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Environmental Impact Assessment Record of Determination

A85 Crianlarich Footway Improvements and A85 Crianlarich Resurfacing

Contents

Project Details **4**
Description 4
Location 5
Description of local environment **6**
Air quality 6
Cultural heritage 6
Landscape and visual effects 6
Biodiversity 8
Geology and soils 9
Material assets and waste 9
Noise and vibration 10
Population and human health 10
Road drainage and the water environment 11
Climate 12
Policies and plans **12**
Description of main environmental impacts and proposed mitigation **13**
Air quality 13
Cultural heritage 14
Landscape and visual effects 14
Biodiversity 15
Geology and soils 17
Material assets and waste 18
Noise and vibration 19
Population and human health 20
Road drainage and the water environment 21
Climate 23
Vulnerability of the project to risks **23**
Assessment of cumulative effects **24**
Assessments of the environmental effects **25**
Statement of case in support of a Determination that a statutory EIA is not required **25**
References of supporting documentation **27**

Annex A..... 28

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland for two schemes within the village of Crianlarich; one scheme involving footway improvement works and the other carriageway resurfacing works. The footway improvement works will take place along a 200m stretch of footway and the resurfacing works along a 620m stretch of the A85 carriageway, with approximate total area of 0.47ha (0.04ha and 0.43ha respectively).

The footway works will entail footway resurfacing and kerb replacement as well as installation of a Disability Discrimination Act (DDA) compliant crossing point (at the Willow Brae / A85 junction) with double transition kerbs and tactile paving. The resurfacing works will entail carriageway resurfacing to mixed depths, followed by the replacement of road markings and studs.

Main plant for footway works will likely include a mini digger, small planer, kerb lifter, road saws, plate compactor, and crew vans, with the main materials consisting of precast concrete kerbs, Type 1 subbase, binder course, surface course, concrete, and tactile paving slabs. For resurfacing works the main plant required will likely include a paver, planer, 3CX JCB, rollers, bowser, sweeper, emulsion sprayer, welfare van, pickup, vans and lorries, with the main materials consisting of TS2010 10mm agg, AC20 40/60 Binder, AC32 40/60 Base, milled-in road studs, thermoplastic road marking paint, and bituminous emulsion bond coat.

Both works are currently programmed for delivery during Financial Year 2026/27, with footway improvement construction anticipated to commence in September 2026 for a duration of up to four weeks, utilising a daytime working pattern (09:00 – 15:00), and carriageway resurfacing anticipated for October 2026, for a duration of 7 nights (19:00-06:00).

Traffic management (TM) measures will comprise a single lane closure on the A85, facilitated through the use of temporary traffic signals (two or three-way temporary traffic lights), with a convoy system in place where required. The TM strategy will be in line with recommendations and guidance in the 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 is located within the A85 trunk road boundary in the village of Crianlarich, within the administrative boundary of Stirling Council (Figure 1) at the following National Grid References (NGRs):

- Footway Improvement - Start: NN 38278 25464 / End: NN 38068 25558.
- Carriageway Resurfacing - Start: NN 38968 25116 / End: NN 38447 25395

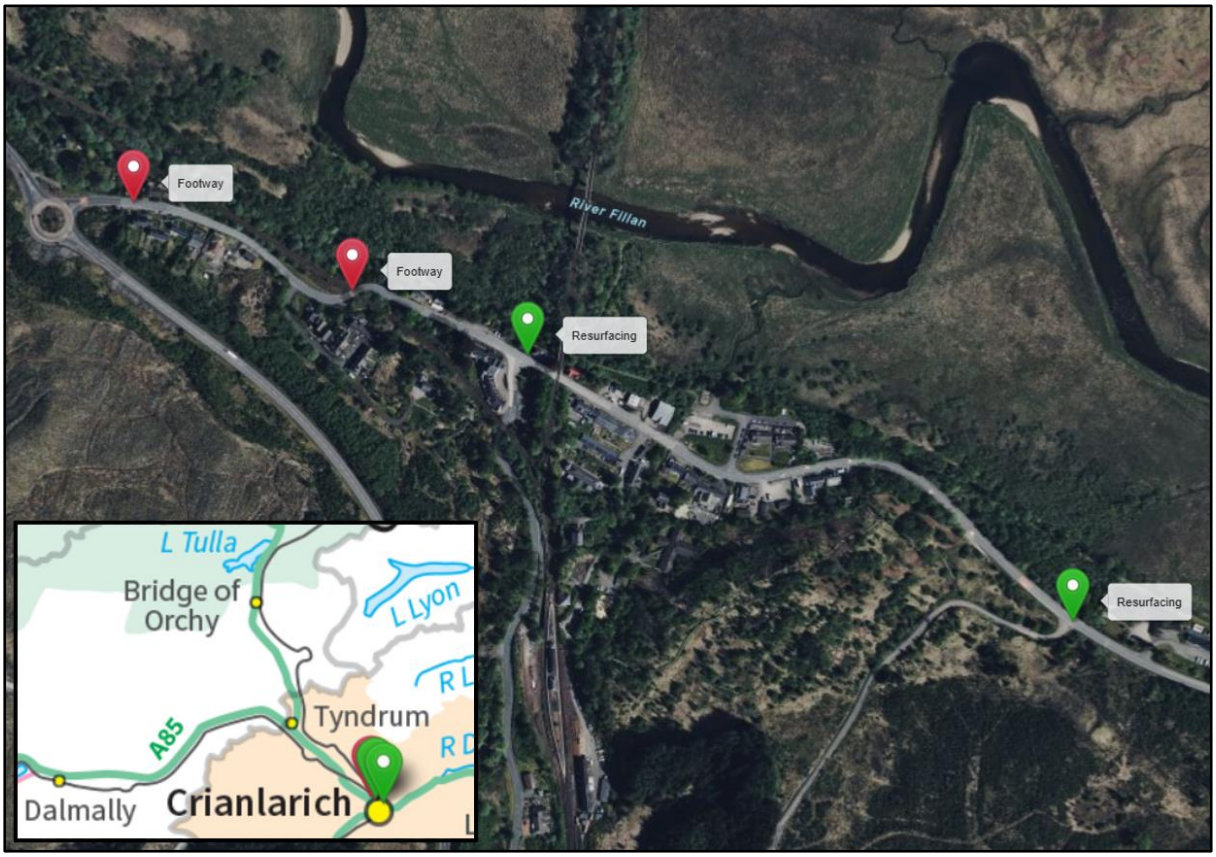

Figure 1. Scheme extents and location within Crianlarich.

Description of local environment

Air quality

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

There is no Air Quality Monitoring Station within 10km of scheme extents (Air Quality Scotland).

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

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A85 trunk road and rail movement on the nearby railway line, with secondary sources likely to arise from agricultural practices and day to day activity within the settlement of Crianlarich. As the scheme is located within a relatively rural setting, pollution levels are not expected to be high.

Cultural heritage

A search of PastMap mapping tool (PastMap) identified the following designated cultural heritage features within 300m of the scheme:

Two Listed Buildings:

- 'Crianlarich Parish Church', is a Category B listed building located approximately 40m south of scheme extents at its closest point.
- 'Crianlarich War Memorial', is a Category C listed building located directly adjacent to scheme extents at its closest point.

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

Of lesser cultural heritage value, numerous Historic Environment Records (HER) and National Records of the Historic Environment (NHRE) lie within 300m of the scheme extents, with several overlapping with the scheme extents.

Landscape and visual effects

The scheme extents are not located within any National Scenic Area (NSA). However, the scheme is located entirely within the Loch Lomond & The Trossachs

National Park (LLTNP) (SiteLink). The National Park is noted for the following general qualities:

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

Land use surrounding the schemes is dominated by residential and commercial properties associated with the village of Crianlarich. Large tracts of agricultural land are present in the wider landscape. The West Highland Railway line also spans the A85 carriageway at this location.

The scheme extents fall within Landscape Character Type (LCT) 'Straths and Glens' (LCT No. 253) which records the following key characteristics (NatureScot):

- Broad u-shaped glens and straths with wide flat floodplains.
- Lower side slopes often rolling and complex with hummocky moraine and rocky outcrops.
- Many glen and strath sides are forested, predominantly with spruce, on upper slopes. Some of these forests occasionally extend across strath and glen floors. Scattered trees and remnants of native woodland are found along the edges of burns.
- Rivers are prominent in open floodplains, often contained by flood barriers and levees. Less modified stretches of river feature pools, gravel beds and waterfalls.
- Riparian woodlands trace the course of rivers and their tributaries.
- Better drained strath and glen floors are farmed with improved pastures. Occasional small regular-shaped plantations and shelter belts pattern hill slopes and valley floors.
- Mixed policy woodlands and avenues of trees line access tracks in places.
- Settlements and farms are located on lower side slopes, raised above the floodplain, and often tucked between knolls. Settlements tend to be sited at bridging points or at the junction with side glens.
- Road and rail transport corridors follow the edges of strath and glen floors.
- Pylons and low voltage overhead power lines are highly visible features across open glen floors.
- Open strath and glen floors allow views along and across the traditional farmed landscapes, attractive river landscapes and lochs, as well as the

dramatic Highland setting of the surrounding rugged slopes and mountain summits.

The A85 trunk road, within the northwest, 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 scheme extents lie approximately 100m south of the River Tay Special Area of Conservation (SAC) and 4km northeast of the Glen Etive and Glen Fyne Special Protection Area (SPA) at the closest points (SiteLink).

As such, ecological connectivity exists between the above SAC/SPA and proposed works. Therefore, further assessment is required, and a Habitats Regulations Appraisal (HRA) was undertaken; the results of this assessment are discussed in the biodiversity impacts and mitigation section below.

There are no Sites of Special Scientific Interest (SSSI) or any other locally or nationally designated sites for biodiversity features within 300m of the schemes.

The NBN Atlas also holds records of numerous bird species within 2km over a ten-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests as protected.

The NBN atlas holds no records of invasive and injurious plants (as listed in the Network Management Contract (NMC)) under the same search criteria.

Transport Scotland's Asset Management Performance System (AMPS) holds three records of rosebay willowherb (*Chamerion angustifolium*) within 300m of the schemes. No other invasive plants or injurious weeds are recorded within 300m of the scheme.

Habitats surrounding the schemes include a mixture of residential gardens and buildings, woodland, managed plantation, and agricultural land. The River Fillan also provides a freshwater corridor in close proximity to the works.

There is one area listed on the Ancient Woodland Inventory Scotland as “Long-established (of plantation origin)” (NatureScot), which lies approximately 150m southeast of scheme extents at its closest point.

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

The BEAR Scotland Northwest Environment Team carried out an ECS within the relevant buffers (up to 200m) of the scheme extents for various protected species.

Geology and soils

The scheme extents do not lie within 300m of any geological SSSIs or Geological Conservation Review Sites (GCRS) (Scotland’s Environment).

Bedrock within the scheme extents is recorded as psammite and semipelite of the Ben Ledi Grit Formation. Superficial deposits are present in the form of ‘Hummocky (Moundy) Glacial Deposits’ (diamicton, sand and gravel) (Geology Viewer).

Soils within the scheme extents are recorded as humus-iron podzols with mineral alluvial soils with peaty alluvial soils (Scotland’s Soils).

The carbon and peatland 2016 map records soil within the scheme extents as “Class 0” which indicates mineral soils with no peat associations (Scotland’s Soils).

Material assets and waste

The proposed footway improvement works will utilise the following materials:

- Precast concrete kerbs
- Type 1 subbase
- Binder/surface course
- Concrete
- Tactile paving slabs

The proposed carriageway resurfacing works will utilities the following materials:

- TS2010 10mm agg
- AC20 40/60 Binder
- AC32 40/60 Base
- Milled in road studs
- Thermoplastic road marking paint

- Bituminous emulsion bond coat

Wastes are anticipated to be primarily planings from the footway and carriageway surface course. All road planings will be managed in accordance with SEPA Position Statement WAS-G-DEF-07 (LRWA 3) and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates. The Contractor will be responsible for ensuring full compliance with these requirements. Coal tar has not been highlighted as being present within the schemes. Old kerbing to be replaced will be removed to a local BEAR Scotland depot.

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

As the scheme value is greater than £350,000 for the carriageway resurfacing works; a Site Waste Management Plan (SWMP) is required to be in place for works. No SWMP is required for the footway resurfacing works as the value is under the £350,000 threshold.

Noise and vibration

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by Transport Scotland's Transportation Noise Action Plan (TNAP) 2024-2028.

The noise map records average noise levels for day, evening and night (Lden) as between 65-70db (Scotland's Noise) within the scheme extents.

It is considered likely that the baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A85 carriageway. Secondary noise influences are likely to arise from the adjacent railway line and human activity within the village of Crianlarich.

Population and human health

The scheme is located within the village of Crianlarich, and as such several residential and other sensitive properties are located within 300m of the scheme;

- Crianlarich fire station, police station, church, village hall and several guest houses/youth hostels are located adjacent to scheme extents at their closest points.
- Crianlarich Primary School is also located approximately 40m south of scheme extents at its closest point.

Several access points are located within scheme extents, which lead to various residential/community receptors, and the local road networks. On-street parking provisions are also located intermittently throughout the scheme.

The nearest traffic count point to the scheme (Site: ATC06001) on the A85 carriageway lies within the scheme extents. A manual traffic count was taken in 2025 which counted 3,736 motor vehicles, with 10.6% of these being heavy goods vehicles (HGVs) (Transport Scotland Traffic Count Data).

There are two Core Paths within 300m of scheme extents, one of which (ID: S0741) is formed by the footpath within the scheme extents (Scotland's Environment).

There is a single route, "Crianlarich Mountain Lookout Trail", listed on WalkHighlands within 300m of scheme extents, which crosses the A85 carriageway approximately 280m east of scheme extents (WalkHighlands).

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

The scheme extents cover the footway adjacent to the A85 westbound carriageway and within the wider village of Crianlarich, there are also a number of other non-motorised user facilities including bus stops and pedestrian crossings (some of which are traffic-light controlled).

Road drainage and the water environment

Road drainage on this section of the A85 is provided via cut grips and top entry gullies.

River Fillan (ID: 6504) is located 130m north of the schemes at its nearest point and was classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive (WFD) 2000/60/EC in 2024 as being in 'Moderate' condition (SEPA). The scheme may share connectivity to this watercourse through local drainage outlets.

The scheme extents are located within the Killin, Aberfeldy, and Angus Glens (ID: 150699) groundwater body (SEPA) which was classified by the Scottish Environmental Protection Agency (SEPA) in 2024 as being in 'Good' condition and is also a Drinking Water Protected Areas (Ground).

A search of SEPA Flood Map identified high likelihood (10% chance each year) of river, and surface water and small watercourse flooding issues on the A85 at the scheme extents (SEPA Flood Maps).

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, considering 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

Two listed buildings lie within 300m of the scheme extents, the closest of which lies directly adjacent to the A85 trunk road. However, this is not located within the trunk road boundary and will not be affected by proposed works; the location of this listed building will be highlighted within the Site Environmental Management Plan (SEMP) to make operatives aware. No other significant cultural heritage sites are located in proximity to works. As such, the works are not considered likely to affect either listed building, or any other cultural heritage sites, and no consultation is required. Additionally, works will be restricted to the trunk road boundary (where construction of the A85 road corridor is likely to have removed any archaeological remains that may have been present) and the following mitigation measures will be implemented for proposed works:

- 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 installing of the new DDA compliant pedestrian crossing point (at the Willow Brae/A85 junction), replacement of kerbing, and resurfacing of the pedestrian footway and carriageway, which will all be consistent with the existing character of the A85 trunk road. Furthermore, consultation with LLTNP Authority is ongoing, with any recommendations from the National Park

Authority to be implemented. Upon completion of the works, the use of the land will remain unchanged, with the only physical changes comprising the new pedestrian crossing point at the Willow Brae/A85 junction and the renewed footway/kerbing.

In addition, the following mitigation measures will be implemented during the works:

- LLTNP Authority have been notified of the works and any additional mitigation measures or recommendations, if received, will be adhered to.
- 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.
- All works will be strictly within the trunk road boundary. If access to land out with the trunk road boundary is required, BEAR Scotland NW Environment team will be consulted. This includes general works, storage of equipment/containers and parking.
- 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

The scheme extents lie approximately 100m south of the River Tay SAC and 4km northeast of the Glen Etive and Glen Fyne SPA, at their closest points. Ecological connectivity exists between the above SAC/SPA and proposed works; and as such, an HRA was completed. This assessment concluded that there would be no adverse effects on site integrity on the qualifying features of the designated sites.

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 within their respective survey buffers. Additionally, the ECS did not record any injurious weeds or invasive plant species within the survey area. No further surveys are deemed necessary prior to works commencing.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to onsite throughout the duration of works. Works will be temporary and undertaken during both daytime and nighttime working hours over a period of up to five weeks total. Standard containment measures will be in place to reduce the risk of pollution incidents to the surrounding environment. In addition, the following mitigation measures will be put in place to minimise impacts on biodiversity features in the area:

HRA Mitigation:

- Toolbox Talks will be included in the SEMP and provided to all site staff prior to works commencing.
- The working area and any machinery stored on site will be checked at the start of each shift for the presence of resting animals. A soft start will be implemented to ensure a gradual increase in noise and activity.
- Any excavations, entrances to pipes/drains, or areas where an animal could be 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 becoming trapped.
- If excavations (e.g., trenches) cannot be covered, escape ramps will be installed to allow trapped animals to escape.
- If fencing is used at any point during works, a gap of 200mm from ground level will be provided, allowing free passage and preventing entrapment.
- Passage under bridges and along watercourses will be maintained for the duration of works where possible.
- If animals are observed in the area of works prior to works starting, no works will commence until they have moved at least 50m away.
- If animals are observed during works, all works will cease until they have moved at least 50m away. Artificial lighting is to 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 watercourses or habitats as far as is safe and reasonably practicable.
- Plant, machinery and equipment will be fitted with effective silencers where available utilised for the works. Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where possible, inherently quiet plant will be selected for construction works. Where appropriate, pumps and generators will be sound-reduced models with fitted, lined, and sealed acoustic covers.
- All plant will be operated in such a way that minimises noise emissions and be switched off when not in use.
- All ancillary plant such as generators will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

General Mitigation:

- 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.
- No tree-felling or in-stream works will be permitted.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMPs. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.

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

Although works will include excavation, this will be restricted to made ground within or adjacent to the A85 carriageway. Furthermore, the scheme is not located within a GCRS or SSSI designated for geological features, and no earth works are planned. Due to this, the proposed works are not anticipated to have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on the geology and soils is low:

- Excavations will be restricted to the A85 trunk road boundary, with all machinery operating from man-made ground.
- 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.
- Upon completion of the works, any damage to the local landscape will be reinstated as much and as soon 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 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 planings will be managed 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.
- 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.

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, footway improvement works are to be undertaken by utilising daytime working pattern and as such disturbance from construction activities to the local noise sensitive receptors are expected to low, with carriageway resurfacing works to be completed over a night-time working programme (7 nights total) on a rolling programme, with the aim being to complete the noisiest works by 23:00. Due to the relatively short duration and localised nature of the works, the proposed schemes are anticipated to result in temporary minor noise impacts during the construction programme.

The following mitigation measures will be put in place:

- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- The Environmental Health Officers (EHO) from Argyll and Bute Council will be notified of the respective works.
- Local residents (i.e., those within 300m) will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- 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.

- 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.

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 TM measures. Road users will be informed of works through a media release, which will provide details of construction dates and times. A Pedestrian Management Plan will be in place to direct users of the existing footpath. The resurfacing of the footpath and installation of a DDA compliant crossing point will result in positive residual impacts for NMUs.

Numerous (approximately 20) residential properties and various commercial properties (police/fire stations, schools, shops etc) lie within 300m of the works; most of which face directly onto the A85 carriageway. Considering the daytime working hours for the footway improvement works; potential for significant disturbance from noise, vibration and construction lighting or noise is reduced. Similarly, nightworks will take place over a relatively short duration (7 nights total) on a rolling programme, with the aim being to complete the noisiest works by 23:00.

No significant congestion issues are noted during the respective proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the relatively low traffic counts. Additionally, daytime works will run on reduced hours (09:00-15:00) to accommodate the start and end of the school day due to the proximity of the local school.

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

- Construction lighting will consider the need to avoid illuminating surrounding environment and properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Pedestrians will be accommodated within the TM due to works on the pedestrian footway temporary restricting access.
- 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. Information will provide contact details (office phone number and e-mail address) for the Project Engineer as well as a 24-hour contact number for the BEAR Scotland Control Room.
- Given the proximity of the works to residential properties, the toolbox talk 'Being a Good Neighbour' will be briefed prior to works commencing.
- 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

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, concrete) 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.
- Warm mix asphalt will be used where possible.
- 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 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

Small sections within the scheme extents are identified on SEPA flood risk maps as being at high risk (i.e. 10% chance each year) of river flooding or surface or small watercourse 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 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 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.

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

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.

A search of the LLTNP Planning Portal identified no approved planning applications within 300m of scheme extents, in the last six months. Due to the lack of overlapping works and given limited nature and scale of 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 (Scottish Road Works) has identified one other set of roadworks planned by Network Rail at this area of the A85 trunk road at the same time as these schemes; however, this is set to be undertaken across one night between September and December, with no date currently set. Due to the nature and short duration of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of its proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to consider 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.

A HRA was completed to assess potential impacts of the works. This assessment concluded that there would be no Adverse Effects on Site Integrity on the designated sites.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) is situated in whole within the 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 footway improvement works cover a 200m stretch of footway alongside the A85 carriageway with an approximate area of 0.04ha, with carriageway resurfacing taking place on a 620m stretch of the A85 with an area of 0.43ha.

- The works will be temporary, localised, and completed during reduced daytime hours (09:00-15:00 – for footway improvements) and night-time working (19:00-06:00 – for carriageway resurfacing).
- No ecological constraints (i.e. protected species sightings, resting places, or invasive plant species) were noted during the ECS in July 2026 within the relevant survey buffers (up to 200m). 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.
- Footway improvements and installation of the DDA compliant crossing point will improve the pedestrian facilities and making foot travel safer within this section of the trunk road, with carriageway resurfacing giving the road a new life cycle and smoother ride for vehicular travellers.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in a temporarily negative impact upon pedestrians. However, alternative routes through the site will be provided as part of TM measures and is expected to result in positive residual benefits to pedestrians upon completion of works.
- A SWMP is required to be produced for carriageway resurfacing works as the scheme is valued at over £350,000. No SWMP is required for the footway improvement works.

Location of the scheme:

- The scheme extents lie wholly within the LLTNP. Consultation with the National Park Authority is ongoing, with any recommendations from the National Park Authority to be implemented to works design.
- The scheme is located within the existing A85 trunk road boundary and as such, no land take is required.
- An HRA was completed to assess potential impacts of the works and concluded that no AESI were identified.

Characteristics of potential impacts of the schemes:

- Any potential impacts of the works are expected to be mostly temporary, short-term, non-significant, and limited to the construction phase, with the new DDA complaint pedestrian crossing and renewed footway/carriageway surfacing and kerbing being the only residual changes; all of which will be in-keeping with the existing trunk road furniture and cause negligible visual change.
- The works lie within an urban area with limited habitat present and as such, the works are not expected to result in significant disturbance to protected species that may be present in the area.

- Measures will be in place to ensure appropriate removal and disposal of waste where required.
- Negligible 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 pedestrians upon completion of works.
- 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

HRA Proforma – A85 Crianlarich Footway Improvements and A85 Crianlarich Resurfacing – BEAR Scotland – August 2026.

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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