration (7 nights) and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme.

The road surface is in a poor condition with a series of defects. Replacing the life-expired surface course affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

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.
- Affected local residents and the Environmental Health Officer (EHO) for Stirling Council will be notified of works.
- All site staff will receive the ‘Being a Good Neighbour’ toolbox talk.
- The noisiest works (e.g. planing) will be programmed to be completed by 23:00 where possible.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- 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. 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.

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 residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Local access will be granted as required.
- Any changes of schedule (e.g. change from nighttime works to daytime works) will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM 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

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to watercourses and/or drainage systems, which may lead to 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).

No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The works may result in potential direct or indirect effects on 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.
- 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.
- 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 such 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.

Proposed climate mitigation measures:

- 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 A85 carriageway within scheme extents are recorded as being at high (10% chance each year) risk of river and surface water flooding. Works will be programmed to avoid periods of adverse weather or heavy rainfall as far as is reasonably practicable.

Works are restricted to the made ground of the A85 carriageway and TM will be designed in line with existing guidance. TM will consist of full nighttime (19:00-06:00) carriageway closures with amnesties, with no TM during the daytime. 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 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 Stirling Council Planning Portal (Stirling Council Planning Portal) and LLTNP Planning Portal (Loch Lomond and Trossachs National Park) 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. 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 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 Loch Lomond and the Trossachs 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 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:

- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made ground on the A85 carriageway surface.
- Construction activities are restricted to an area of 0.958ha along a 1.43m stretch of the A85.

- 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.
- No INNS have been recorded within the scheme extents.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide this part of the A85 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 scheme:

- The scheme will be located within the existing A85 road boundary and as such, no land take will be required.
- The works will not result in any change to the qualifying features of the Loch Lomond and the Trossachs National Park in which the scheme is fully situated.
- Two residential properties lie within 300m of the scheme which have limited visual and acoustic screening from vegetation.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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, ecological and human receptors during the operational phase.
- As the works will be limited to the like-for-like replacement 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.
- Works are programmed to be of short duration and nighttime resurfacing works will be completed on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- Mitigation measures detailed above (and in the SEMP) will be 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.

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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