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Environmental Impact Assessment Record of Determination

A85 Almondbank Junction

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake resurfacing works with a mixed depth inlay on a section of the A85 carriageway, approximately 1.3km south of the village of Almondbank covering a length of 728m.

Key plant and equipment to be used on site includes paver, planer, 3CX JCB, two rollers, bowser, road sweeper and emulsion sprayer. A welfare unit with a generator will be established on site within the traffic management (TM), and heavy good vehicles (HGVs) will be required for the transport of materials and waste.

The resurfacing and structural maintenance procedure is as follows:

- Set up TM and mark out site
- Mill out old surface course
- Lay new surface course
- Roll surface and allow it to set
- Install road markings and studs
- Remove TM and open road

The works at A85 Almondbank Junction are scheduled for delivery within the 2026/27 Financial Year with a proposed date of 20th August for a duration of 9 nights, between the working hours of 19:00 – 06:00. However, changes to the programme may result on revised start dates or working hours.

TM will consist of lane closures facilitated by two and three-way traffic lights (TTLs) with a convoy system operating within working hours (19:00 – 06:00). Pedestrian access will be maintained throughout. Should the programme be revised, the TM arrangements may also be subject to change.

Location

The scheme is located on the A85 trunk road within the Perth and Kinross Council administrative area, between the following National Grid References (NGRs): [NO 07088 24999](#) - [NO 06396 25130](#) (see Figure 1).

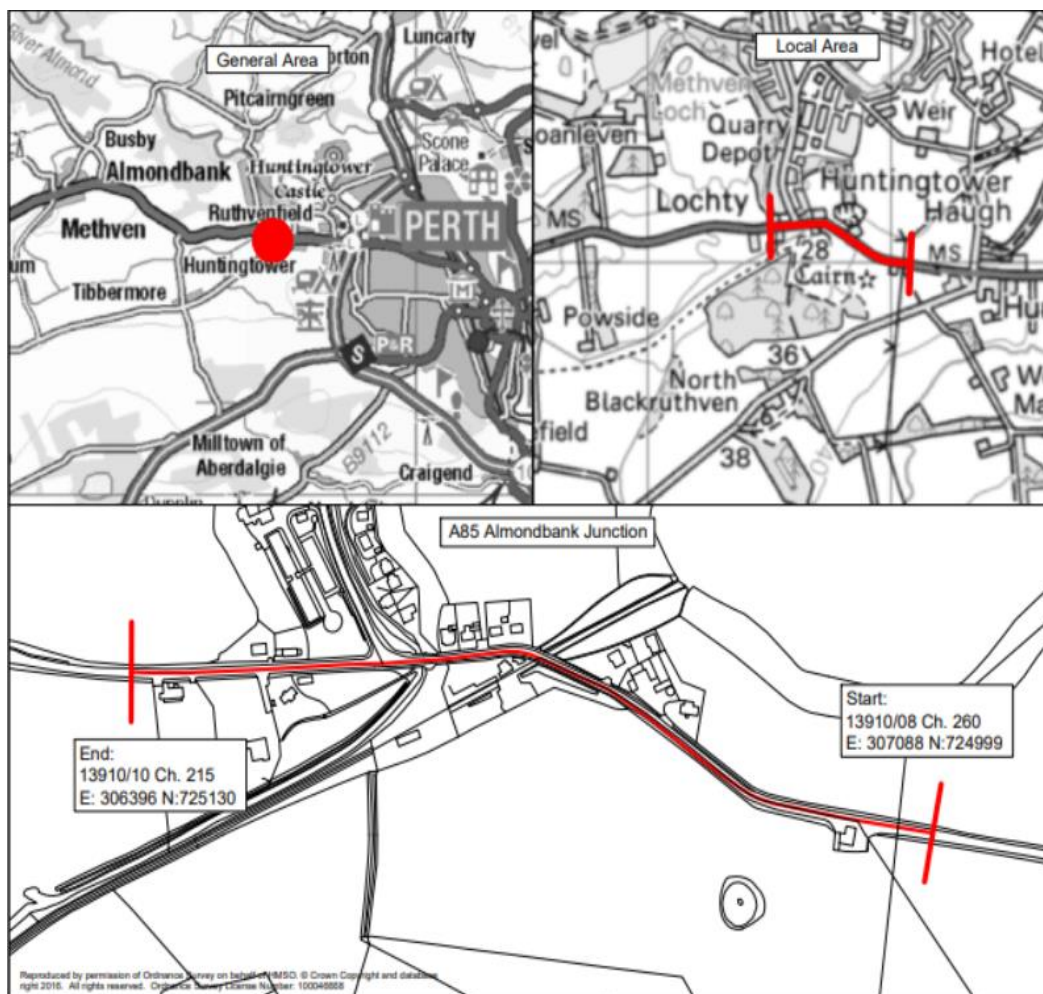


Figure 1: Scheme Extents

Description of local environment

Air quality

The scheme does not lie within any Air Quality Management Areas ([Scottish Air Quality](#)).

The [Perth Glasgow Road](#) Air Quality Monitoring Station lies approximately 2.9km southeast of the scheme, and it has an air quality of 'Low (2)'.

There are no records of sites as listed on the Scottish Pollutant Release Inventory ([SPRI](#)) within 10km of the scheme.

Due to the semi-urban location of the scheme, baseline air quality is likely primarily influenced by traffic along the A85 trunk road and urban activities associated with the village of Almondbank. Secondary releases are likely delivered by nearby agricultural and land management activities in the surrounding area.

Cultural heritage

A search through [PastMap](#) online cultural heritage mapping tool revealed that there are no Conservation Areas, Battlefield, or World Heritage sites within 300m of the scheme.

The Category B Listed Building 'Toft Houses' (Reference: LB18301) lies 20m north of the scheme.

There are two Scheduled Monuments that lie within 300m of the scheme, the closest of which is 'Cairn, 110m SW of Almondbank Filling Station' (Reference: SM2267), which lies approximately 75m south of the scheme. The second is 'Mains Of Huntingtower, Henge, Enclosures, Pits And Road Wsw O' (Reference: SM3630), which lies approximately 250m southeast of the scheme.

The 'Methven Castle' Garden & Designed Landscape (Reference: GDL00285) lies directly adjacent to the west end of the scheme.

Of lesser cultural heritage value numerous Historic Environment Records (HERs) and one National Record of the Historic Environment (NRHE) are located within 300m of the scheme.

The closest HER is a record of a dismantled railway line 'Perth - Crieff Railway' (MPK672) which lies within the footprint of the scheme.

The closest NRHE is a record of 19th – 20th century railway station ‘Almondbank Station’ (88220) which lies 10m south of the scheme.

The construction of the A85 trunk road will likely have exposed any potential items of cultural heritage interest present within the upper engineered layers, and as such the likelihood of presence of undiscovered features is considered low.

Landscape and visual effects

The scheme does not lie within any National Parks (NP) or National Scenic Areas (NSA) ([SiteLink](#)).

The scheme lies within the ‘Lowland River corridors – Tayside’ Landscape Character Type ([LCT](#)) 381, which has the following key characteristics:

- Well-defined river corridors in broader lowland landscapes, with the River Tay corridor being more expansive and open than the smaller scale, intimate, enclosed River Almond corridor.
- Meandering, often incised course through softer sandstones.
- Rapids, weirs and mills where harder rocks cross the valleys.
- Mill settlements close to rapids and weirs, and some historic houses and designed landscapes in riverside locations.
- Steep winding minor roads
- Woodland is an essential landscape component with semi-natural broadleaf woodland on steeper incised slopes, and conifer forests or policy woodlands extending to the river’s edge.
- Arable and pasture fields on higher ground either sides of the rivers, with network of hedges and hedgerow trees.
- Relatively concealed within the wider landscape.

Within the scheme extent the land use type is classed as ‘Urban Area’ which is cities, towns and large villages with their housing, individual shops and places of education or worship, as well as prisons and hospitals, municipal buildings and hotels are noted as urban areas. Very small clusters of houses in the countryside are also included. It is also within ‘Rectilinear Fields and Farms’ which is rectilinear field boundaries and associated farm steadings and other buildings are typical of agricultural improvements since the 1700s. Recent amalgamation of these fields is common ([HLAMap](#)).

The A85 Trunk Road, within the North West Network Management Contract (NMC), 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 River Tay Special Area of conservation (SAC) (site code: [8366](#)) is spanned by the A85 within the scheme extents.

Due to the ecological connectivity between the scheme and River Tay SAC a Habitats Regulations Appraisal (HRA) has been completed to assess potential impacts of the works on the European site. Further details are provided in the 'Biodiversity' section below.

There are no Sites of Special Scientific Interest (SSSIs) within 300m of the scheme extent ([SiteLink](#)).

No other sites designated for biodiversity features (e.g. Local or National Nature Reserves) lie within 2km of the scheme ([SiteLink](#)).

The NBN Atlas holds records of the following Invasive Non-Native Species (INNS) (as listed in the NMC) within 2km of the scheme extent:

- Giant hogweed (*Heracleum mantegazzianum*)
- Himalayan balsam (*Impatiens glandulifera*)
- Japanese knotweed (*Reynoutria japonica*)

Transport Scotland's Asset Management Performance System (AMPS) holds no records of INNS or injurious weeds (as listed within the NMC) within 300m of the scheme.

Habitat surrounding the scheme is dominated by woodland, freshwater habitats and agricultural fields with housing in the wider area.

Two unnamed areas of woodland listed on the Ancient Woodland Inventory ([AWI](#)) lie within 300m of the scheme, the closest of which lies approximately 20m north of the scheme (Wood ID: 18511).

The Lochty, Almondbank - Tree Preservation Order ([TPO](#)) lies approximately 165m north of the scheme, no other TPOs are within 300m of the scheme.

An Ecological Constraints Survey (ECS) was undertaken by the BEAR Scotland's Environmental team on 12/06/2026 for the proposed works. The scheme was surveyed to a 200m buffer where possible, however, areas that could not be accessed were surveyed from the public paths.

Geology and soils

The scheme does not lie within 300m of any Geological Conservation Review Sites (GCRS) or geological SSSIs ([SiteLink](#)).

Bedrock geology within the scheme is recorded as Scone sandstone formation - sandstone, and superficial deposits are classed as glaciofluvial ice contact deposits - sand, gravel and boulders, as well as alluvium - sand and gravel, and glaciofluvial sheet deposits - sand and gravel ([BGS](#)).

Component soils within the scheme are classed humus-iron podzols and mineral alluvial soils with peaty alluvial soils ([Scotland's Soils](#)).

The surrounding area lies within a Carbon and Peatland class of '0', which are mineral soils with no peat present ([Scotland's Soils](#)).

Works will be restricted to previously engineered ground within the A85 trunk road boundary. Therefore, this receptor has no constraints (as identified in Environmental Baseline) that are likely to be impacted by the proposed works and as such, 'geology and soils' is scoped out and is not discussed further within this RoD.

Material assets and waste

The resurfacing works are necessary to replace the worn carriageway surface and to undertake general maintenance of the A85 trunk road.

Materials used will consist of:

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

The value of the scheme does not exceed £350,000 therefore, a Site Waste Management Plan (SWMP) is not required.

A site compound is not required for this scheme.

Wastes are anticipated to be primarily planings from the carriageway surface course which will be reused off-site to improve local farm roads.

It has not been confirmed if any coal tar is present.

Noise and vibration

For residential, community and commercial receptors please 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 Transportation Noise Action Plan ([TNAP](#)) 2024-2028.

L_{DEN} or 'day, evening, night average noise levels' are modelled within the scheme extent. Noise levels are recorded as being between 63-66dB on the A85 carriageway at the scheme extents ([Scotland's Noise Map](#)).

Given the semi-urban nature of the area, it is considered likely that the baseline noise will be low, with noise mainly influenced by the traffic travelling along the A85 carriageway and the urban activities associated with the village of Almondbank. Secondary noise influences are likely to arise from local agricultural activities.

Population and human health

There are a high number of commercial and residential properties within 300m of the scheme, the closest of which lies directly adjacent to the scheme extent.

Within the scheme extent there is one junction leading to the village of Almondbank and seven access roads to residential properties and one access point to a petrol station. Two bus stops lie within the scheme extents and a public footpath that runs along the majority of the scheme extents. This section of the A85 has street lighting present.

There are no National Cycle Network routes ([OS Maps](#)) or designated walking routes listed on [WalkHighlands](#) within the scheme extents.

The [Perth & Kinross](#) Core Path '34/21 link route, Tibbermore road to Almondbank Filling Station' ends directly adjacent to the scheme extent (Path code: METH/148).

A vehicle traffic counter recording the Average Daily Traffic (ADT) flow count on the A85 nearest to the scheme lies approximately 1.9km west of the scheme (Site: 0000ATC03014), and recorded 7,207 vehicles, consisting of 11.3% heavy goods vehicles (HGVs), in 2025.

Road drainage and the water environment

The scheme is underpinned by the Isla and Lower Tay Sand and Gravel groundwater body (ID: 150740), in the Scotland river basin district. It is 253.7 square kilometres in area and was given an overall status of 'Good' in 2024 by the Scottish Environment Protection Agency ([SEPA](#)) under the Water Framework Directive 2000/60/EC (WFD).

East Pow (d/s of Methven to R Almond Confluence) is a river (ID: 6510), in the River Tay catchment of the Scotland river basin district. The main stem is approximately 7.3km in length and runs directly beneath the scheme. It was given an overall status of 'Moderate ecological potential' in 2024 by [SEPA](#).

No other watercourses classified or unclassified by SEPA lie within 300m of the scheme.

Throughout the scheme extent there are multiple areas that have a high likelihood (10% chance each year) of flooding due to fluvial flooding ([SEPA Flood Maps](#)).

Climate

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

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

annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

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

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause 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 the 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 a potential to produce dust will be removed from site as soon as possible, and vehicles that remove waste 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., 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) minimising cutting and grinding on-site, (b) reducing 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 the 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 Record of Determination (RoD).

Cultural heritage

Although one Listed Building and three Scheduled Monuments lie within 300m of the scheme and 'Methven Castle' Garden and Designed Landscape lies directly adjacent to the west end of the scheme, the works are restricted to the A85 boundary with no requirement to access land out with this trunk road corridor.

The works are like-for-like renewal of the road surface and structural maintenance. Any excavation works associated with the scheme are strictly restricted to the already engineered ground within the carriageway boundary, and construction of the A85 trunk road is likely to have removed any archaeological remains that may have been present. As such, the potential for significant effects on these features and exposure of unrecorded cultural heritage features is considered to be low.

As standard, the following good practice measures will be in place to reduce the risk of impacts to features of cultural heritage interest:

- All site personnel will be briefed on the importance of cultural heritage value within the area and the location and boundary of the Garden and Designated Landscape.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access outwith these areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and ideally be limited to access on foot.
- If there are any unexpected archaeological finds, works will stop temporarily in the vicinity, 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

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles and TM. However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A85, and construction works are programmed to be of short duration (9 nights). As such, the visual impact of the works will be minimal.

Upon the completion of the works, no significant residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change, and as such, any visible change is considered to be negligible.

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

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

Biodiversity

The scheme spans a watercourse which forms part of the River Tay SAC and as such, a Habitats Regulations Appraisal (HRA) was conducted. The HRA concluded in Stage 3 that the works would not result in Likely Significant Effects (LSE) on the fish and aquatic vegetation based on the following reasons:

- No in-water works are required.

- With standard pollution prevention practices in place hydrological connectivity is highly limited.
- Designated features are confined to the watercourse and are not expected to be present out with the water environment.
- There are no cumulative or in-combination effects of the schemes on the designated sites.
- The works are temporary and of short duration and restricted to the trunk road boundary and therefore, the works will not result in the removal or alteration of the SAC.
- Qualifying features of the designated sites are likely already habituated to existing levels of light and noise on the A85 trunk road and standard good practice measures will be in place to reduce noise and direct lighting onto the works area only.
- There is ample alternative habitat available for qualifying species of the designated site to move away from the scheme extents.

The HRA concluded that LSE on mammal species within River Tay SAC could not be ruled out in Stage 3; however, with the below mitigation measures in place, the assessment concluded that there would be no adverse effects on site integrity (AESI), and that all conservation objectives will be met:

- Toolbox Talks will be included in the SEMP and provided to all site staff prior to works commencing.
- Artificial lighting will be used for as short a duration as possible and will be directed on the immediate area of works and away from watercourses and suitable bankside habitat as far as is safe and reasonably practicable.
- Plant, machinery and equipment will be fitted with effective silencers where available utilised for the works. Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where possible, inherently quiet plant will be selected for construction works. Where appropriate, pumps and generators will be sound-reduced models with fitted, lined, and sealed acoustic covers.
- All plant will be operated in such a way that minimises noise emissions and be switched off when not in use.
- All ancillary plant such as generators will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

- The working area and any machinery stored on site will be checked at the start of each shift. A soft start will be implemented to ensure a gradual increase in noise and activity.
- Any excavations, entrances to pipes/drains, or areas where an animal could be trapped (e.g., storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works.
- If fencing is used at any point during works, a gap of 200mm from ground level will be provided, allowing free passage and preventing entrapment.
- Passage under bridges and along watercourses will be maintained for the duration of works where possible.
- If animals are observed in the area of works prior to works starting, no works will commence until they have moved at least 50m away.
- If animals are observed during works, all works will cease until they have moved at least 50m away

Activities associated with the resurfacing works undertaken on site could potentially have a temporary adverse impact on biodiversity in the wider area as a result of an increased vehicle presence and the potential for noise and light disturbance to protected species and pollution of habitats. However, works are restricted to the A85 carriageway and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of the works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A85 and the scheme is of short duration. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low. Pollution controls and good practice measures to reduce impacts of works on the local environment will also be detailed in the SEMP and adhered to on site.

The ECS identified no injurious weeds or INNS within the survey area. In addition no excavation or delivery of soil is required and as such, potential for disturbance and/or spread of any INNS is limited.

Two unnamed areas of woodland listed on the AWI and one TPO lie within 300m of the scheme; however, works are restricted to the existing A85 trunk road boundary and no tree felling or vegetation clearance is planned as part of the proposed works.

The following mitigation measures will be put in place to minimise impacts on biodiversity features in the area:

- No in-water works will be permitted. Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.
- Artificial lighting 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. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Material assets and waste

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- 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 produced and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- If any presence of coal tar is discovered the following process will be followed:
 - Any coal tar contaminated road planings will be classified as Special Waste.
 - Special waste consignment notes (SWCN) will be obtained from SEPA to allow the movement of the contaminated planings.
 - Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility.
 - SEPA will be notified at least 72 hours before (and no longer than one month before) Special Waste leaving site.
- 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 noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA and the proximity of road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. Works will be completed on a rolling programme during night-time working hours within an urban area, however, the works are of short duration (9 nights) and the below mitigation measures will be in place. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

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

The following mitigation measures will be put in place:

- Local residents that are likely to be affected by the works will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Environmental Health Officer (EHO) from Perth & Kinross Council will be notified of the 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 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. Full road closures of the A85 are not required. Although there will be TTLs, the works will take place during nighttime hours and the ADT flow on the A85 is low; no significant congestion issues are noted during the proposed construction hours. In the event of local access restrictions to residential properties or business premises, access will be granted as requested.

A high number of residential properties lie within 300m of the scheme extents. The nearest of which lies directly adjacent to the scheme, with minimal screening present. As such, there is potential for disturbance from noise and vibration. However, 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 changes of schedule will be communicated to local residents and public transport operators throughout the programme.
- Given the proximity of residential properties to the scheme extents, the Toolbox Talk TTN-042 'Being a Good Neighbour' will be briefed prior to the works commencing.
- Local access will be granted as required.

- Any changes of schedule (e.g. change from night-time to daytime works) will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

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

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

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

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Environmental Authorisations (Scotland) Regulations (EASR) 2018 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- 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%.

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 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 its Carbon Management Policy.
- All mitigation measures detailed within 'Air Quality' and 'Material Assets and Waste' will be adhered to.

- The works will utilise Warm Mix Asphalt (WMA) for binder layer in favour of Hot Mix Asphalt (HMA).
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse 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 facilities, where required.

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

Throughout the scheme extent there are multiple areas that have a high likelihood (10% chance in one year) of flooding due to fluvial flooding. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall. There will be no change to the likelihood of flooding on the A85 within the scheme extents upon completion of the works.

Works are restricted to areas of engineered ground of the A85 trunk road and TM will be designed in line with existing guidance. TM will consist of a TTLs with a convoy system operating within working hours (19:00 – 06:00). Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the TM setup.

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

The works will not result in any change in vulnerability of the A85 carriageway to risk, or in severity of major accidents/disasters that would impact on the environment. The resurfacing of the A85 carriageway is designed to protect users of the A85 trunk road and will have a beneficial impact on road users.

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 [Perth & Kinross Planning Portal](#) identified no planning applications within 300m of the scheme that have been accepted within the last 6 months.

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

BEAR Scotland programme all of its proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects 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 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 of the environmental receptors as a result of the proposed works.

The HRA assessment concluded that the works would not result in AESI on the qualifying feature and further assessment is not required.

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 River Tay Special Area of Conservation (SAC) which is a sensitive site 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:

- Construction activities will be restricted to an area of 0.459ha along a 728m stretch of the A85 trunk road.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant and limited to the construction phase.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users and human receptors during the operational phase.
- As the works will be limited to the like-for-like resurfacing, there will be no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The works are temporary, transient, localised and completed during nighttime hours on a rolling programme.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.

- The risk of major accidents or disasters is considered to be low
- Removal of the carriageway defects will provide this part of the A85 carriageway with another life cycle and significantly improve the ride quality which will result in safer conditions for road users.
- The works will include the resurfacing of the A85 trunk road and will be restricted to the carriageway boundary.

Location of the scheme:

- The works will be carried out within the existing A85 road boundary and as such, no land take will be required.
- The scheme extent spans a watercourse which forms part of River Tay SAC. The HRA concluded that the works are not expected to result in AESI on the site.

Characteristics of potential impacts of the scheme:

- The SEMP will include plans to address environmental incidents.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- In the event that INNS presence is located on site, measures to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified

References of supporting documentation

‘Habitats Regulations Appraisal (HRA) Proforma A85 Almondbank Junction’. BEAR Scotland, June 2026.

Annex A

“sensitive area” means any of the following:

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