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Environmental Impact Assessment Record of Determination

A85 Ardchyle to Old Flax Mill & A85 East of Crianlarich

Contents

Project Details **3**
Description 3
Location 3
Description of local environment **5**
Air quality 5
Cultural heritage 5
Landscape and visual effects 6
Biodiversity 7
Geology and soils 9
Material assets and waste 10
Noise and vibration 10
Population and human health 11
Road drainage and the water environment 11
Climate 12
Policies and plans **13**
Description of main environmental impacts and proposed mitigation **14**
Air quality 14
Landscape and visual effects 15
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 22
Vulnerability of the project to risks **23**
Assessment of cumulative effects **23**
Assessments of the environmental effects **24**
Statement of case in support of a Determination that a statutory EIA is not required **24**
References of supporting documentation **26**
Annex A **27**

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing and structural maintenance on two sections of the A85 trunk road, Ardchyle to Old Flax Mill, length of 833m and area of 0.6ha; and East of Crianlarich, length of 1.4km and area of 1.0ha. Carriageway resurfacing and structural inlays will involve milling out and replacement of bituminous material. Works have been identified from surface and structural deterioration and works are proposed to address these issues. The works will include:

- Set up traffic management (TM); daytime two-way traffic lights with convoy
- Mill out old surface course
- Lay new surface course
- Roll surface and allow it to set
- Install road markings and studs
- Remove TM and open road

The works are scheduled for delivery within the 2026/2027 financial year. The scheme at A85 Ardchyle to Old Flax Mill is currently set to commence on the 20/11/2026 for eight days, between 08:00 – 17:00. The scheme at A85 East of Crianlarich is currently set to commence on the 06/11/2026 for 10 days, between 08:00 – 17:00.

TM will consist of day-time two-way traffic lights with convoy system between 08:00 and 17:00. No site compound is required as access will be gained through TM.

Location

The schemes are located on the A85 between Crianlarich and Killin, within the Stirling Council region. The scheme at A85 East of Crianlarich is located parallel to the Loch Dochart, and between the National Grid References (NGR): Start: NN 39993 25150, End: NN 41208 25834. The scheme at A85 Ardchyle to Old Flax Mill is located to the west of Ardchyle and connects to the Old Flax Mill, between the following NGRs, Start: NN 51626 28904, End: NN 52434 29091, (Figure 1).

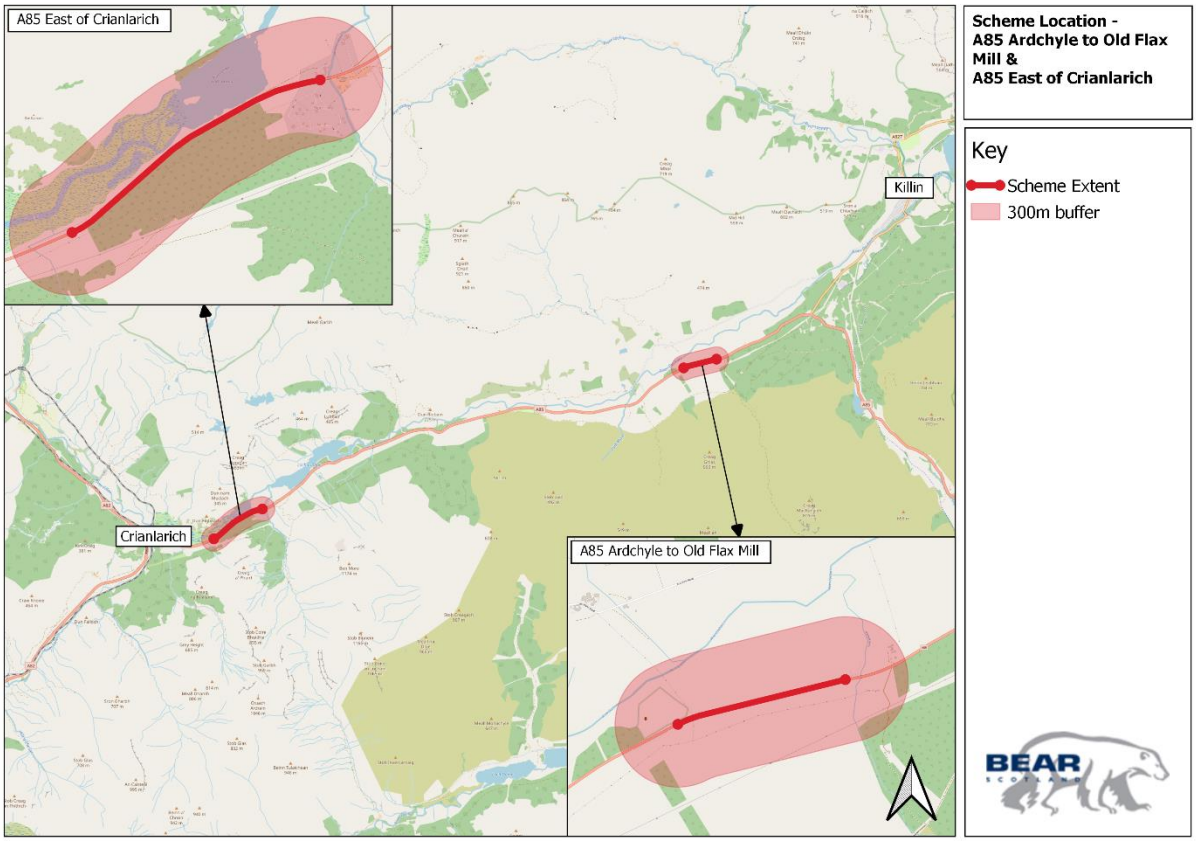


Figure 1 – Scheme location at East of Crianlarich (left of map) and Ardchyle to Old Flax Mill (right of map).

Description of local environment

Air quality

A85 Ardchyle to Old Flax Mill and A85 East of Crianlarich:

There are no Air Quality Management Areas (AQMA); Air Quality Monitoring Stations (AQMS); and no records on the Scottish Pollutant Release Inventory (SPRI) within 10km of the scheme extent.

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

Cultural heritage

A85 Ardchyle to Old Flax Mill:

Several records of lesser cultural heritage importance are noted on the National Records of the Historical Environment (NRHE) and Historic Environmental Records (HERs) databases within 300m of the scheme.

NRHE

- There are eight NRHEs within 300m of the scheme extent, the closest to the scheme is: Stirling – Tyndrum – Fort William Military Road, (Reference: 125642), located approximately 40m south of the scheme at its closest point; NGR: NN 5200 2896.

HERs

- There are two HERs within 300m of the scheme extent, the closest to the scheme is: Liangarston (Reference: 65352), located approximately 140m southwest of the scheme at its closest point: NGR: NN 51919 28914.

A85 East of Crianlarich:

Several records of lesser cultural heritage importance are noted on the National Records of the Historical Environment (NRHE) and Historic Environmental Records (HERs) databases within 300m of the scheme.

NRHE

- There are three NRHEs within 300m of the scheme extent, the closest to the scheme is Benmore Farm, Glen Dochart, Limekiln, (Reference: 163121), located approximately 105m east of the scheme at its closest point; NGR: NN4129625892.

HERs

- There are five HERs within 300m of the scheme extent, the closest to the scheme is Benmore Hydro-Electric Scheme, Glen Dochart (Reference: 5194),

located approximately 90m east of the scheme at its closest point; NGR: NN 41270 25811.

There are no Listed Buildings, Scheduled Monuments, Garden and Design Landscapes, Conservation Areas, Battlefields, World Heritage Sites, Historic Marine Protected Areas, and Protected Military Remains within 300m of the scheme extent (PastMap).

Construction of the A85 carriageway is likely to have removed any archaeological remains that may have been present within the carriageway boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be negligible. 'Cultural heritage' has been scoped out and is not discussed further within this Record of Determination (RoD).

Landscape and visual effects

A85 Ardchyle to Old Flax Mill and A85 East of Crianlarich:

The scheme extent lies within the Loch Lomond and the Trossachs National Park (LLTNP) (Site Code: 8621) and has 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 nested within a vast natural backdrop
- Famous through-routes
- Tranquillity
- The easily accessible landscape splendour.

There are no National Scenic Areas or other sites designated for its landscape character and quality within 300m of the scheme extent (SiteLink).

The Landscape Character Type noted within and surrounding the scheme extent is '232 – Valleys/ Straths/ Glens/ Voes – Straths and Glens' (LCT 253). The LCT is characterised by the following:

- 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.
- Rivers are predominantly 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 the 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 lines access track 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.

Land use (HLA map) within 300m of the scheme extent at A85 Ardchyle to Old Flax Mill is classified as:

- Rectilinear fields and farms;
- Plantation; and
- Rough grazing.

Land use (HLA map) within 300m of the scheme extent at A85 East of Crianlarich is classified as:

- Freshwater area;
- Rectilinear fields and farms;
- Plantation;
- Managed woodland; and
- Rough grazing.

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

A85 Ardchyle to Old Flax Mill and A85 East of Crianlarich:

There is one European site within 2km of the scheme extents, this is the River Tay Special Area of Conservation (SAC) (Site Code: 8366), which is located approximately 215m north of the scheme at A85 Ardchyle to Old Flax Mill and approximately 20m north of the scheme at A85 East of Crianlarich, at the respective closest points.

Due to ecological connectivity with the above SAC, a Habitats Regulations Appraisal (HRA) has been completed. Refer to the Biodiversity Impacts and Mitigation section below for further details.

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 the scheme extent (SiteLink).

A85 Ardchyle to Old Flax Mill:

There are no ancient woodlands within 300m of the scheme extent (Ancient Woodland Inventory).

There are no trees or areas of trees covered by a Tree Preservation Order (TPO) by the LLTNP, within 300m of the scheme extent.

NBN holds numerous records of bird species within the above search criteria. Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

Habitat surrounding the area is dominated by woodland, grazing fields and freshwater.

No invasive non-native species (INNS), injurious weeds (as listed in the Network Management Contract (NMC)) and any other species of conservation importance were found on the NBN Atlas, using the same search criteria.

A search of Transport Scotland's Asset Management Performance System (AMPS) recorded one record of common ragwort (*Jacobaea vulgaris*), injurious weeds (as listed in the NMC), within 300m of the scheme.

A85 East of Crianlarich:

There is one area of ancient woodland within 300m of the scheme extent, this is an ancient (semi-natural origin) woodland (Wood ID: 16274) located approximately 275m north of the scheme, on the northern aspect of the Loch Dochart (Ancient Woodland Inventory).

There are no trees or areas of trees covered by a TPO by the LLTNP, within 300m of the scheme extent.

NBN holds numerous records of bird species within the above search criteria. Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

Habitat surrounding the area is dominated by woodland, marshy grassland, and freshwater.

No INNS, injurious weeds (as listed in the NMC) and any other species of conservation importance were found on the NBN Atlas, using the same search criteria.

A search of Transport Scotland's AMPS recorded no instances of INNS or injurious weeds (as listed in the NMC) within 300m of the scheme.

An ecology survey was carried out on the 17/09/2026 by BEAR Scotland.

Geology and soils

A85 Ardchyle to Old Flax Mill:

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

According to the Carbon and Peatland Map 2016, soils in the area and around the scheme extents, are comprised of Class 0 (mineral soil).

The land surrounding the scheme extent is classified as '1 – Alluvial Soils – Mineral alluvial soils with peaty alluvial soils' and '503 – Mineral Podzols – Humus-iron podzols with peaty gleys' (Scotland's Soils).

Bedrock geology (BGS Geology Viewer) within the scheme consists of Loch Tay Limestone Formation – Metalimestone.

Superficial deposits (BGS Geology Viewer) within the scheme consists of Alluvium-Sand and gravel.

A85 East of Crianlarich:

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

According to the Carbon and Peatland Map 2016, soils in the area and around the scheme extents, are comprised of Class -2 (non-soil) and Class 0 – (mineral soil).

The land surrounding the scheme extent is classified as '601 – Loch' and '98 – Corby – Humus-iron podzols with mineral alluvial soils with peaty alluvial soils' (Scotland's Soils).

Bedrock geology (BGS Geology Viewer) within the scheme consists of:

- Till- Diamiction
- Ben Ledi Grit Formation – Psammite and semipelite
- Superficial Theme Not Mapped- Water, type unspecified

There were no records of superficial deposits (BGS Geology Viewer) within the scheme extent.

Material assets and waste

The proposed scheme is required for general maintenance of the A85. Material used will consist of:

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

Both scheme values exceed £350,000; therefore, a Site Waste Management Plan (SWMP) is required and will be completed as part of these works.

A site compound is not required for the proposed works as access will be gained through TM.

All road planings will be managed in accordance with the Scottish Environment Protection Agency (SEPA) Position Statement WAS-PS-07 (Low Risk Waste Activity (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.

Noise and vibration

A85 Ardchyle to Old Flax Mill:

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

Modelled noise data for the A85 at the scheme extent shows that the day, evening and at night ((L_{DEN}) fall between 67 - 69 dB (Scotland's Noise Map).

Due to the rural location of the scheme, baseline noise levels are likely to be primarily influenced by traffic travelling along the A85; with secondary sources derived from local residents, and commercial and industrial activities

A85 East of Crianlarich:

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

Modelled noise data for the A85 at the scheme extent shows that the day, evening and at night ((L_{DEN}) fall between 72 - 76 dB (Scotland's Noise Map).

Due to the rural location of the scheme, baseline noise levels are likely to be primarily influenced by traffic travelling along the A85; with secondary sources derived from local residents, and commercial and industrial activities

Population and human health

A85 Ardchyle to Old Flax Mill:

Given the location of the scheme extent and surrounding area, there are approximately four residential properties within 300m of the scheme. All of these properties are located outwith the scheme extent and screening between the works and properties is present in the form of hedges/ line of trees.

There are no National Cycle Routes, Core Paths, or walking routes designated by WalkHighlands within 300m of the scheme extent.

There are no traffic count points adjacent to the scheme extent along the A85 trunk road. The closest is (ID: ATC06002), located approximately 3.2km east and recorded an annual average daily flow of 4,326 vehicles with 19.8% of these comprising on heavy goods vehicles (HGVs) in 2025 (Transport Scotland Traffic Count Data).

A85 East of Crianlarich:

Given the location of the scheme extent and surrounding area, there are approximately 15 residential properties within 300m of the scheme. The residential properties located adjacent to the scheme are all located to the east of the scheme extent and screening is present in the form of hedges and scattered trees.

There are no National Cycle Routes, Core Paths, or walking routes designated by WalkHighlands within 300m of the scheme extent.

There are no traffic count points adjacent to the scheme extent along the A85 trunk road. The closest is (ID: ATC06001), located approximately 1km west and recorded an annual average daily flow of 3,736 vehicles with 10.6% of these comprising on heavy goods vehicles (HGVs) in 2025 (Transport Scotland Traffic Count Data).

Road drainage and the water environment

A85 Ardchyle to Old Flax Mill:

There is one groundwater body within 300m of the scheme extent. This is the Killin, Aberfeldy and Angus Glens (ID: 150699), within the Scotland River Basin District, located within the scheme extent and accounts for 3,741km^2. In 2023 this groundwater body was identified as ‘Good’ condition by the SEPA under the Water Framework Directive (WFD) (SEPA).

The River Dochart is a river (ID: 6502), in the River Tay catchment of the Scotland River Basin District. The River Dochart accounts for 8.8km in length and lies approximately 215m north of the scheme extent. The River Dochart begins from the mouth of Loch Dochart and into the Loch Lubhair and continues until discharging into the River Lochy and Loch Tay. The River Dochart was given an overall assessment of ‘Moderate’ condition by SEPA under the WFD in 2023 (SEPA).

There are approximately four unclassified waterbodies being culverted underneath the scheme extent and adjacent to the scheme.

SEPA Flood Map highlighted areas at high risk of river and surface water and small watercourse flooding within the A85 carriageway at the scheme extent. This included a 10% chance of flooding from the River Dochart and adjacent surface water and small water course per year.

A85 East of Crianlarich:

There is one groundwater body within 300m of the scheme extent. This is the Killin, Aberfeldy and Angus Glens (ID: 150699), within the Scotland River Basin District, located within the scheme extent and accounts for 3,741km^2. In 2023 this groundwater body was identified as 'Good' condition by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive (WFD) (SEPA).

The River Fillan is a river (ID: 6504), in the River Tay catchment of the Scotland River Basin District. The River Fillan accounts for 9.9km in length and lies approximately 20m north of the scheme extent. The River Fillan was given an overall assessment of 'Moderate' condition by SEPA under the WFD in 2023 (SEPA).

There are approximately eight unclassified waterbodies being culverted underneath the scheme extent and adjacent to the scheme.

SEPA Flood Map highlighted areas at high risk of river flooding within the A85 carriageway at the scheme extent. This included a 10% chance of flooding from the River Fillan per year.

Climate

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

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

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

Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to the above noted legally binding target of netzero by 2045. Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland).

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) and Transport Scotland's Environmental Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects (transport.gov.scot)).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by breaking out of materials or cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air quality are considered to be low.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.
- Ancillary plant, vehicles and machinery 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 risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

- Drop heights to haulage vehicles and onto conveyors will be minimised.

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

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, people, ancillary plant, vehicles and materials will be restricted to areas of made/engineered ground on the A85, and the works will be undertaken during the day on a rolling programme over eight days at the A85 Ardchyle to Old Flax Mill, and 10 days at the A85 East of Crianlarich. As such, the visual impact of the resurfacing works will be reduced and there will be no residual impacts (i.e., when complete, the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change).

The works are located within the LLTNP. LLTNP have been notified of the works and did not have any additional mitigation measures to add. Additionally, due to the temporary and like-for-like nature of the works, no change to these areas designated for landscape quality/character will occur.

To mitigate any potential impacts as much as possible, the following measures will be put in place during works:

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

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

Biodiversity

The scheme is located in proximity to the River Tay SAC and an HRA (including Appropriate Assessment) was conducted to assess impacts of the works on the qualifying features of the site. The HRA concluded that the works would not result in Adverse Effects on Site Integrity (AESI) based on the following reasons:

- No works will take place within the boundary of the SAC and no in-water works are required.
- The works are temporary and of short duration and restricted to the trunk road boundary.
- The combination of distance and dilution effects significantly limits hydrological connectivity between the area of works and the SAC.
- Standard good practice measures to prevent pollution will be implemented during construction.
- 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. 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.
- If excavations (e.g., trenches) cannot be covered, escape ramps will be installed.
- If fencing is used at any point during works, a gap of 200mm from ground level will be provided, allowing free passage.
- Passage under bridges and along watercourses must 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 (if required) 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.

Activities associated with the resurfacing works undertaken on site could potentially have a temporary adverse impact on biodiversity in the wider area as a result of an increased vehicle presence and the potential for noise and light disturbance to protected species and pollution of habitats. However, works are restricted to the A85 carriageway and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of the works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A85. There is one ancient woodland located approximately 275m north of the scheme at A85 East of Crianlarich, however, no vegetation clearance is required for the works. The schemes are to take place over a short duration, eight days for A85 Ardchyle to Old Flax Mill and 10 days for A85 East of Crianlarich and will be undertaken on a rolling programme. Given existing traffic-related noise and visual disturbance, the risk of ecological disturbance is considered to be low.

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

- No in-water works will be permitted. Works will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environment Team.
- Site personnel will remain vigilant for the presence of potentially unrecorded instances of invasive plants or injurious weeds in road verges throughout the works period; should any be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.

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 scheme is not located within a GCRS or a geological SSSI. The proposed works are limited to the resurfacing and structural maintenance of the existing A85 carriageway. As such, there is minimal risk of impacts to geology or soils. Standard good practice measures outlined in the SEMP as follows:

- Upon completion of the works, any damage to the local landscape (e.g. damage to grass verges) will be reinstated as much as is practicable.

- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery/vehicles and storage of equipment on grass will be minimised as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in 'road drainage and the water environment' section below 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 that they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All road planings will be managed in accordance with SEPA Position Statement WAS-PS-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.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).

- Re-use and recycling of waste will be encouraged and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- Waste will be transported in a safe and secure manner to prevent the release of contaminated material en-route.

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 scheme have the potential to cause disturbance via noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA, and the proximity of road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. Resurfacing and general maintenance works will be completed during the day for eight days at the A85 Ardchyle to Old Flax Mill and 10 days at the A85 East of Crianlarich on a rolling programme, between 08:00 and 17:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived. Due to the short duration and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme.

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

The following mitigation measures will be put in place:

- 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.
- 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.

- Operatives will be briefed using the 'Being a Good Neighbour' toolbox talk prior to commencement of the works.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated noise and delays due to traffic management measures.TM will include daytime two-way traffic lights with convoy between 08:00 – 17:00. There are no designated NMU facilities located within the scheme extent.

Road users will be informed of works through a media release, which will provide details of construction dates and times. Full road closures will be required and the works will be of limited duration and will move progressively along the full scheme extent.

There are residential properties located within 300m of the schemes, approximately four properties to the east and west of the scheme at A85 Ardchyle to Old Flax Mill and approximately 15 properties to the east of the scheme at A85 East of Crianlarich. These properties lie immediately adjacent to the schemes on the eastern and western aspects of the scheme and are partly screened by hedgerows and line of trees. Despite screening being present, works are being undertaken during the day; therefore, there is potential for an additional level of disturbance from noise and vibration. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Notification will be issued to local residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Local access will be granted as required.

- Any changes of schedule (e.g. change from day-time works to night-time works) will be communicated to local residents throughout the programme.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- 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:

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.
- Standard working practices to comply with Environmental Authorisations (Scotland) Regulations 2018 (EASR) for works in or near water will be detailed in the SEMP and 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 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.

- 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 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

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

- BEAR Scotland will adhere to their Carbon Management Policy.
- If available, the works will utilise the use of warm mix asphalt (WMA) for binder layer in favour of hot mix asphalt (HMA).
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gases emitted as part of the works.

- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be removed to local waste management facilities.

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

Vulnerability of the project to risks

The works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall. There will be no increase to the likelihood of flooding on the A85 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground of the A85 trunk road, with access to the scheme gained via the A85. TM will involve a two-way traffic light system with convoy between 08:00 and 17:00. Local residents will be notified of working hours and be provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the TM setup.

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 active travel route to risk, 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 project to risks of major accidents and disasters is considered to be low.

Assessment of cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

The proposed works will take place entirely within the A85 trunk road boundary at the scheme extents noted above. A search of the LLTNP Planning Portal has been undertaken for other plans and projects which revealed that no planning applications which have been approved within the last two years are within 300m of the scheme. As such, there are no plan or projects that will have any anticipated in-combination effects.

Additionally, a search of the Road Works Commissioner identified that there are no roadworks planned for the same period as the proposed works and no cumulative or in-combination effects are anticipated with any other developments in the vicinity.

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

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

Assessments of the environmental effects

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

An HRA was undertaken due the scheme's proximity and ecological connectivity with the River Tay SAC, which concluded that works would not result in AESI on the designated site.

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 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) are situated 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 scheme:

- Works are restricted to the like-for-like replacement of worn road surface and associated structural maintenance with all works restricted to made ground of the A85 trunk road.
- All construction activities restricted to an area of 0.6ha along a 833m stretch within the A85 Ardchyle to Old Flax Mill and 1.0ha along a 1.4km stretch of the A85 East of Crianlarich.
- The works will be temporary, transient, localised and completed during daytime hours on a rolling programme by utilising a two-way traffic light system with convoy between 08:00 and 17:00.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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.
- Removal of the carriageway defects will provide this part of the A85 carriageway with another life cycle and significantly improve the ride quality which will result in safer conditions for road users.

Location of the scheme:

- The works will be carried out within the existing A85 road boundary and as such, no land take will be required.
- As the scheme is located within LLNTP, consultation with LLTNP was carried out, which confirmed that no additional mitigation measures are required due to the like-for-like nature of the proposed works.
- An HRA was undertaken due the scheme's proximity and ecological connectivity with the River Tay SAC, which concluded that works would not result in AESI on the designated site.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant and limited to the construction phase.
- 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 and human receptors during the operational phase.
- As the works will be limited to the like-for-like resurfacing and associated structural maintenance, there will be no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The SEMP will include plans to address environmental incidents.

- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- In the event that INNS presence is located on site, measures to prevent potential INNS spread will be implemented

References of supporting documentation

F565 ‘Habitats Regulation Appraisal (HRA) Proforma A85 Ardchyle to Old Flax Mill – A85 East of Crianlarich’. BEAR Scotland, September 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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