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Environmental Impact Assessment Record of Determination

A85 Loch Earn Layby Improvements – Phase 1

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake layby improvement works at Layby 4 and Layby 7 on the A85 along the northern shore of Loch Earn. Both laybys are approximately 80m in length (160m combined), with a total combined works area of approximately 0.1ha.

The works will comprise improvements to two existing laybys along the A85, including the renewal of road markings, traffic signs and road studs. In addition, tactile paving will be installed at Layby 4, while a new footway will be constructed at Layby 7. The footway construction will require the layby to be widened by approximately 1.5m.

Main plant will include excavators, tipper and compactor.

The main materials will consist of road lining, studs, signs and poles, surface binder and pavement.

The works are currently programmed for delivery during Financial Year 2026/27, with construction anticipated to commence in August/September for a duration of up to 3 weeks, utilising a daytime working pattern (09:30 – 16:00).

Site compounds (if required) will be located within the laybys and at the traffic management (TM) areas. Site access will be taken directly from the laybys. TM measures will comprise closure of the laybys and implementation of a lane closure on the A85, facilitated through the use of temporary traffic signals. The TM strategy will be in line with recommendations and guidance in the Traffic Signs Manual Chapter 8 (Traffic Signs Manual Chapter 8). Access to junctions and private roads will be maintained. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme comprises two existing laybys situated along the A85 along the northern shore of Loch Earn, west of St Fillans, within the administrative boundary of Perth and Kinross Council (see Figure 1) at the following National Grid References (NGRs):

Layby 4: NN 68952 24614

Layby 7: NN 67585 24779

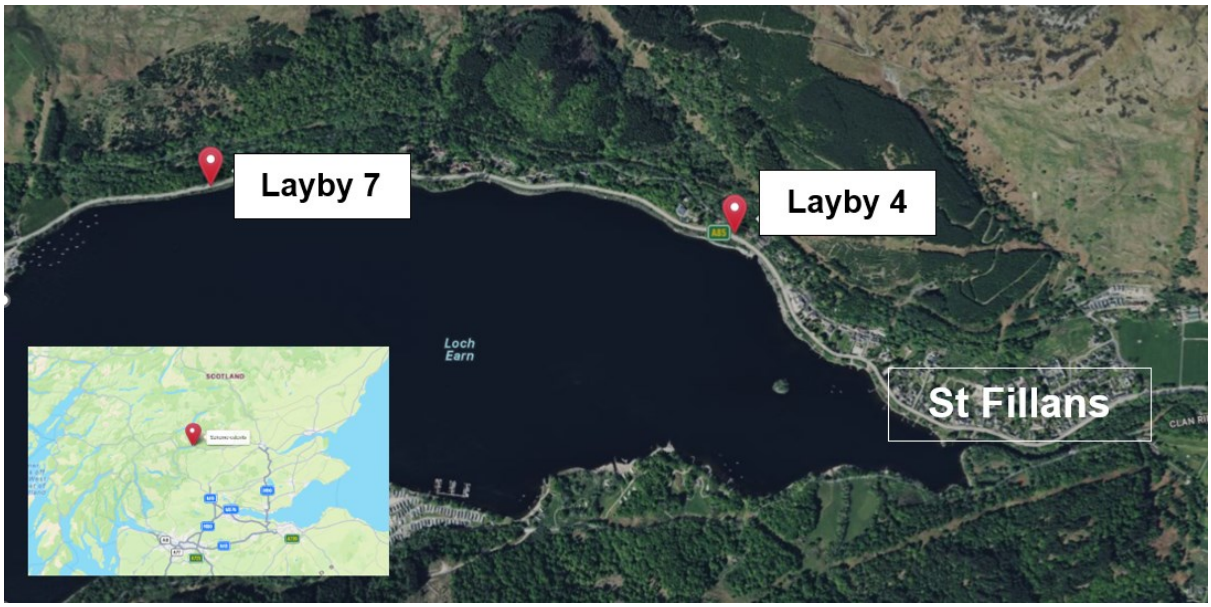

Figure 1. Scheme extents.

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMA) or Air Quality Monitoring Stations (AQMS) within 10km of the scheme.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) within 10km of the scheme (Scotland's Environment).

Baseline air quality is likely to be primarily influenced by vehicular traffic on the A85. Secondary sources are likely derived from the local road network, urban activities associated with St Fillans, recreational activities within Loch Earn and day-to-day land management activities in the surrounding area.

Cultural heritage

A desktop study using Historic Environment Scotland's PastMap has identified the following cultural heritage features of significance within 300m of the scheme:

- Category C Listed Building 'St Fillans, Fortrenn with Retaining Wall and Summer House' (LB50381) lies 23m northwest of the scheme (Layby 4).
- Category C Listed Building 'St Fillans, Wellandura Including Outbuildings and Boundary Walls' (LB50391) lies 230m southeast of the scheme (Layby 4).
- Layby 4 lies within St Fillans Conservation Area.

Of lesser cultural heritage value, several Historic Environment Records (HERs) and National Records of the Historic Environment (NRHE) are located within 300m of the scheme at both locations. The nearest of these is both a HER and NRHE entry for a hydroelectric power station, 'St Fillans Power Station', which lies 30m east of the scheme (Layby 4).

There are no World Heritage Sites, Scheduled Monuments, Garden & Designed Landscapes or Battlefields within 300m of the scheme.

Landscape and visual effects

The scheme is located within Loch Lomond and the Trossachs National Park (LLTNP) (NatureScot Site Code: 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 scheme is not located within 300m of a National Scenic Area (NSA) (SiteLink).

The Landscape Character Type (LCT) within the scheme extent is recorded as 'Straths and Glens with Lochs' (LCT No. 234), which has the following key characteristics:

- *Strongly enclosed by steep and often rugged hill slopes with lochs filling much of the space between, leaving only a narrow flatter margin against the loch shore.*
- *Lochs generally long and narrow.*
- *Narrow passes occur between some lochs. Subtle promontories and narrow beaches feature on loch shorelines, – these particularly appreciated in long views down the length of the lochs. Modification of natural lochs and water catchments in the Park, giving rise to a variety of structures including dams and aqueducts – many of these comprise distinctive 19th Century structures.*
- *Settlements often located at the head of lochs and major through roads are aligned through some of these glens and straths.*
- *Scattered traditional dwellings or clusters of buildings usually located close to alluvial pastures at the intersection with side glens and water courses on some loch shores.*
- *Tourism and recreation facilities along loch shores.*
- *Highland-type designed landscapes, grand houses, hunting lodges and associated features, policies and parklands occupy prime loch shore positions. Pier and timber boat houses are a common feature in association with houses and estates particularly on Loch Ard.*
- *Lochs are highly visible, with roads and cycle/walking routes aligned close to their shores.*
- *Long views are possible across open water to the Highland Summits and the combination of craggy towering hills and smooth water is an essential component of the scenic richness of the National Park.*

Both laybys lie on the A85 along the north bank of Loch Earn. The surrounding landscape is largely woodland, with urban dwellings and freshwater habitats also

present (HLA Map). The A85 hugs the Loch Earn shore at the scheme extents, which forms a dominant landscape feature to the south.

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

There are no European Sites with ecological connectivity to the scheme extents (SiteLink).

There are no locally or nationally designated sites for biodiversity such as Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) or Local Nature Reserves (LNRs) within 300m of either of the sites (SiteLink).

Numerous bird species were recorded on National Biodiversity Network Atlas (NBN Atlas). Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected.

The NBN Atlas does not hold records of invasive and injurious weeds (as listed in the Network Management Contract (NMC)) using the same search criteria as noted above.

Transport Scotland's Asset Management Performance System (AMPS) highlighted records of the invasive native plant, rosebay willowherb (*Chamaenerion angustifolium*), and injurious plant, common ragwort (*Jacobaea vulgaris*), along the A85 within the vicinity of the scheme extents.

The scheme extent runs along the northern bank of Loch Earn, with mixed woodland flanking the A85 to the north.

All trees within St Fillans Conservation Area are protected under Tree Preservation Orders (TPOs) within 300m of the scheme at Layby 4. There are no other trees protected under TPO within 300m of the scheme (at Layby 7) (LLTNP).

An Ecological Constraints Survey (ECS) was undertaken by the BEAR Scotland Environmental Team at A85 Loch Earn Laybys on 19th March 2026.

Geology and soils

The scheme does not lie within 300m of a Geological Conservation Review Site (GCRS) or a geologically designated SSSI (NatureScot Sitelink).

Superficial deposits at the scheme extent are comprised of Till-Diamicton layer (BGS Geology Viewer).

Bedrock within the scheme extent is comprised of Ben Ledi Grit Formation-Metasandstone layer (BGS Geology Viewer).

The major soil groups within the scheme extent are brown earths (Scotland's Soils).

Soils within the scheme extent are recorded as being 'Class 0', as displayed on Scotland's Peat Map. Class 0 are mineral soils with no peat present.

Material assets and waste

The laybys along Loch Earn are heavily used by both tourists and local residents throughout the year. They provide a scenic stopping place for those travelling to and from the north-west of the country and are now in need of improvement works. The proposed works will utilise the following materials:

- Road lining
- Studs
- Signs and poles
- Surface binder
- Pavement

Wastes are anticipated to be replaced signs and excavated soil material. Signs are to be recycled in a licenced waste facility with the excavated soil material to be reused within the footprint of the scheme.

Storage of plant and material will be located on the man-made ground within the laybys at the scheme extents.

As the scheme value is not greater than £350,000 (approximately £176,000), a Site Waste Management Plan (SWMP) is not required to be in place for works.

Noise and vibration

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

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

Day, evening and night-time (Lden) noise levels on the A85 at the scheme extent are between 55-65dB (Scotland's Noise Map).

The baseline noise and vibration at the scheme extent is primarily influenced by vehicular traffic on the A85. Secondary sources are likely derived from the local road network, urban activities associated with St Fillans, recreational activities within Loch Earn and day-to-day land management activities in the surrounding area.

Population and human health

Layby 4 lies within the village of St Fillans with 6 residential properties and one hotel located within 300m of the scheme. The nearest of these is a residential property which is located on the rock slope 30m northwest of the scheme and screened by woodland. There are no properties within 300m of Layby 7.

Public toilets are located within Layby 4.

Paved footpaths/verges lie adjacent to Layby 4. There are no footpaths at Layby 7. A starting point to walking route *Loch Earn viewpoint walk, St Fillans* lies on the A85 165m east of the scheme at Layby 4 (WalkHighlands). The walking route is also noted as Core Path S1024 (LLTNP). Core Path S1042 also runs parallel to the A85, located approximately 70m north of both laybys at its closest point (LLTNP).

There are no National Cycle Network Routes (OS Maps) within 300m of the scheme extents.

The A85 within the scheme extents is a single carriageway, with the speed limit varying between 30mph and 50mph. The nearest Transport Scotland manual data counter to the scheme (Site: ATC00001 - A85 West of Comrie) is located approximately 6km east and recorded an annual daily total (ADT) of 2,056 motor vehicles in 2025, of which 4.8% were heavy goods vehicles (HGVs).

According to Scottish Road Works there are no other works currently scheduled within 300m of the scheme (Scottish Road Works).

Road drainage and the water environment

Loch Earn (ID: 100251) is a lake classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) that lies 7m south of the scheme at its nearest point (SEPA). Loch Earn was assigned overall status of 'Moderate' by SEPA in 2024.

A number of unnamed waterbodies, unclassified by SEPA, are culverted under the A85 within 300m of the scheme.

The 'Killin, Aberfeldy and Angus Glens' groundwater body (ID: 150699) underlies the scheme extents and has been classified by SEPA as 'Good' in 2024. This is also a Drinking Water Protected Area (DWPA) (ground and surface) (Scotland's Environment).

SEPA Indicative Surface Water Flood Map identifies that both laybys within the scheme extents are at high risk of river flooding (i.e. a 10% annual probability of flooding at these locations). In addition, Layby 4 was identified as having a high likelihood of surface water flooding from small watercourses (i.e. a 10% annual probability of flooding at these locations) (SEPA).

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 adverse 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 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, and 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 works.

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

Layby 4 is located within the St Fillans Conservation Area. The proposed works consist of minor, like-for-like improvements within the existing trunk road corridor, including the installation and renewal of signage. As such, the works are not considered likely to affect the character or appearance of the conservation area. However, consultation with the LLTNP Authority and the local Community Council regarding the works at Layby 4 is currently ongoing. Any feedback, recommendations, or mitigation measures arising from this engagement will, where practicable, be incorporated into the final design and implementation of the works.

Although Layby 7 is not located within the footprint of known cultural heritage features, excavation may unearth previously unrecorded artefacts. However, the potential for this is low due to engineered nature of the scheme extents. The following mitigation measures will be implemented for works at both laybys:

- Should the scope of works at Layby 4 change, or if tree felling becomes necessary, consent will be sought from the LLTNP Authority, which is responsible for the management of the Conservation Area.
- In the event of any unexpected archaeological finds, all works will cease immediately, the area will be cordoned off, and a member of the BEAR Environment Team will be contacted for advice. Historic Environment Scotland (HES) will be contacted as required.
- Laydown areas will be sensitively located (e.g., on areas of made ground) to avoid areas of cultural heritage interest where possible.
- There will be no storage of plant, materials or equipment against buildings, bridges, walls or fences.

With the above mitigation measures in place, it is anticipated that any cultural heritage effects associated with the proposed scheme 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 site due to the presence of construction plant, vehicles, and traffic

management measures. The installation of the pedestrian footpath along Layby 7 will remain within the trunk road boundary and will be consistent with the character of the A85 carriageway. Furthermore, consultation with LLTNP has been undertaken, which identified that the proposed works are supported by the National Park Authority. Upon completion of the works, the use of the land will remain unchanged, with the only physical changes comprising renewed road markings, updated signage, and the provision of a footway at the layby.

In addition, the following mitigation measures will be implemented during the 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 sites 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

Site activities could potentially result in temporary adverse effects on biodiversity through increased vehicle movements, disturbance to protected species, and the risk of pollution affecting surrounding habitats. However, no tree felling is required for works and no protected species resting places were identified during the ECS.

No bird nests were recorded within the works disturbance buffers. No vegetation removal is programmed to be undertaken; however, if this changes, a pre-works nesting bird checks will be conducted if the works are carried out during the breeding bird season (March to August, inclusive).

The ECS did not record any injurious weeds, invasive native plants or INNS within the scheme extent.

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. In addition, the following mitigation measures will be put in place to minimise impacts on biodiversity features in the area:

- No in-water works 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.
- Pre-construction nesting bird checks will be undertaken prior to any vegetation management if works are to be undertaken during bird breeding season (March to August inclusive).
- If any trees are to be identified requiring felling, appropriate surveys will be undertaken prior to works where required.
- 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 (if required) will be directed away from areas of woodland and the loch and waterbodies as far as is safe and 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

The works will require some excavation for construction of a paved pedestrian footpath at Layby 7, which will result in temporary soil exposure and disturbance along the carriageway verge. However, the scheme is not located within a site designated for its geological significance and adherence to standard working

practices will minimise the risk of soil contamination. To mitigate any adverse impacts on geology and soils, the following measures will be implemented:

- Excavations will be restricted to the A85 trunk road corridor with all machinery operating from man-made ground within the layby without entering the soft verge of the A85.
- Excavated material will be kept to a minimum and reused and/or redistributed within the scheme extents where possible.
- Excavation works will avoid heavy rainfall where possible.
- Multiple handling of excavated soil will be minimised.
- Upon completion of the works, any damage to the local landscape will be reinstated as much and as soon as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery/vehicles and storage of equipment on verges will be minimised as far as is reasonably practicable.
- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place to prevent soil erosion and loss of containment.
- 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 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:

- 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.
- Any concrete or mortar washout will not be discharged on to the ground, drains or watercourses. After any concrete works, any residual concrete wash water will be collected and removed from site as contaminated water.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All road planings (if produced during the construction of a footpath) will treated in line with SEPA Position Statement WAS-PS-07 (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.
- If any non-hazardous waste material from excavations will to be re-used on site, all conditions of SEPA's LRWA 9 will be adhered to.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- 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 adverse noise and vibration impacts for local receptors 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. Furthermore, residential properties in proximity to the scheme are generally screened from the work activities by tree belts. The works are undertaken by utilising daytime working pattern and as such disturbance from construction activities to the local noise sensitive receptors are expected to low.

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 will be notified of works.
- All site staff will receive the 'Being a Good Neighbour' toolbox talk.
- 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 delays due to traffic management measures. Road users will be informed of works through a media release, which will provide details of construction dates and times.

Six residential properties and one hotel lie within 300m of the works. However, these are screened by intervening tree belts. Considering the screening and the daytime working, potential for significant disturbance from noise, vibration and construction lighting is reduced.

Public toilets are located within Layby 4 and are anticipated to remain open for public use throughout the works. However, should temporary closure become necessary, the travelling public will be notified in advance.

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 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 Environmental Authorisations Scotland Regulations 2018 (EASR) for works in or near water will be detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- Appropriate measures will be implemented during footpath 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 they have not become blocked as a result of the scheme.
- Concrete batching (if required on site) will be undertaken on an impermeable surface and 10m away from watercourses.
- Any concrete wash-out will be contained and removed off-site for appropriate treatment/disposal. Disposal of wash water into waterbodies or road drainage is not permitted.
- Concrete pouring equipment and formwork will be inspected prior to release of any concrete. Piped distances for concrete will be limited to the minimum distance required.
- During concrete works, wet cement will not be allowed to discharge into drains, watercourses or waterbodies.
- 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 will 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.
- Warm mix asphalt will be used as standard.
- Where possible, materials will be sourced locally and any waste which cannot be re-used or remain on-site will be disposed at local waste management facilities, to reduce greenhouse gas emissions associated with materials movement.

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

Both laybys within the scheme extents are identified on SEPA flood risk maps as being at high risk of fluvial flooding with Layby 4 also being a subject to surface water flooding. The works will be programmed, as far as reasonably practicable, to avoid periods of adverse weather and heavy rainfall.

Works are restricted to the corridor of the A85 trunk road and TM will be designed in line with existing guidance. 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 projects 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 three approved planning applications within 300m of the schemes, in the last 6 months. All of these lie in proximity to Layby 4 and relate to change of use of for holiday lets and felling of trees and tree limbs. These applications are minor in scale and are situated on a private road that is not accessed from within the scheme extents. Given their limited nature, scale, and separation from the proposed works, no cumulative effects are anticipated to arise in combination with the local developments in the area.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified that no other roadworks are planned at this area of the A85 trunk road at the same time as these schemes. Due to the timing and nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of its 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 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) do not exceed 1 hectare in area, however is situated in whole or in part in the LLTNP 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 schemes:

- The works are confined to two laybys on the A85 with a total length of 160m and area of 0.1ha.
- The works will be temporary, localised, and completed during daytime hours.
- No species of conservation importance have been noted during the ECS on 19th March 2026 within the works disturbance buffers. Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Layby improvements will improve the road safety and pedestrian facilities within this section of the trunk road.
- 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.

Location of the schemes:

- The scheme is located within the existing A85 trunk road boundary and as such, no land take is required.
- The scheme does not share connectivity with a European Site or locally or nationally designated site of ecological significance.
- Layby 4 lies within St Fillans Conservation Area; however, the works are minor, within the character of the existing trunk road, and will not result in alternation of the local landscape. No tree felling works are required and consultation with local Community Council and LLTNP regarding the works is ongoing.
- Both laybys lie within LLTNP. Consultation with the National Park Authority has been undertaken with the works assessed as positive for the users of the National Park.

Characteristics of potential impacts of the schemes:

- 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 where required.
- 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 improvements of the existing laybys 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 undertaken over daytime working programme.
- 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.

References of supporting documentation

None

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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Published by Transport Scotland, July 2026

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