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Environmental Impact Assessment Record of Determination

A85 Ben More Layby Provision – Geotechnical Investigation (GI)

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Project Details

Description

BEAR Scotland have been commissioned by Transport Scotland to carry out the provision of a new layby on the westbound side of the A85 carriageway, northeast of Crianlarich. Motorists are currently parking on the verge of the A85 carriageway which is a popular parking place for a nearby walking route. A new layby is required to provide safe parking.

Works will include geotechnical investigation (GI), vegetation and tree removal (approximately 100 trees), over a length of 220m, covering a total area of less than 1ha. The exact methodology for GI has not yet been confirmed.

Works are programmed to commence in the financial year 2026/2027, with tree felling to be undertaken in mid to late September 2026 and GI to follow in October 2026. Construction of the layby is expected to be undertaken in January/February 2027 and will be assessed in a separate Record of Determination (RoD). The exact start dates are still to be confirmed. The GI/tree felling works will be undertaken on a daytime programme (08:00-18:00), for approximately one to two weeks each. Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic management (TM) is anticipated to include lane closures facilitated by two-way traffic lights. No site compound is required for the GI works and tree felling.

Location

The scheme is located on a rural stretch of the A85 westbound carriageway, approximately 3km northeast of the small settlement of Crianlarich, in the Stirling Council local authority area (National Grid References NN 41462 25925 to NN 41656 26033 (Figure 1 & 2).

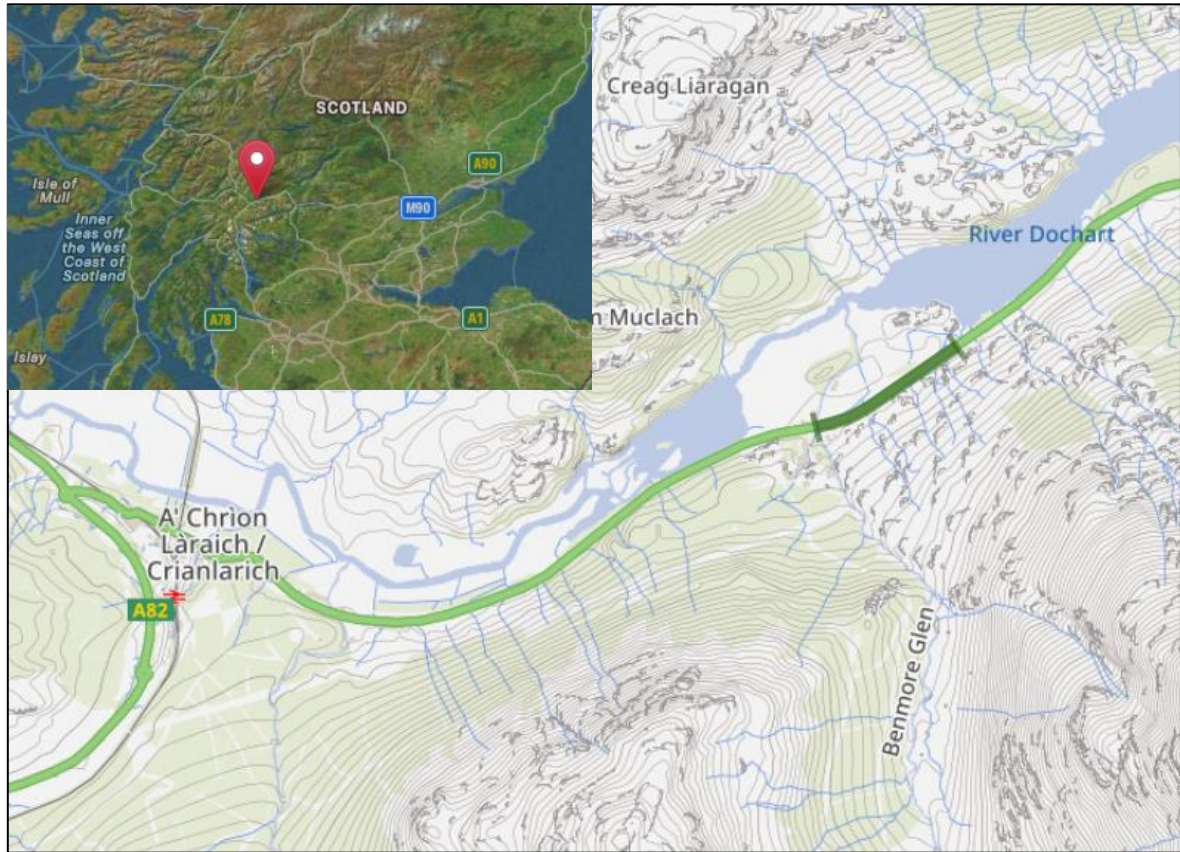


Figure 1. Scheme location

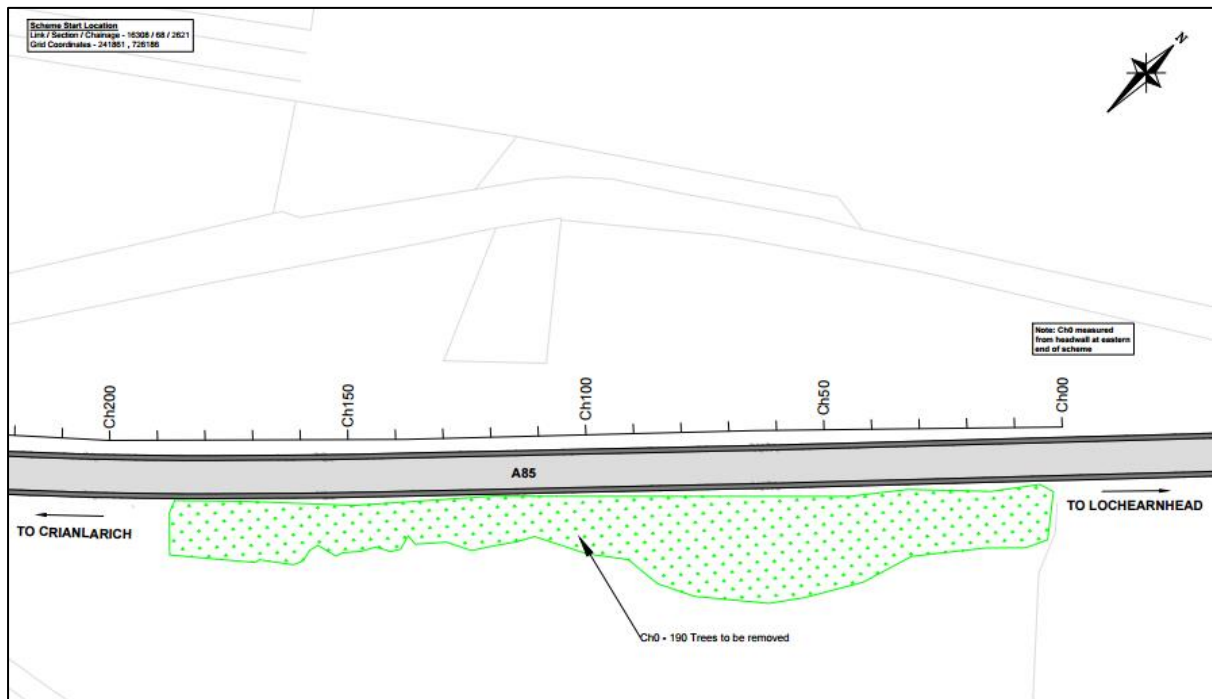


Figure 2. Area of tree felling

Description of local environment

Air quality

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

There are no registered sites on the [Scottish Pollution Release Inventory \(SPRI\)](#) located within 10km of the scheme extents.

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

Due to the rural location of the works, baseline air quality is likely to be primarily influenced by traffic travelling along the A85. Secondary releases are likely delivered by land management within the wider area.

Cultural heritage

The following minor cultural heritage features are recorded within 300m of the scheme extents ([PastMap](#)):

- Two National Records of Historic Environment (NRHE), the closest of which is 'Benmore Farm, Glen Dochart, Lime Kiln; (Reference 163121) located approximately 120m west of the scheme extent.
- Eight Historic Environment Records (HERs), the closest of which is 'Benmore Shieling' (Reference 69171) located approximately 60m south of the scheme extent.

There are no Conservation Areas, Battlefields, World Heritage Sites, Garden and Designed Landscapes, Listed Buildings or Scheduled Monuments within 300m of the scheme extent.

Landscape and visual effects

The scheme is located within the Loch Lomond and the Trossachs National Park (Site ID: [8621](#)) which has the following Special General Qualities:

- A world-renowned landscape farmed for its rural beauty
- Wild and rugged highlands contrasting with pastoral lowlands
- Water in its many forms

- The rich variety of woodlands
- Settlements nestled within a vast natural backdrop
- Famous through-routes
- Tranquillity
- The easily accessible landscape splendour

The scheme is located on a rural stretch of the A85, northeast of Crianlarich. The surrounding land is dominated by arable land, grazing pastures, scattered residential and farming settlements, mixed woodland and mountain summits.

The A85 trunk road is the dominant landscape feature. Landscape Character Type for the scheme is listed as 'Straths and Glens' ([LCT 253](#)) which has the following key characteristics:

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

Land use within 300m of the scheme extents is classified as rectilinear fields and farms, managed woodland, rough grazing, and plantation ([HLAMap](#)).

The A85 trunk road, within the North West Network Management Contract (NMC), connects Perth with Criarlarich and Tyndrum to Oban. The Perth to Criarlarich section commences at the Crieff Road Roundabout within Perth (including the roundabout) leading generally westwards for 81 kilometres to (but excluding) the A85 / A82 Criarlarich Roundabout. The Tyndrum to Oban section commences at the A82 / A85 Tyndrum junction leading generally westwards for 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 lies approximately 350m southwest of the River Tay Special Area of Conservation (SAC) (Site ID: [8366](#)).

Due to ecological connectivity with the 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 ([SiteLink](#)).

Numerous bird species were recorded on the National Biodiversity Network Atlas ([NBN Atlas](#)) within 2km of the scheme during the last ten-year period. Only records with attributions CC-BY, OGL and CC0 (open use) were included in the search criteria. Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected.

Under the same search criteria, the NBN Atlas holds no records of injurious weeds or invasive non-native species (INNS).

The Transport Scotland's Asset Management Performance System (AMPS) identified one record of rosebay willowherb (*Chamaenerion angustifolium*), an invasive native species of plants, within the verge of the A85 at the scheme extents.

The surrounding land is dominated by arable land; grazing pastures; forestry plantations; scattered residential and farming settlements; and freshwater habitat.

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

There are no Tree Preservation Orders (TPOs) present within 300m of the scheme ([LLTNP](#)).

A site visit was undertaken in October 2025 by the BEAR Scotland NW Environmental Team to assess ecological constraints.

Geology and soils

Bedrock geology ([BGS Geology Viewer](#)) within the scheme consists of Ben Ledi Grit Formation – psammite and semipelite.

Superficial geology ([BGS Geology Viewer](#)) within the scheme consists of:

- Alluvium and River Terrace Deposits – gravel, sand, silt and clay
- Peat – peat

Soils within the scheme extent comprise of humus-iron podzols with mineral alluvial soils with peaty alluvial soils ([Scotland's Soils](#)).

Soils within the scheme extent are recorded as being 'Class 0', associated with mineral soils and peatland habitats are not typically found on such soils ([Carbon and Peatland Map](#)). There are no Geological Conservation Review Sites (GCRSs) or geological SSSIs within 300m of the scheme ([SiteLink](#)).

Note: Peat is recorded within the scheme extent on BGS Geology Viewer, however the Carbon and Peatland Map (2016) notes that soil type is 'Class 0 – no peatland habitat'. Peat presence will be confirmed following GI works.

Material assets and waste

The proposed works are required in advance of the creation of a new layby to provide safe parking for motorists.

The works will require delivery of materials to carry out the tree felling and GI works. Wastes are anticipated to be primarily vegetation, soils, rock and wood.

As the value of the scheme does not exceed £350,000, a Site Waste Management Plan (SWMP) is not required for these works.

Noise and vibration

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24-hour annual average noise levels (Lden) between 72 and 75dB on the A85 at the scheme location ([SpatialData](#)).

The scheme does not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (TNAP) ([Transportation Noise Action Plan 2024-2028](#)).

Given the rural nature found within the scheme, it is considered likely that the baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A85.

Population and human health

There are approximately three residential/farming properties within 300m of the scheme. The closest of which lies 140m from the scheme with little to no roadside verge screening provided. Access to this property is on the A85 westbound carriageway outwith the scheme extent. There are no access roads, paved footpaths or bus stops located within the scheme extent.

There is a layby on the A85 westbound carriageway within the scheme extent which is a popular parking location for hillwalkers.

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

There are no National Cycle Network (NCN) routes ([OS Maps](#)) located within 300m of the scheme.

A section of the Ben More and Stob Binnein walking trail is located within the scheme ([WalkHighlands](#)) and utilises the verges of the A85 within the scheme.

Transport Scotland's manual data counter (site number ATC06001) located 3km west of the scheme, recorded an annual daily total (ADT) of 3,736 motor vehicles in 2025, of which 10.6% were heavy goods vehicles (HGVs).

Traffic management is anticipated to be lane closures facilitated by two-way traffic lights.

Road drainage and the water environment

'Killin, Aberfeldy and Angus Glens' (ID 150699) is a groundwater body in the Scotland river basin district, which underlies the scheme. It was awarded an overall status of 'good' in 2024 by Scottish Environmental Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) ([Water Classification Hub](#)).

Small unclassified surface waterbodies and/or culverted drainage channels that flow below and within proximity of the A85 are present within 300m of the scheme. These flow into the River Dochart and ultimately flow into Loch Lubhair.

Loch Lubhair is a lake (ID 100248) in the River Tay catchment of the Scotland river basin which lies 250m northeast of the scheme. It was awarded an overall status of 'moderate' in 2024 by Scottish Environmental Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) ([Water Classification Hub](#)).

[SEPA Flood Map](#) indicates small sections of low to high risk of surface water and small watercourse flooding on the A85 within the scheme extent (i.e. a 0.1-10% change 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 RoD has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) and Transport Scotland's Environmental Impact Assessment Guidance ([Guidance - Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause adverse local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

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

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

Cultural heritage

It has been assessed that the planned works will not adversely impact any nearby sites of cultural heritage interest as the works are not within the footprint of or in direct proximity to any designated cultural heritage sites. It is also expected that the construction of the A85 trunk road corridor removed any archaeological remains that may have been present. The following mitigation measures will be included in the SEMP to address any unforeseen impacts on cultural heritage during the works:

- In the event of any unexpected archaeological finds, all works will cease immediately, the area will be cordoned off, and a member of the BEAR Environment Team will be contacted for advice.
- Laydown areas will be sensitively located (e.g., on areas of made ground) to avoid areas of cultural heritage interest where possible.
- There will be no storage of plant, materials or equipment against buildings, bridges, walls or fences.

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

Landscape and visual effects

Land purchase is required for the GI works and is currently progressing with the District Valuer.

There will be short-term impact on the landscape character and visual amenity of the site as a result of the presence of plant, vehicles, and TM during tree felling and GI works. However, people, ancillary plant, vehicles and materials will be restricted to the trunk road boundary of the A85 and the adjacent slope.

Tree felling works will result in a permanent visual change to the site due to the removal of trees. However, the number of trees removed will be limited to the minimum required for construction of the new layby. The proposed tree felling area is relatively minor and will entail a small amount of trees along the A85 (approximately 100 trees). Therefore, the visual changes are expected to be limited.

In addition, the excavation works are expected to result in a temporary impact on the local character. Following completion of the works, all excavated areas will be backfilled and reinstated, ensuring the affected areas are restored to their original condition as far as practicable.

Consultation with the LLTNP authority has been undertaken in July 2026 and is currently ongoing, and includes removal of rhododendron, compensatory planting, and improving access from the layby to the Ben More hiking trail access point.

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

- Any advice from the LLTNP authority will be complied with.
- The area of tree felling will be limited to the minimum required for construction of the new layby.
- 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.
- Where applicable, upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Access will be agreed with landowners where works/access outwith the A85 boundary is required.
- The site will be left clean and tidy following works.

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

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 potential for disturbance to protected species and pollution of habitats. There will also be a residual impact following the completion of works due to felling of trees which may be used as habitat for protected species.

An environmental site visit was undertaken in October 2025 by the BEAR Scotland NW Environmental Team to assess ecological constraints. Rhododendron (an INNS) was recorded within the scheme extent.

As the scheme lies within ecological connectivity to the River Tay SAC, an HRA was completed and concluded that there would be no likely significant effects (LSE) on the qualifying features associated with the SAC as a result of the works due to the following considerations:

- No works will take place within the SAC. Works will take place at a distance of 350m from the SAC.
- No in-water works will take place and potential for a pollution incident is limited due to standard good working practices.

Rhododendron was recorded on site and is likely to be removed as part of the works. Relevant biosecurity measures and a toolbox talk on INNS will be included within the SEMP to prevent the spread or introduction of INNS, invasive native perennials, or injurious flowering plant species.

The trees to be removed are fully within the trunk road boundary. If any tree felling is identified outside of the trunk road boundary and require felling of 5m³ or more of timber from third-party land, a felling licence from Scottish Forestry will be obtained and all conditions complied with.

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 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 to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- A pre-works check for protected species will be undertaken three weeks prior to the start of tree felling.
- Tree felling will avoid the nesting bird season as far as is reasonably practicable. If tree felling is delayed into the nesting bird season (i.e. March to August inclusive), pre-construction nesting bird checks will be undertaken prior to felling.
- Tree felling will be limited to the minimum number required to facilitate the works.
- Trees to be removed will be recorded so that compensatory planting can be carried out in an appropriate area in future.
- Any habitat piles left on site will be situated over 10m from any watercourses and will not block any potential mammal or reptile holes or shelters found on site.
- 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.
- 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 shall be reported to the BEAR Scotland Environmental Team.

- Artificial lighting will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- Personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Works and access routes will avoid INNS growth where reasonably practicable and biosecurity measures will be detailed in the SEMP.
- 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 areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

The exact methodology of GI works has not yet been confirmed and may involve some form of minor excavation (e.g. trial pits or boreholes). The works will not be confined to the engineered ground of the A85 carriageway boundary and therefore may have an adverse impact on geology and soils. The baseline shows that peat has been recorded on the British Geological Survey, however the Carbon and Peatland Map notes that soil type within the scheme extent is 'Class 0 – no peat soil present'. Peat presence will be confirmed following GI works. If excavation is required, all excavated soils (including peat soils) will be carried with care and backfilled within the excavated areas. Additionally, the scheme is not located within a geological SSSI or GCRS.

If excavation is required, it will be carried out with good practice measures detailed in the SEMP as follows:

- If any contaminated land requiring remediation is encountered, it will be contained and/or removed in a safe and controlled manner to the standards required by SEPA.

- Excavated material will be kept to a minimum and reused on site following completion of GI works.
- If peat is discovered, it will be excavated in a way that allows retention of soil layers as much as possible. Excavated peaty soils will be retained on site and covered when not in use to prevent drying out.
- Excavated peat soil will be reinstated with the layers as intact as possible to retain the structure of peat soils as far as is reasonably practicable.
- Multiple handling of soil derived from excavations will be minimised and the extent and duration of exposed soil will be kept to the minimum required for works.
- The parking of machinery/vehicles and storage of equipment on road verges/un-made ground will be minimised as far as is reasonably practicable.
- 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.
- Additional pollution prevention measures as outlined in Road drainage and the water environment 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

The scheme will be executed by the operating company as site operations e.g. 'As-of-Right' scheme of value less than £350,000. As a result, a SWMP is not required.

GI works may entail the excavation of trial pits and bore holes to ascertain ground conditions within the footprint of the works. If required, trial pits and bore holes will be refilled with site-won material. No waste is expected to be produced from GI works.

Felled trees of appropriate size and species will be removed from site for use as biomass energy. Coniferous and smaller trees will be chipped, removed from site and reused. As the felled timber is a usable material which will be reused, it is not considered to be waste and authorisation under the Environmental Authorisations (Scotland) Regulations (EASR) 2018 is not required.

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:

- If excavation is required, excavated soil will be retained on site.

- Felled vegetation material will be managed appropriate in line with the NW NMC (Schedule 5, Appendix 0/1, 3010SR Maintenance of Established Trees and Shrubs).
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Bulk material will be delivered to site without packaging where possible.
- Supplies will be requested to minimise all packaging where possible.
- Materials will be re-utilised where possible.
- Facilities on site will be provided in a designated area to enable the correct segregation of waste, maximising recycling on site. These will be clearly marked and labelled.
- Wastes not suitable for reuse, recycling, or recovery will be sent to landfill or special waste treatment facilities, depending on the nature of the waste.
- All waste stored on site will be adequately protected.
- All appropriate waste documentation will be present on-site and be available for inspection.
- All wastes and unused materials will be removed from site in a safe 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 retained by BEAR Scotland. A copy of the waste transfer will be provided to BEAR Scotland as early as practicably feasible and retained.
- If required, an exemption from SEPA will be secured to allow for the reuse of materials.
- During the site induction, all staff will be informed that littering will not be tolerated.
- Staff will also be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- All hazardous material will be stored in line with the Road Drainage & Water Environment section.
- 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).
- Any contaminated ground as a result of the works will be removed and transferred off site as special waste.
- Any special waste (if generated) will be removed from site by a licenced waste carrier. Special waste will not be mixed with general waste and/or other recyclables.

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

Activities undertaken on site associated with the proposed works have the potential to cause adverse noise and vibration impacts for local receptors through the use of equipment, construction vehicles and felling of trees, and potentially minor excavation of trial pits/boreholes. However, the works are not located within a CNMA, and the proximity of existing road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance, with the closest property located 140m from the scheme. The works will employ a daytime working pattern and due to the short duration (one to two weeks for either works, tree felling and GI) and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme.

The following mitigation measures will be put in place:

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

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of

construction presence, and associated delays due to traffic management measures. Road users will be informed of works through a media release, which will provide details of construction dates and times. All trees to be felled are located fully within the trunk road boundary, however the GI works will require access outwith the trunk road boundary. Land purchase is required and is currently progressing with the District Valuer. Land to be purchased is 0.494 acres, agricultural, purchased by agreement and will not impact any private assets.

No significant congestion issues are noted during the proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the works are scheduled outwith the main tourist season.

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.
- Any use of third-party land (where required) will be agreed with the relevant landowners, and all associated conditions will be fully complied with.
- Construction lighting (if required) will consider the need to avoid illuminating surrounding environment and properties to avoid a nuisance at low light levels, and non-essential lighting will be switched off.
- Local access will be granted as required.
- Any changes of schedule will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site (if required).
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to watercourses and/or drainage systems, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain).

No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The works may result in potential direct or indirect effects on surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- The scheme will not entail any in-stream works.
- 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 The Environmental Authorisations (Scotland) Regulations (EASR) 2018 for works in or near water are detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- 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 bowzers will be stored on an impermeable area and will be fully banded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground /

stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.

- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

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

Climate

During the works there is potential for impacts such as a result of the emission of greenhouse gases through the use of equipment, vehicles, material use, and production and transportation of materials and wastes. However, considering the nature, short-term duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be low.

Proposed climate mitigation measures:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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

Vulnerability of the project to risks

Small areas of the A85 carriageway within scheme extents are recorded as being low to high risk (0.1 to 10% chance each year) of surface water and small watercourse flooding. Although the trees along the verges participate in flooding reduction by slowing down the flow of rainwater, absorbing rainwater and reducing erosion, it is not expected that removal of the trees will significantly impact local flooding due to the presence of the road drainage system and remaining vegetation. Works will be programmed to avoid periods of adverse weather or heavy rainfall as far as is reasonably practicable.

Works are restricted to the trunk road boundary and the embankment to the east of the A85 carriageway. TM will be designed in line with existing guidance. TM will consist of lane closures facilitated by two-way temporary traffic lights during the daytime. Where required, alternative NMU provisions/routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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

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

Assessment of cumulative effects

GI works and tree felling are not anticipated to result in significant environmental effects.

A search of the [LLTNP Planning Portal](#) and [Stirling Council Planning Portal](#) did not identify any planning applications within 300m of the scheme in the last six months.

A search of the [Scottish Road Works Commissioner](#) website has identified that no other roadworks are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

Trees to be removed are located in a small area within the A85 trunk road corridor. Only the minimum number of trees required to facilitate construction of the layby will be removed. The total quantity of trees to be removed from the site (approximately 100 trees) has been assessed as negligible in the context of both the local and wider landscape, with plantation and tree shelterbelts remaining a dominant feature along this part of the A85 trunk road. In addition, trees to be removed will be recorded for future compensatory planting in appropriate locations. Suitable locations for replanting are highly limited within the trunk road boundary in proximity to this scheme; therefore, BEAR Scotland will seek to identify alternative suitable locations for compensatory planting, in discussion and consultation with Transport Scotland.

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. This approach allows BEAR Scotland to effectively manage

the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

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

An HRA was conducted to the proximity and ecological connectivity with the River Tay SAC. The assessment concluded that there was no potential for LSE resulting from the works on all species and habitats within the SAC due to lack of in-water works, sufficient distancing from the works to the SAC (i.e. no works within the SAC boundary), and standard good working practices.

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) are situated in whole or in part in the 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:

- The proposed works involve GI and tree felling in advance of the creation of a new layby to provide safe parking for motorists. The exact methodology of the GI works is yet to be confirmed.
- Works are restricted to an area of less than 1ha along a 220m stretch of the westbound carriageway of the A85.
- Works will be temporary, with a duration of one to two weeks for each works phase, and completed during daytime hours (08:00-18:00).
- 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.
- By providing a new layby, safe parking will be available for motorists and hillwalkers.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.

Location of the scheme:

- All trees to be felled are located within the trunk road boundary. However, GI works will require access outwith the trunk road boundary. Land purchase is required and is currently progressing with the District Valuer.
- While the works are located with LLTNP, the works do not involve any significant changes to the landform, considering the road verge at the scheme location is already being used as a popular parking place for motorists. Felled trees are located in a small area within the A85 trunk road corridor. Only the minimum number of trees required to facilitate construction of the layby will be removed. The total quantity of trees to be removed from the site (approximately 100 trees) has been assessed as negligible in the context of both the local and wider landscape.
- Consultation is ongoing with the LLTNP authority. All advice provided will be complied with.
- The scheme is located approximately 350m southwest of the River Tay SAC. A HRA concluded no LSE will occur on these features as a result of proposed works and no further assessment or consultation with NatureScot is required.

Characteristics of potential impacts of the scheme:

- No peat or soils will be removed from the scheme (if any excavation is required). Peat soils (if present) will be handled with care preventing destruction of peat.
- Any potential impacts of the works are expected to be short-term, non-significant and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste where required.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users, ecological and human receptors during the operational phase.
- As the works will be limited to the GI works and tree felling, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- Works are programmed to be of short duration and undertaken during daytime working hours.
- Mitigation measures detailed above (and in the SEMP) will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- Rhododendron, an INNS, has been found on site and is likely to be removed as part of the works. Measures to prevent spread will be implemented.

References of supporting documentation

BEAR Scotland (2026) A85 Ben More Layby Provision Habitats Regulations Appraisal (HRA).

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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