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Environmental Impact Assessment Record of Determination

A85 Ardveich- Resurfacing

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake resurfacing works on a section of the A85 trunk road east of Lochearnhead. The scheme comprises of a 978m stretch of the trunk road over a total area of 0.587ha. The proposed works will involve the resurfacing of both the eastbound (EB) and westbound (WB) carriageway with a mixed depth inlay. Additionally, it is also anticipated that ditches throughout the scheme extent will require clearing out and the grips re-cut in order to improve water run off from the trunk road.

The main plant required for the proposed works will include a paver, planer, excavators and rollers. A welfare unit with generator will be required on site and heavy goods vehicles (HGVs) will be required for the transport of materials and wastes.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site
- Mill out old surface course
- Clear out ditches and re-cut grips where required
- Lay new surface course
- Roll surface and allow it to set
- Install road markings and studs
- Remove TM and open road

The works are programmed to begin on 08/09/2026 for a duration of seven nights with working hours between 19.00 and 06.00. Changes in the programme may result in a change to the proposed working hours/commencement date.

No site compound is required; site access and plant storage will be located within TM. The TM strategy will be in line with recommendations and guidance in the Traffic Signs Manual Chapter 8. TM will involve full night-time road closures with hourly amnesties. Local access will be accommodated within TM as much as reasonably practicable and where required.

Location

The scheme is located on the A85, along the northern bank of Loch Earn, approximately 1.8km east of Lochearnhead, in the Stirling Council local authority

area (Figure 1). The works will be conducted between National Grid References (NGRs) NN 62526 24268 and NN 61584 24197.

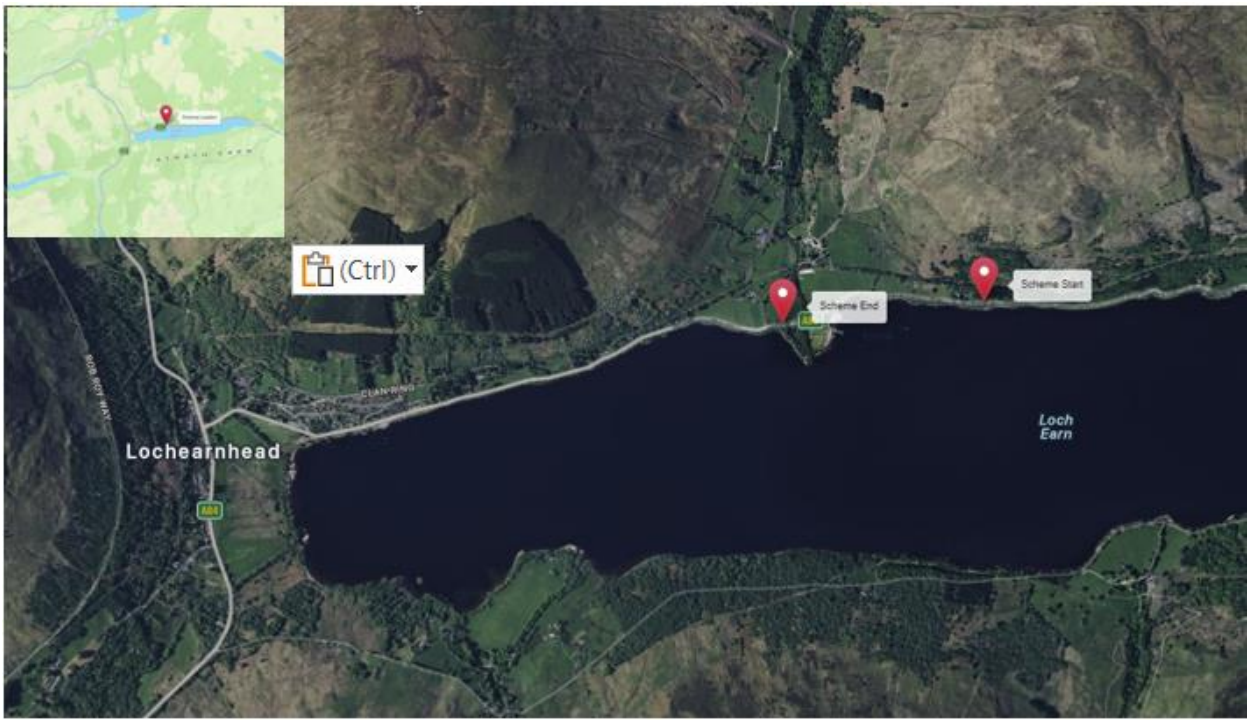

Figure 1: Scheme location

Description of local environment

Air quality

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

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

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

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

Cultural heritage

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

- Category B Listed Building, 'Loch Earn, Dalveich, Cottage' (reference: LB50372) located 200m north-west of the scheme.

Of lesser cultural heritage significance, the following are located within 300m of the scheme (PastMap):

- 7 National Records of the Historic Environment (NRHE), the closest of which is 'Ardveich' milestone (reference: 368138), located within the scheme extent.
- 14 Historic Environment Records (HERs), the closest of which is 'Bridge of Beith' (reference: 65636) which overlaps the scheme extent.

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

As the works are restricted to the engineered ground of the A85 trunk road boundary and there are no significant cultural heritage features within proximity to the proposed works, there is negligible potential for cultural heritage impacts as a result of the proposed works and this receptor is not considered further in this RoD.

Landscape and visual effects

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

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

The scheme does not lie within a National Scenic Area (NSA) or any other site designated for its landscape character and quality (NatureScot).

The Landscape Character Type (LCT) at the scheme extent is 'LCT 234- Straths and Glens with Lochs' which is characterised by the following features:

- *Strongly enclosed by steep and often rugged hill slopes with lochs filling much of the space between, leaving only a narrow flatter margin against the loch shore.*

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

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

Land use surrounding the scheme extent is classified as (HLA Map):

- Managed woodland
- Plantation
- Rectilinear fields and farms
- Reservoir (Loch Earn)
- Rough grazing

The A85 trunk road, within the north-west, connects Perth with Crianlarich, and Tyndrum to Oban. The Perth to Crianlarich section commences at the Crieff Road Roundabout within Perth (including the roundabout) leading generally westwards for a distance of 81 kilometres to (but excluding) the A85/A82 Crianlarich Roundabout. The Tyndrum to Oban section commences at the A82/A85 Tyndrum junction leading generally westwards for a distance of 57 kilometres to its junction with the A816

within Oban (excluding the roundabout at Argyll Square). The A85 is a single carriageway along its length.

Biodiversity

The scheme is not located within 2km of, nor does it have ecological connectivity with, any European designated sites (e.g. Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Ramsar sites) (SiteLink).

The scheme is located 290m south-east of the Dalveich Meadow Site of Special Scientific Interest (SSSI) (Site ID: 493) which is designated for the following qualifying features:

- Lowland calcareous grassland
- Lowland neutral grassland

There are no other locally or nationally designated sites for biodiversity features (e.g. Local or National Nature Reserves) within 300m of the scheme (SiteLink).

The National Biodiversity Network (NBN) Atlas holds no records of bird species within 2km of the scheme (the search criteria included only records during the past ten years, and which have open-use attributions (OGL, CC0, CC-BY). However, this does not preclude the likely presence of birds within the search area and, under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

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

A search using Transport Scotland's Asset Management Performance System (AMPS) found two records of the invasive native perennial, rosebay willowherb (*Chamaenerion angustifloium*) along the verges of the A85 within the scheme extent.

Habitat close to the scheme is predominantly comprised of grazing pastures, freshwater habitat and areas of managed woodland; with scattered residential and commercial properties present.

There is one area of trees listed on the Ancient Woodland Inventory (AWI), overlapping the eastern end of the scheme extent which is classed as 'ancient (of semi-natural origin)' antiquity.

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

The BEAR Scotland NW Environment Team conducted an Ecological Constraints Survey (ECS) in June 2025 to inform environmental assessment of the adjacent resurfacing and embankment works (A85 East of Lochearnhead and A85 East of Lochearnhead Embankment).

Echoes Ecology Ltd, on behalf of BEAR Scotland, conducted climbed tree inspections of 16 trees along the A85 in February 2026. Four of these trees are located within 30m of the A85 Ardveich resurfacing scheme.

Geology and soils

The scheme does not lie within 300m of a Geological Review Site (GCRS) or SSSI designated for geological features (NatureScot).

Component soils surrounding the majority of the scheme extent are mineral alluvial soils with peaty alluvial soils. The parent materials are recent riverine and lacustrine alluvial deposits. At the eastern end of the scheme extent, the component soils are humus-iron podzols with peaty gleys. The parent materials are drifts derived from arenaceous schists and strongly metamorphosed argillaceous schists of the Dalradian Series. Soils surrounding the scheme extent are of Carbon and Peatland Map 2016 Class 0; mineral soils where peat and peatland habitats are not typically found (Scotland's Soils).

Bedrock geology at the scheme extent is described as 'Pitlochry Schist Formation- Psammite and Semipelite'. Superficial deposits at the majority of the scheme extents are 'Alluvial fan deposits- sand, gravel and boulders'. Superficial deposits at the eastern end of the scheme extent are described as 'Till- Diamicton' (Scottish Geology Trust).

Material assets and waste

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

- TS2010 10mm aggregate
- AC20 40/60 binder
- AC32 40/60 base
- Milled in road studs
- Thermoplastic road marking paint

- Bituminous emulsion bond coat

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

Coal tar has not been identified on site and there is no requirement for a site compound. Storage of plant and equipment will be within TM on the A85 carriageway.

Waste from any ditch clearing works is covered by the Low Risk Waste Activity (LRWA) 9. Any waste from ditching works that is not removed from site is subject to the conditions of LRWA 9.

The estimated scheme value is £350,000 and, as such a Site Waste Management Plan (SWMP) is not required.

Noise and vibration

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

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

The average evening, day and night (Lden) noise level at the scheme extent is between 58-60dB (SpatialData.gov.scot).

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

Population and human health

There is one residential property and two farms and associated outbuildings located within 300m of the scheme extent. The closest residential property lies 15m south of the scheme extent, with some acoustic and visual screening present in the form of a tree shelterbelt. Drummond Estate Boat Hire also lies 30m south of the scheme extent at its closest point.

Within the scheme extent, there are two local access points and one layby adjacent to the WB carriageway; and two local access points adjacent to the EB carriageway.

There are no pedestrian footways or bus stops located within the scheme extents. Additionally, there are no National Cycle Routes that utilise the A85 within the scheme extent and no walking routes designated by WalkHighlands within 300m of the scheme.

LLTNP Core Path S1042 runs parallel to the A85 80m north of the scheme at its closest point.

Transport Scotland's manual data counter (Site ID: 0000ATC00001) located 12.8km east of the scheme, recorded an annual daily total (ADT) of 2,056 motor vehicles in 2025, of which 14.8% were heavy goods vehicles (HGVs).

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

Road drainage and the water environment

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

Beich Burn (ID: 6822) is a river in the River Earn catchment of the Scotland river basin district. The main stem is approximately 10.2 kilometres in length. The water body has been designated as heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on water storage for hydroelectricity generation. Beich Burn is spanned by the A85 within the scheme extents. In 2024, it was assigned 'Good Ecological Potential' by SEPA under the WFD (SEPA).

Loch Earn (ID: 100251) is a lake in the River Earn catchment of the Scotland river basin district. It is 9.5 square kilometres in area. The water body has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact. Loch Earn lies 20m south of the scheme at its closest point. In 2024, it was classified as having 'Moderate Ecological Potential' by SEPA under the WFD (SEPA).

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

SEPA Flood Map has indicated that there is a medium to high likelihood of river flooding throughout the scheme extent (i.e. a 0.5-10% chance of flooding each year). Additionally, there are small patches of areas with a low to medium likelihood of surface water and small watercourse flooding within the scheme extent (i.e. a 0.1-0.5% chance of flooding each year).

Climate

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

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

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

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

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

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities and waste will be contained and removed from site as soon as is practicable.
- Materials that have the potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.
- Ancillary plant, vehicles and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.

- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

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

Landscape and visual effects

There will be a temporary, 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, NRMM and materials will be restricted to areas of made/engineered ground on the A85, and construction works are programmed to be of a short duration and will be conducted on a rolling programme. As such, the visual impact of the works will be minimal and, on completion of the works, no residual impacts are anticipated as a renewed road surface, cleared ditches and re-cut grips will be the only discernible change. The LLTNP Authority will be notified of the proposed works and, if required, additional mitigation measures will be included in the SEMP and adhered to on site.

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

- Throughout all stages of the works, the 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 should be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

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

Ecological surveys identified the INNS, rhododendron and Himalayan balsam in proximity to the scheme; however, no vegetation clearance is required and mitigation measures to avoid the spread of INNS will be detailed in the SEMP.

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

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. The following mitigation measures will be in place to minimise impacts on biodiversity features in the area:

- A pre-construction survey will be conducted in advance of the works.
- No in-water works or discharge into the water environment will be permitted.
- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.
- Artificial lighting used during night works will be used for as short a duration as possible and directed on the immediate area of works. Artificial lighting will avoid being directed onto nearby woodland habitat and watercourses as far as is safe and reasonably practicable.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in

use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.
- If an active bird nest is found in vicinity of the works, all works within 30m of the nest will stop until the BEAR Scotland Environment Team can provide advice.
- If protected species are found during the pre-works surveys, additional consultation and/or licences may be required.
- Site personnel will remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice.

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

Geology and soils

The scheme is not located within a GCRS or SSSI designated for geological features.

Excavation is required as part of the resurfacing works; however, this is restricted to the A85 trunk road boundary. Some localised soil exposure/ disturbance may occur during ditch clear out and grip re-cutting; however, this will be minor in nature and no verge excavation is required. Additionally, this will not result in any change to local soil make-up and standard working practices will limit any potential pollution of soils. To mitigate any adverse impacts on geology and soils, the following measures will be in place:

- Excavation will be restricted to the made ground of the A85 carriageway and all machinery will operate from road level without entering the ground outside the man-made surface of the A85.
- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery / vehicles and storage of equipment on verges will be minimised as far as is reasonably practicable.

- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place where required.
- Additional pollution prevent measures as outlined in the 'Road drainage and the water environment' section will be adhered to during construction.

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

Material assets and waste

There is potential for impacts during works as a result of resource depletion through use and transportation of new materials. However, materials will be sourced locally where possible and the following mitigation measures will be put in place:

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent disposal of unused materials.
- Where possible, minimal packaging will be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

There is potential for impacts during works are a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- All waste stored on site will be adequately protected against the elements.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All road planings will be treated in line with LRWA 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates.
- Management of waste from ditching works is covered by LRWA 9: 'Depositing non-hazardous waste dredging materials from inland waters, or sustainable urban drainage systems, on land near to where the dredging takes place'. The following LRWA9 conditions will be adhered to for any ditching works, where waste is not being removed from site:
    - Waste must be produced by a dredging activity that is authorised by General Binding Rule (GBR), Registration or Permit.

    - Waste must be deposited at the same site where it was produced.
    - Waste must not be left on the banks such that its placement heightens the banks of any river, burn, ditch or loch.
    - Large items, litter, or fly-tipped waste must be removed from the dredged materials and transported to a suitably authorised site by a registered transporter of waste.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause adverse noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA or CQA, and the proximity of existing road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance from the A85 trunk road. There are three residential properties located within 300m of the works, with the closest of these located 15m south; however, there is visual and acoustic screening present in the form of a tree shelterbelt. The works will employ a night-time pattern with the noisiest works (e.g. planing) completed by 23:00 where practicable. Additionally, works will move progressively along the scheme extent and will of a short duration. Therefore, works with the

potential to induce worst-case scenario noise and vibration will be intermittent, temporary, transient and short-lived.

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

The following mitigation measures will be put in place:

- The Stirling Council Environmental Health Officer will be informed of night-works.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum. On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site staff will receive the 'Being a Good Neighbour' toolbox talk.
- The noisiest works (e.g. planing) will be programmed to be completed by 23.00 where possible.
- Where possible, inherently quiet plant will be selected for construction works.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents, vehicle travellers and NMUs as a

result of construction presence and associated noise and delays due to TM measures.

There are three residential properties located within 300m of the scheme; the closest of which lies 15m south. However, there is visual and acoustic screening present between the area of works and residential properties; therefore, potential for significant disturbance from noise, vibration and construction lighting is reduced. Additionally, there are four local access points and one layby within the scheme extent, and there is potential that access to these may be restricted during works.

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

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

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

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

Road drainage and the water environment

During the works, there is potential for temporary impacts on the water environment due to the operation of plant within proximity to watercourses and/or drainage systems. Potential changes in water quality from pollution events (either by accidental sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain/flooding) during works have the potential to have a direct or indirect effect on the surrounding water bodies.

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

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

- No in-water works or discharges into any watercourses or drainage systems are permitted.
- Standard working practices to comply with the Environmental Authorisations (Scotland) Regulations (EASR) 2018 for works in or near water will be detailed in the SEMP and adhered to on site.
- Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure that they have not become blocked as a result of the works.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.

- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.
- All storage of hazardous materials utilised on site is required to undergo assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. These assessment(s) will contain a section on environment which highlights any precautions and mitigation requirements.

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

Climate

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

- BEAR Scotland will adhere to their Carbon Management Policy.
- If appropriate, warm mix asphalt will be used.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be removed to local waste management facilities.

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

Vulnerability of the project to risks

There will be no change to the likelihood of flooding on the A85 within the scheme extent upon completion of the works and works are programmed, as far as is reasonably practicable, to avoid periods of adverse weather or heavy rainfall.

Works are restricted to the made ground of the A85 trunk road boundary and TM will be designed in line with existing guidance. Where required, alternative NMU provisions / routes will be included in the TM setup to minimise impacts of works on NMUs.

A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

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

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

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment of cumulative effects

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

A search of the LLTNP Planning Portal identified one approved planning application within 300m of the scheme. A plan to extend Drummond Fish Farm, located approximately 30m south of the scheme, was approved in April 2026. However, as the proposed works are to be conducted at night, will be of short duration and will move progressively along the scheme extent; any potential construction associated with this development is unlikely to be impacted.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified that there are no roadworks planned for the same period as the proposed works.

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

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

Assessments of the environmental effects

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

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials,

plant, spoil heaps, or other such facilities or stores required during the period of construction) is situated within Loch Lomond and the Trossachs National Park which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface and routine ditch clearance; with all works restricted to the A85 trunk road boundary.
- Construction activities are restricted to a length of 978m and 0.587ha.
- Works will be temporary, transient, localised and completed during nighttime hours on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- A pre-construction survey will be conducted prior to works commencing.
- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- By removing the carriageway defects this will provide this part of the A85 carriageway with another life cycle, and significantly improve the ride quality which will result in safer conditions for road users.
- No impacts on the environment are expected during the operational phase as a result of the works. The works are expected to result in positive impacts on road users during the operational phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.

Location of the scheme:

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

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- A pre-construction survey will be conducted prior to the commencement of works and any further consultation and/or licencing will be completed prior to works. Any additional mitigation measures will be detailed in the SEMP.
- Measures to mitigate the introduction and/or spread of INNS will be detailed in the SEMP.
- No impacts on the environment are expected during the operational phase as a result of the works. The works are expected to result in positive impacts on road users, ecological and human receptors during the operational phase.
- It is not anticipated that there will be any residual visual impacts as a result of the works.
- As the works are restricted to like-for-like replacement, there is no change to the vulnerability of the road or the risk or severity of major accidents/ disasters.
- Works are programmed to be of short duration and undertaken during night time working hours.
- The SEMP will include plans to address environmental incidents.
- No in-combination effects have been identified.

References of supporting documentation

N/A

Annex A

"sensitive area" means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.

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