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Environmental Impact Assessment Record of Determination

A85 Combined Resurfacing Schemes

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake three individual resurfacing projects along a section of the A85 trunk road north of Lochearnhead. The A85 Glen Ogle Burn scheme covers a length of 355m and a total area of 0.213ha; the A85 North of Lochearnhead Scout Station scheme covers a length of 580m and an area of 0.348ha; and the A85 South of Glen Ogle Viaduct scheme comprises a length of 900m and an area of 0.540ha. All three of these schemes sit wholly within the Loch Lomond and the Trossachs National Park, which is the cause for this document's preparation. The proposed works across each scheme will involve the resurfacing of both the northbound (NB) and southbound (SB) carriageways with a mixed depth inlay. Road markings and studs will also be installed post resurfacing.

The main plant required for the proposed works will include a paver, planer, excavators and rollers. A welfare unit with generator will be required on site and heavy goods vehicles (HGVs) will be required for the 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
- Clear out ditches and re-cut grips where required
- Lay new surface course
- Roll surface and allow it to set
- Install road markings and studs
- Remove TM and open road

The three schemes will be conducted in October 2026 utilising a night-time working programme, with working hours between 19.00-06.00. Changes in the programme may result in a change to the proposed working hours/commencement dates.

For all schemes, no site compound is required and site access and plant storage will be located within TM. The TM strategy will be in line with recommendations and guidance in the [Traffic Signs Manual Chapter 8](#). TM for the three schemes will involve full night-time road closures with hourly amnesties. Local access will be accommodated within TM as much as reasonably practicable and where required.

Location

The schemes are located along a rural stretch of the A85 within 2km of the small settlement of Lochearnhead in the Stirling Council administrative area (Figure 1). The National Grid References (NGRs) for each scheme are as follows:

A85 North of Lochearnhead Scout Station:

- Start: NN 58663 24137
- End: NN 58510 24679

A85 Glen Ogle Burn:

- Start: NN 58142 25499
- End: NN 57921 25765

A85 South of Glen Ogle Viaduct:

- Start: NN 57878 25881
- End: NN 57428 26597



Figure 1: Scheme locations

Description of local environment

Air quality

There are no [Air Quality Management Areas](#) (AQMAs) within 10km of the schemes.

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 schemes.

Due to the rural location of the schemes, baseline air quality is likely to be good; with the main sources of air pollution derived from vehicular traffic on the A85 and A84 trunk roads.

Cultural heritage

The following features of cultural heritage significance are located within 300m of the schemes ([PastMap](#)):

- Category C Listed Building, 'Glen Ogle, Bridge on A85' (reference: LB4137) **located within the A85 South of Glen Ogle Viaduct scheme extent.**
- Category C Listed Building, 'Glen Ogle, Bridge on A85 over Allt an Sput Dhuibh' (reference: LB3136) **located within the A85 Glen Ogle Burn scheme extent.**
- Category C Listed Building, 'Glen Ogle, Bridge on A85' (reference LB4138) located 25m north of the A85 South of Glen Ogle Viaduct scheme extent.
- Category C Listed Building, 'Glen Ogle, Bridge on A85 Glen Ogle, Bridge over Ogle Burn on Former Military Road 1km North of Glenogle Farm' (reference: LB4135) located 230m south of the A85 Glen Ogle Burn scheme extent.
- Category C Listed Building, 'Glen Ogle, Bridge on A85 over Ogle Burn near Glen Ogle Farm' (reference: LB4134) located 250m north of the A85 North of Lochearnhead Scout Station scheme extent.
- Category B Listed Building, 'Lochearnhead, Former Railway Viaduct Over the Ogle Burn' (reference: LB4170) located 230m south-east of the A85 North of Lochearnhead Scout Station scheme extent.

Of lesser cultural heritage significance multiple records on the National Records of the Historic Environment (NRHE) and Historic Environment Record (HER) databases are located within, and within 300m of, the schemes; the closest of which relate to the Listed Buildings detailed above ([PastMap](#)).

There are no World Heritage Sites; Scheduled Monuments; Gardens and Designed Landscapes; Battlefields or Conservation Areas located within 300m of the schemes ([PastMap](#)).

Landscape and visual effects

The schemes are located wholly within the Loch Lomond and the Trossachs National Park (LLTNP) (Site ID: [8621](#)) which is designated for the following general special 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 schemes do not lie within a National Scenic Area (NSA) or any other site designated for its landscape character and quality ([NatureScot](#)).

The Landscape Character Type ([LCT](#)) at the three schemes is 'LCT 252- Upland Glens- Loch Lomond and the Trossachs' which is characterised by the following features:

- *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.*
- *The 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 schemes are located on a rural stretch of the A85, north of Lochearnhead. The surrounding land is dominated by grazing pastures, montane scrub; freshwater habitat; mixed woodland, including forestry plantations; and scattered residential settlements to the south. Loch Earn provides a dominant landscape feature to the south-east, with the A85 and A84 trunk roads prominent features in the wider landscape.

Land use surrounding the schemes is classified as ([HLA Map](#)):

- Managed woodland
- Plantation
- Rectilinear fields and farms
- Small holdings
- Rough grazing

The A85 trunk road, within the north-west, 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

The schemes are not located within 2km of, nor do they have ecological connectivity with, any European designated sites (e.g. Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Ramsar sites) ([SiteLink](#)).

There are no locally or nationally designated sites for biodiversity features (e.g. Sites of Special Scientific Interest (SSSIs), Local or National Nature Reserves) within 300m of the schemes ([SiteLink](#)).

The [National Biodiversity Network \(NBN\) Atlas](#) holds several records of bird species within 2km of each scheme (the search criteria included only records during the past ten years, and which have open-use attributions (OGL, CC0, 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 invasive non-native species (INNS) of plant, injurious weeds or invasive native perennials (as listed in the Network Management Contract (NMC)) under the same search criteria; however, this does not preclude their potential presence in the area.

A search using Transport Scotland's Asset Management Performance System (AMPS) found one record of the invasive native perennial, rosebay willowherb (*Chamaenerion angustifolium*) along the verges of the A85 approximately 220m north of the A85 North of Lochearnhead Scout Station scheme extent.

Habitat close to the schemes is predominantly comprised of rough grazing, freshwater habitat, scattered fields and farms, and areas of mixed woodland, including forestry plantations.

There is one area of trees listed on the [Ancient Woodland Inventory \(AWI\)](#) adjacent to the SB carriageway within the A85 North of Lochearnhead Scout Station scheme extent. This area of trees is listed as 'ancient (of semi-natural origin)' antiquity.

There are no individual trees or areas of trees covered by a Tree Preservation Order (TPO) by [LLTNP](#), within 300m of the schemes.

Considering the nature, duration, size and scale of the schemes, which will be conducted on a rolling programme, moving progressively along the A85; the potential for significant species disturbance within the area of likely construction disturbance is considered to be low. As such, a desktop study has been deemed sufficient for this assessment, and no ecological surveys have been conducted.

Geology and soils

The schemes do not lie within 300m of a Geological Review Site (GCRS) or SSSI designated for geological features ([NatureScot](#)).

Component soils found in the areas surrounding the schemes are largely sandy diamicton and/or humus iron podzols with peaty gleys. The soils surrounding the schemes are also of Carbon and Peatland Map 2016 Class 0; mineral soils where peat and peatland habitats are not typically found ([Scotland's Soils](#)).

Bedrock geology throughout the schemes are comprised of the following ([Scottish Geology Trust](#)):

- Loch Tay Limestone Formation- metalimestone
- Pitlochry Schist Formation- psammite and semipelite
- Ben Lui Schist Formation- garnet semipelite

Superficial deposits are comprised of the following ([Scottish Geology Trust](#)):

- Hummocky (moundy) Glacial Deposits- diamicton, sand and gravel
- Till- diamicton

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:

- TS2010 10mm aggregate
- AC20 40/60 binder
- Milled in road studs
- Thermoplastic road marking paint
- Bituminous emulsion bond coat

Wastes are anticipated to be removed planings from the surface course, which will be treated in line with the Scottish Environment Protection Agency's (SEPA) Low Risk Waste Activity (LRWA) 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates.

Coal tar has not been identified at the scheme locations and there is no requirement for any site compounds. Storage of plant and equipment will be within TM on the A85 carriageway at each scheme.

The estimated individual scheme values do not exceed £350,000, 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 Transport Scotland's Transport Noise Action Plan ([TNAP](#)) 2024-2028.

The average evening, day and night (Lden) noise level at the schemes average between 65-70dB ([SpatialData.gov.scot](https://spatialdata.gov.scot)).

Due to the rural location of the proposed works, baseline noise levels are likely low, with the primary sources from vehicular traffic on the A85 and nearby A84 trunk roads. Secondary sources are likely derived from nearby land management operations.

Population and human health

The schemes are located within 2km of the small settlement of Lochearnhead; however, there are no residential or commercial properties located within 300m of the A85 South of Glen Ogle Viaduct or A85 Glen Ogle Burn schemes. There are approximately 14 residential properties and associated outbuildings located within 300m of the A85 North of Lochearnhead Scout Station scheme, the closest of which is a residential property located 6m west of the scheme.

There are several local access points within the individual scheme extents; however, there are no junctions, laybys or parking areas within any of schemes.

There are no pedestrian footways or bus stops located within any of the scheme extents. Additionally, there are no [National Cycle Routes](#) or [LLTNP Core Paths](#) that utilise the A85 within any of the schemes extents.

There is one walking route designated by [WalkHighlands](#), 'Glen Ogle Trail, Lochearnhead', which utilises a small section of the A85 within the A85 South of Glen Ogle Viaduct scheme. There are no walking routes within the other schemes extents.

Transport Scotland's manual data counter (Site ID: 000000006003) located 2.9km south of the schemes at its closest point, recorded an annual daily total (ADT) of 3,769 motor vehicles in 2025, of which 10.1% were heavy goods vehicles (HGVs).

TM for each scheme will consist of full road closures with hourly amnesties (19.00-06.00).

Road drainage and the water environment

The schemes and surrounding areas are underpinned by the Killin, Aberfeldy and Angus Glens groundwater (ID: 150599). In 2024, it was assigned 'Good Ecological Potential' by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) ([SEPA](#)).

River Ogle (ID: 6824) is a river in the River Earn catchment of the Scotland river basin district. The main stem is approximately 6.9km in length and flows parallel to the A85 across the length of the three schemes. In 2024, it was assigned 'High Ecological Potential' by SEPA under the WFD ([SEPA](#)).

Additionally, there are several unclassified water bodies, drains and culverts within 300m of each of the schemes, and culverted under the A85 trunk road ([SEPA](#)).

[SEPA Flood Map](#) has indicated a high likelihood of river water flooding (i.e. a 10% chance of flooding each year); and a low to high likelihood of surface and small watercourses flooding (i.e. a 0.1-10% chance of flooding each year) at sections throughout the schemes extents.

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. The main sources are likely to be dust and particulate matter generated by resurfacing operations, as well as exhaust emissions from ancillary plant and vehicles. 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 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 the 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 risks 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 RoD.

Cultural Heritage

Although there are bridges designated as Listed Buildings within the A85 Glen Ogle Burn and A85 South of Glen Ogle Viaduct scheme; works are restricted to the A85 trunk road boundary and will entail like-for-like replacement of the worn carriageway surface. There will be no works to the structure, exterior or interior of the Listed Buildings, aside from the carriageway surface, and, as such, no Listed Building Consent (LBC) is required.

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

- Works will be restricted to the A85 trunk road carriageway only.
- Site personnel will be briefed on cultural heritage features within the scheme extent and these will be detailed in the SEMP.
- There will be no storage of plant, materials or equipment against any buildings, bridges, walls or fences.
- Laydown areas will be sensitively located to avoid areas of cultural heritage interest.
- If there are any unexpected archaeological finds, works will stop temporarily in the vicinity, the area will be cordoned off, and a member of the BEAR Environment team will be contacted for advice.

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

There will be a temporary, short-term impact on the landscape character and visual amenity of the sites as a result of the presence of construction plant, vehicles and TM. However, people, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground on the A85, and construction works are individually programmed to be of a short duration and will be conducted on a

rolling programme. As such, the visual impact of the works will be minimal and, on completion of the works, no residual impacts are anticipated as a renewed road surface at each location will be the only discernible change. The LLTNP Authority will be notified of the proposed works and, if required, additional mitigation measures will be included in the SEMP and adhered to on site.

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

- Throughout all stages of the works, the sites 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 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

The scheme does not have any ecological connectivity with any European, national or local designated sites.

Activities undertaken on each site could potentially have a temporary adverse impact on biodiversity in the area as a result of increased vehicle presence and the increase in noise and artificial lighting during the night. However, works are restricted to the A85 trunk road boundary and the number of construction vehicles and operatives required on each of the sites is low. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A85. Therefore, the potential for significant species disturbance within the area is considered low.

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. The following mitigation measures will be in place to minimise impacts on biodiversity features in the area:

- No tree felling, vegetation clearance, in-water works or discharges into the water environment will be permitted.

- 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.
- Artificial lighting used during night works will be used for as short a duration as possible and directed on the immediate area of works. Artificial lighting will avoid being directed onto nearby woodland habitat and watercourses as far as is safe and reasonably practicable.
- 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.
- 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.
- If an active bird nest is found in vicinity of the works, all works within 30m of the nest will stop until the BEAR Scotland Environment Team can provide advice.

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

The schemes are not located within a GCRS or SSSI designated for geological features. Excavation is required as part of the resurfacing works; however, this is restricted to the A85 trunk road boundary. There is no requirement for verge works or excavation of soils.

However, to mitigate any potential adverse impacts on geology and soils, the following measures will be in place:

- Excavation will be restricted to the made ground of the A85 carriageway, and all machinery will operate from road level without entering the ground outside the man-made surface of the A85.
- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The parking of machinery / vehicles and storage of equipment on verges will be minimised as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section will be adhered to during construction.

With the above mitigation measures in place, it is anticipated that any geology and soil 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 during works 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 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.
- All waste stored on site will be adequately protected against the elements.
- 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 road planings will be treated in line with LRWA 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates.
- 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 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 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 schemes have the potential to cause adverse 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 or CQA, and the proximity of existing road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance from the A85 trunk road.

There are approximately fourteen residential properties located within 300m of the A85 North of Lochearnhead Scout Station scheme, with the closest of these located 6m west; however, there is some visual and acoustic screening present in the form of a narrow tree shelterbelt. There are no residential or commercial properties located within 300m of the A85 South of Glen Ogle Viaduct or A85 Glen Ogle Burn schemes.

The works will employ a night-time pattern with the noisiest works (e.g. planing) completed by 23:00 where practicable. Additionally, works will move progressively

along each of the scheme extents and will of a short duration. Therefore, works with the potential to induce worst-case scenario noise and vibration will be intermittent, temporary, transient and short-lived.

The road surface at each of the scheme locations is in poor condition with a series of defects. Replacing the life-expired surface course affords 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 Stirling Council Environmental Health Officer and affected local residents will be informed of night-works.
- 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. 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 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.
- Where possible, inherently quiet plant will be selected for construction works.
- 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.
- 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.
- 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 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.

There fourteen residential properties located within 300m of the A85 North of Lochearnhead Scout Station scheme; the closest of which lies 6m west. However, there is some visual and acoustic screening present between the area of works and residential properties; therefore, potential for significant disturbance from noise, vibration and construction lighting is reduced. There are no residential or commercial properties located within 300m of the A85 South of Glen Ogle Viaduct or A85 Glen Ogle Burn schemes.

Additionally, there are several local access points throughout each of the scheme's extents and there is potential that access to these may be restricted during works.

No significant congestion issues are noted during the proposed construction hours; however, increased journey times may occur due to TM measures. However, these are considered insignificant considering the relatively low traffic counts and the night-time working hours. Road users will be informed of the works through media release which will provide details of construction dates and times.

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 the commencement of works, advising of any proposed works and expected restrictions.
- Local access will be granted where required.
- Construction lighting will consider the need to avoid illuminating the surrounding environment and properties to avoid a nuisance at night; and non-essential lighting will be switched off when not required.
- The works are currently programmed as night-works. The works schedule and any changes to this will be communicated to local residents and the Local Authority prior to and throughout the programme.
- Appropriate provisions / measures will be implemented within the works area 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](https://www.trafficscotland.org) website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

Taking into account the nature and scale of the works and the good site practice measures to be adopted during the works (outlined in the SEMP), it is anticipated that any population and human health effects associated with the works are unlikely to be significant. This receptor is not considered further in this RoD.

Road drainage and the water environment

During the works, there is potential for temporary impacts on the water environment due to the operation of plant within proximity to watercourses and/or drainage systems. Potential changes in water quality from pollution events (either by accidental 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 water bodies.

No in-water works are required and there will be no abstraction or transfers of water from, or discharges to, a water body. As such, the potential for a direct pollution incident within a water body is unlikely. Experience gained from BEAR maintenance schemes elsewhere on the network has shown that, where good working practice is adopted (e.g. adherence to SEPA good practice guidance, appropriate containment measures, etc.), water quality is protected.

The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of the works:

- No in-water works or discharges into any watercourses or drainage systems are permitted.
- Standard working practices to comply with the Environmental Authorisations (Scotland) Regulations (EASR) 2018 for works in or near water will be detailed in the SEMP and adhered to on site.
- 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 will be visually checked to ensure that they have not become blocked as a result of the works.
- 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 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 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 will also be supplied beneath the equipment with a capacity of 110%.
- All storage of hazardous materials utilised on site is required to undergo assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. These assessment(s) will contain a section on environment which highlights any precautions and mitigation requirements.

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 schemes 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. However, considering the nature, short-term duration, size and scale of the works, and the mitigation measures detailed below, the risk of significant impacts to climate are considered to be low:

- BEAR Scotland will adhere to its Carbon Management Policy.
- If appropriate, warm mix asphalt will be used.
- 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 removed to local waste management facilities.

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

There will be no change to the likelihood of flooding on the A85 within the scheme's extents upon completion of the works and works are 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 A85 trunk road boundary and TM will be designed in line with existing guidance. Where required, alternative NMU provisions / routes will be included in the TM setup to minimise impacts of 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.

The works will not result in any change in the vulnerability of the A85 carriageway to risk, or in severity of major accidents/disasters that would impact on the environment.

A SEMP will be put in place which will set out a framework to reduce adverse impacts from construction activities on sensitive environmental receptors. The SEMP will set out the commitments and constraints and will identify the procedures and measures that will be used to manage and control these aspects. The contractors will be required to comply with all conditions of the SEMP, as well as the conditions of all licences/consents.

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 [LLTNP Planning Portal](#) identified no approved planning applications within 300m of the schemes.

A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has identified one works package located within the A85 South of Glen Ogle Viaduct scheme extent which has the potential to overlap with the proposed resurfacing works. These works relate to retaining wall replacement and new drainage installation and commenced on the 17/08/2026, for a duration of 121 days.

However, BEAR Scotland programme all 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 significant cumulative effects 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 within 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 the A85 trunk road boundary.
- Construction activities are restricted to a length of 1.835km spread across the three individual schemes.
- Works at each location will be temporary, transient, localised and completed during nighttime hours on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.

- By removing the carriageway defects this will provide this section 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 the works. The works are expected to result in positive impacts on road users during the operational phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No impacts to Listed Building structures within the scheme's extents will occur and no LBC is required.

Location of the scheme:

- The schemes are located within the existing A85 trunk road boundary and, as such, no land take is required.
- The schemes lie wholly within LLTNP however works entail like-for-like resurfacing and no change to the visual landscape or adverse impacts are expected.
- There are no sites designated for biodiversity features with ecological connectivity to the schemes.
- There are no sites designated for geology features within 300m of the schemes.
- There is no requirement for a site compound, with materials and plant stored within TM for each scheme.
- Local access will be granted as much as reasonably practicable.

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.
- Mitigation measures to avoid any adverse impacts on cultural heritage features of significance within the schemes extents will be outlined in the SEMP and adhered to on site.
- No impacts on the environment are expected during the operational phase as a result of the works. The works are expected to result in positive impacts on road users, ecological and human receptors during the operational phase.
- It is not anticipated that there will be any residual visual impacts as a result of the works.

- As the works are restricted to like-for-like replacement, there is no change to the vulnerability of the road or the risk or severity of major accidents/disasters.
- Works are programmed to be of short duration and undertaken during nighttime working hours.
- The SEMP will include plans to address environmental incidents.
- No in-combination effects have been identified.

References of supporting documentation

N/A

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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