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Environmental Impact Assessment Record of Determination

A85 West of Lix Toll - Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A85 carriageway. The works include milling out and replacing bituminous inlay material to mixed depths. Following the resurfacing works, road markings will be reinstated.

The total length of the scheme is 485m with an approximate area of 0.29 ha.

The main plant will include pavers, planers, excavators, and rollers. A welfare unit with generator will be required on site, and heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Reset and/or replace roadside gullies where required.
- Lay new surface course.
- Roll surface and allow it to set.
- Install road markings and studs.
- Remove TM and open road.

The works are programmed to be completed within the 2024/2025 financial year, currently aiming for commencement in February 2025, however this is subject to change. Works will be undertaken during night-time hours (07:00-19:00) over the duration of one week. Any changes in the programme may result in the need for a change to day-time working.

TM will involve a night-time road closure with amnesties, which will operate under 10mph convoy and temporary traffic lights. Access to junctions and private roads will be maintained. Site access and plant storage will be located within TM. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme is located on a section of the A85 carriageway 4km south of Killin, within Stirling Council (Figure 1).

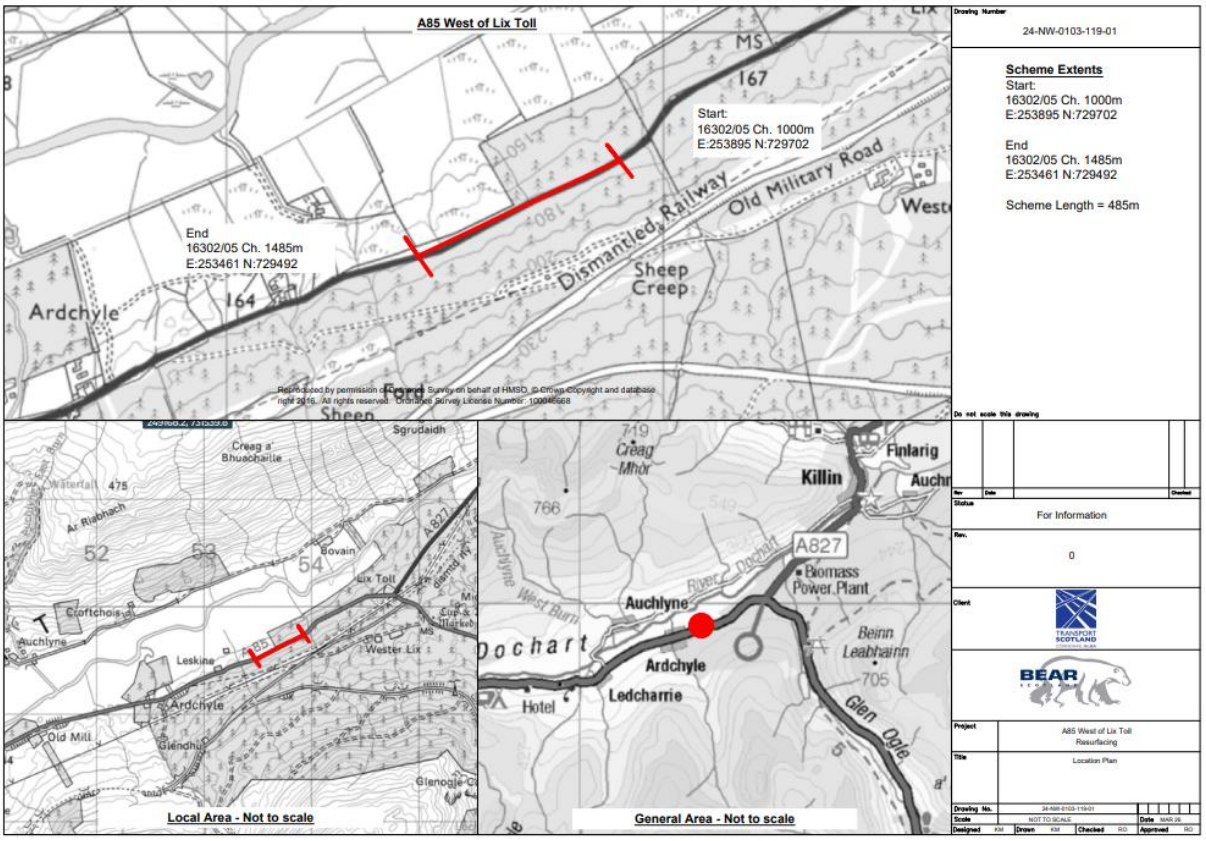

Figure 1: Scheme Location

The scheme has the following National Grid References (NGRs):

- Start: NN 53891 29698
- End: NN 53453 29488

Description of local environment

Air quality

The scheme is not located within an Air Quality Management Area (AQMA) (Air Quality in Scotland).

There are no Air Quality Monitoring Station (AQMS) nor any Scottish Pollutant Release Inventory (SPRI) sites which record air pollutants within 10km of the proposed works (Air Quality in Scotland).

Baseline air quality is likely to be primarily influenced by traffic along the A85, with secondary influences from nearby agricultural and forestry practices

In 2023, the average annual daily flow (AADF) of traffic on the A85 carriageway 4.8km west of the scheme (Count Point 766) was recorded as 2,416 vehicles, of which 184 (7.6%) were heavy goods vehicles

Cultural heritage

No Listed Buildings, Scheduled Monuments, Garden & Designed Landscapes, Conservation Areas, Battlefields, or World Heritage sites are located within 300m of the scheme (PastMap).

Of lesser cultural heritage interest, there are several Historic Environment Records (HER) and features as listed on the Canmore database located within 300m of scheme extent; the closest of which refers to a study area at Leskine Farm, less than 10m from the A85 carriageway (WoSAS).

Construction of the A85 carriageway is likely to have removed any archaeological remains that may have been present within the carriageway boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low.

Landscape and visual effects

The scheme is located within the Loch Lomond and the Trossachs National Park (LLTNP) (NatureScot), which has the following special general qualities:

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

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

No National Scenic Areas (NSA) or any other sites of designated landscape character or quality are located within the scheme (NatureScot).

The scheme is located in a semi-rural area. Land surrounding the scheme is dominated by arable land to the north, and plantation woodland to the south.

The Landscape Character Type (LCT) within the study area is 'Straths and Glens' (no. 253) (Scottish Landscape Character Types). The key characteristics of this LCT are:

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

The A85 carriageway is a prominent linear landscape feature. The road corridor, for example, has a distinct character shaped by fast-flowing traffic, road markings, safety barriers, signage, landscaping, lighting etc. The scale of the carriageway detracts from the quality and character of the wider landscape.

Biodiversity

River Tay SAC encompasses the River Dochart 360m north of the scheme.

There are no Sites of Special Scientific Interest (SSSI), Local Nature Conservation Sites (LNCS) or Local Nature Reserves (LNRs) within 300m of (or which share connectivity with) the scheme (NatureScot).

The NBN atlas does not hold any records of invasive and injurious plants (as listed in the Network Management Contract) within 2km of the scheme.

A search of the Asset Management Performance System (AMPS) highlighted two records of common ragwort (*Jacobaea vulgaris*), an invasive native plant species, in the A85 verges within 300m of the scheme.

Habitat in the surrounding area comprises predominantly agricultural land, with conifer plantation, mixed woodland and streams.

The scheme will be restricted to the existing A85 trunk road boundary and relates to works of a localised nature over a short duration, with species liekly to be habituated to noise associated with traffic movements at this location. As such, a site visit as part of this assessment has been deemed unnecessary.

There are no areas of woodland listed on the Ancient Woodland Inventory (AWI) nor any Tree Preservation Orders (TPOs) within 300m of the scheme (SE Map).

Geology and soils

The A85 within the scheme is not located within a Geological Conservation Review Site (GCRS) or geological SSSI, and there are no Local Geodiversity Sites (LGS) with connectivity to the scheme.

Bedrock within the scheme extent is comprised of ‘Loch Tay Limestone Formation’ (metalimestone. metamorphic bedrock), and superficial deposits are noted as ‘Till and Morainic Deposits’ (diamicton, sand and gravel; sedimentary superficial deposits) (British Geological Society). Component soils are noted as ‘humus-iron podzols with peaty gleys’ (Scotland's Soils).

Soils within the scheme extent are recorded as being 'Class 0', as displayed on Scotland's Peat Map. Class 0 is considered to be mineral soil, and peatland habitats are not typically found on such soils.

Works will be restricted to previously engineered ground within the A85 trunk road boundary. Therefore, this receptor has no constraints 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 proposed works are necessary to resurface sections of the A85 carriageway, requiring base/binder inlay, and reinstatement of road markings and studs. Materials used will consist of:

- Asphaltic material
- Bituminous emulsion bond coat
- Milled in road studs
- Thermoplastic road marking paint

Wastes are anticipated to be removed planings from the surface course, which will be recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

The Scheme value is still to be confirmed and may increase to above £350,000. If the scheme value is over £350,000 a site waste management plan (SWMP) is required. Coal tar has not been highlighted as being present within the scheme extent.

Noise and vibration

For residential, community and commercial receptors, refer to the 'Population and human health' section below.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps).

Noise modelled data from Round 4 Noise Mapping (Scottish Government) shows 'LDEN', or 'day, evening, night average noise levels', of the A85 at this location to be between 60-70dB.

Baseline noise and vibration in the study area is likely mainly influenced by vehicles travelling along the A85 trunk road. Secondary sources are likely to be derived from day-to-day agricultural/forestry land management activities.

Population and human health

One residential property, Leskine, Farm, is located 300m west of the scheme. No other residential or other sensitive properties are located within proximity.

One gated access point to a parking/disused area of land is located within the scheme extent.

There are no Core Paths (NatureScot), routes as listed on WalkHighlands, National Cycle Network Routes (OS Maps) or any other provisions for non-motorised users (NMUs) within 300m of scheme extents. No community facilities (such as bus stops) are located within the scheme extents.

TM will utilise a road closure during nightly construction works. During night-time closures, amnesties will be in operation which will employ 10mph convoy and temporary traffic lights. No street lighting exists within the scheme.

A85 Trunk Road 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.

Road drainage and the water environment

The River Dochart (ID: 6502) flows parallel to the A85 carriageway 350m north of the scheme, and has been classified by Scottish Environment Protection Agency (SEPA) under the Water Framework Directive as being in 'Moderate' condition (SEPA).

The scheme is underlain by the 'Killin, Aberfeldy and Angus' groundwater body (ID: 150699), which was classified by SEPA as having an overall status of 'good' in 2023 (SEPA Water Classification Hub). This also recorded as a Drinking Water Protected Area (DWPA) (Ground) (Scotland's Environment).

Several minor/unclassified watercourses and drainage channels flow below and within 300m of the A85 carriageway at the scheme extent.

A search of the SEPA Flood Map does not highlight any flood risk on the A85 carriageway within the scheme extent.

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act included a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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). 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 a legally binding target of net-zero by 2045.

Policies and plans

This Record of Determination (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 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.

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the works will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- Green driving techniques will be adopted, and effective route preparation and planning to be undertaken prior to works.
- 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.
- Activities involving cutting/planing will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains following planing.

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

All work is restricted to the already engineered carriageway boundary, and as such the potential for exposure of undiscovered cultural heritage features is considered negligible; construction of the A85 road corridor is likely to have removed any archaeological remains that may have been present.

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

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with 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.

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

Landscape and visual effects

The works lie within the boundary of the Loch Lomond and the Trossachs National Park (LLTNP). Due to the like-for-like nature of resurfacing works being restricted to the trunk road boundary, no permanent visual impact on the NP is expected.

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, works will be restricted to the A85 carriageway boundary and will be limited to the like-for-like replacement of the carriageway surface and will be carried out over a short duration (1 week).

Land use will not change as a result of the works, and the works will not result in any residual change to the visual amenity of the local landscape.

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

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or is 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 shall 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

During road resurfacing, activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

Due to the proximity of works to the River Tay SAC, BEAR Scotland produced a Habitats Regulations Appraisal (HRA) to assess potential effects of the proposed resurfacing works. The HRA concluded that works would not result in any Likely Significant Effects (LSE) on any of the qualifying features of the River Tay SAC, due to the following factors:

- Works are located over 300m from the SAC and will be restricted to the engineered ground within the A85 carriageway boundary, and therefore will not result in direct alteration or removal of any habitat features associated with the SAC.
- Pollution pathways between the works and the wider water environment are limited due to sufficient distancing, nature of the works, and no requirement for in-water works.
- Some minor watercourses and drainage channels flow below/in proximity of the A85 carriageway near the works location which connect with River Dochart, however these do not provide suitable habitat/features to support any protected species.

- Species in this area are likely to be habituated to high levels of noise, lighting, and vehicle movement due to existing levels of traffic on the A85, and the River Dochart offers abundant favourable foraging habitat in the wider area.

All works will be restricted to the A85 carriageway surface and will not entail any in-stream works or vegetation clearance. There are no significant earthworks associated with the scheme, and the scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce invasive non-native species (INNS), invasive native perennials, or injurious flowering plant species.

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for 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 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. The scheme is of short duration (1 week) and will be undertaken on a rolling programme. 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 be detailed in the Site Environmental Management Plan (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:

- Works will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.
- 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 Environment Team.

- 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.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- 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.
- Any artificial lighting used during periods of low light levels will be directional and will avoid spilling into sensitive areas and nearby habitat where possible.
- 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.
- Planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork must be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a night-time working pattern, however in the event of programming changes there is potential for works to be undertaken during the day. One residential property is located within 300m of the works. Due to the short duration and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme. The 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.
- In the event of night-time programming, the Environmental Health Officer (EHO) for Stirling Council will be notified of works.
- In the event of night-time programming, residents in proximity will be notified.

- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to the local area.
- 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 noise and delays due to traffic management measures. Road users and local service providers (i.e. bus operators) will be informed of works through a media release, which will provide details of construction dates and times, and planned amnesties.

No significant congestion issues are noted during the proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the relatively low traffic counts and night-time programming.

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 public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Notification will be issued to nearby properties prior to commencement of the works, advising of any proposed works and expected restrictions.
- Local access will be granted as required.
- Any changes of schedule (e.g. change from night-time works to day-time works) 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 as 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

During resurfacing works, there is potential for temporary impacts on the water environment. 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/flooding) during works have the potential to have a direct or indirect effect on the 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 Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) 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 are permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site should be visually checked to ensure they have not become blocked as a result of the scheme.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.

- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and will be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special 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 must also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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

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

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

Works are restricted to the made ground of the A85 carriageway and TM will be designed in line with existing guidance. TM will consist of a full road closure, which will be facilitated by amnesties (with 10mph convoy and temporary traffic lights). Where required, alternative NMU provisions/routes will be included in the TM setup, to minimise impact of the works on NMUs.

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

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 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 Stirling Council Planning Portal (Stirling Council Planning Portal) identified no planning applications within 300m of the scheme submitted in the last year.

A search of the Scottish Roads Works Commissioner website (Map Search) 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.

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

Overall, it is unlikely that the proposed works will have 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.

Due to the proximity of works to several European Sites, an HRA was undertaken to assess potential effects of the proposed resurfacing works on these sites. An Appropriate Assessment was carried out which concluded no LSE as a result of works.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) is situated wholly within Loch Lomond and the Trossachs National Park, which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made ground on the A85 carriageway surface.
- Construction activities are restricted to an area of 0.29ha along a 485m stretch of the A85.
- The works will be temporary, transient, localised, and completed during night-time 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.
- Removing the carriageway defects will provide this part of the A85 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.

Location of the scheme:

- The scheme is located wholly within Loch Lomond and the Trossachs National park; however, no permanent visual impacts on this National Park or the local landscape will result from the works. Temporary visual impacts during construction will be minor, highly localised, and of short duration.
- The scheme will be located within the existing A85 road boundary and as such, no land take will be required.

Characteristics of potential impacts of the scheme:

- The HRA did not identify any LSE on the qualifying features of River Tay SAC as a result of the works.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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 like-for-like replacement 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.
- 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.

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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