



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A85 St Fillans Bus Stops

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Project Details

Description

BEAR Scotland, on behalf of Transport Scotland, has been commissioned to construct three new bus stop shelter hardstandings and reconstruct one existing bus stop shelter hardstanding within the village of St Fillans.

The scheme consists of four sites along the A85 carriageway with total area approximately 0.02ha.

The scheme is required to comply with the Disability Discrimination Act (DDA) and provide accessible access to bus stops within St Fillans.

The works are currently programmed to be completed within the 2023/2024 financial year. The works will be undertaken over 25 days utilising a daytime working pattern (07:00 – 19:00).

Traffic management (TM) will involve single lane closures facilitated by temporary traffic lights (TTLs). If the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme is located adjacent to the A85 carriageway within the village of St Fillans, 7km west of Comrie, within the Perth and Kinross Council area (Figure 1). The scheme has the following National Grid References (NGRs; centred):

- Site 1 - NN 69963 24155
- Site 2 - NN 69592 24078
- Site 3 - NN 69058 24483
- Site 5 - NN 69067 24489

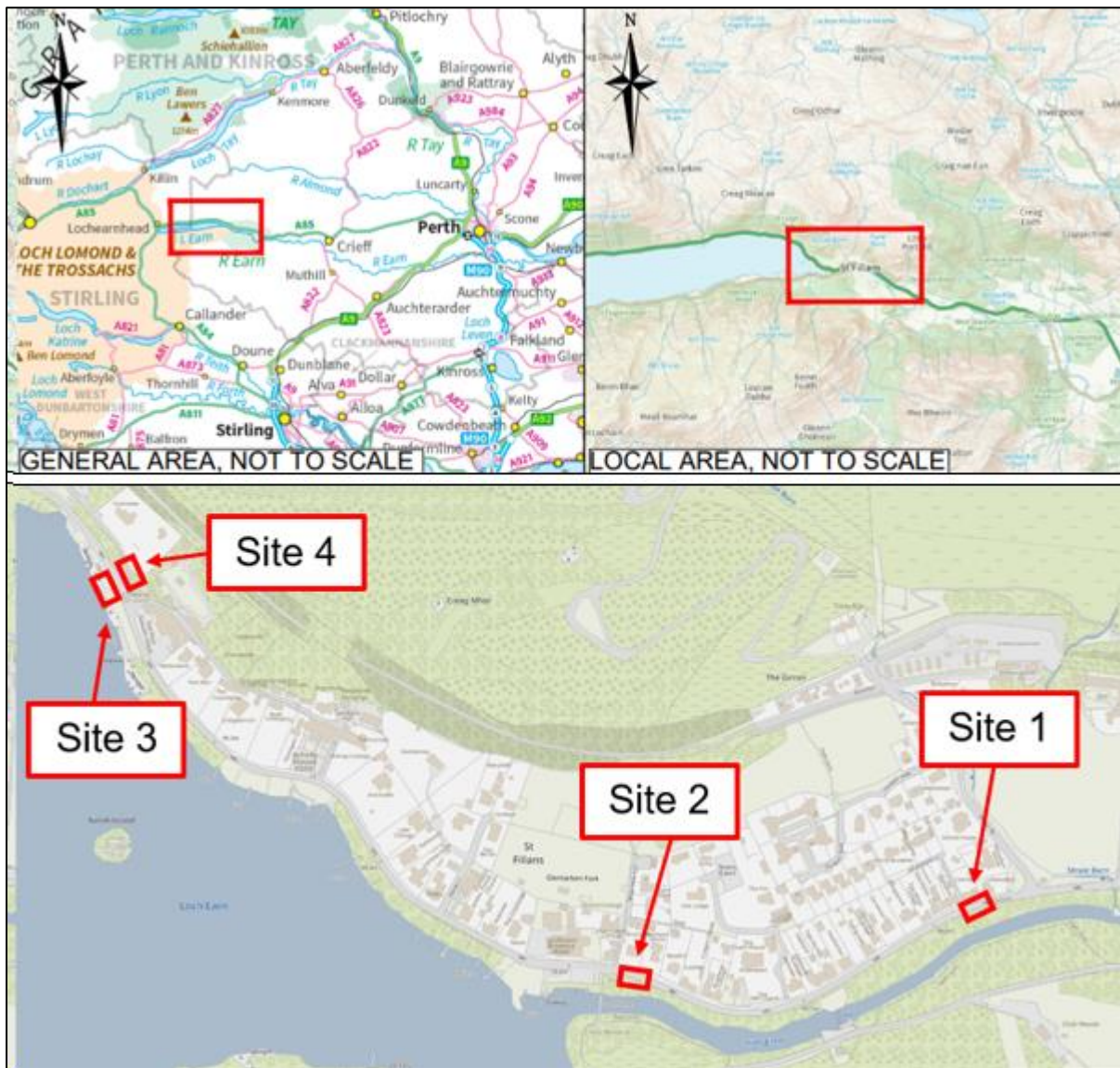


Figure 1. Location of proposed bus stop foundations at St Fillans. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0303-27).

Description of local environment

Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) declared by Perth and Kinross Council. The nearest AQMA to the scheme 'Perth No.2 - Crieff AQMA' lies 16km east of the scheme and is declared for particulate matter (PM₁₀) and nitrogen dioxide (NO₂) ([Air Quality Scotland](#)).

There are no Scottish Pollutant Release Inventory ([SPRI](#)) monitoring sites located within 10km of the scheme.

Baseline air quality is likely to be primarily influenced by traffic along the A85 trunk road and urban activities within St Fillans.

Cultural heritage

According to PastMap the following sites of cultural heritage value are noted within 300m of the scheme ([PastMap](#)):

- The scheme extent is located within the St Fillans Conservation Area.
- 12 Listed Buildings. The nearest of these 'St Fillans, Wellandura Including Outbuildings And Boundary Walls' is a category C Listed Building which lies 30m north of the scheme (Site 4). All of the noted Listed Buildings are located north of the scheme and separated from the A85 carriageway by hedging, fencing and landscaped gardens.
- Numerous records on the Canmore and Historic Environment Record registers. None of these are depicted within the scheme extents.

There are no Scheduled Monuments, Garden and Designed Landscapes, Inventory Battlefields or World Heritage Sites within 300m of the scheme.

Landscape and visual effects

The scheme is located within the Loch Lomond and Trossachs National Park (LLTNP) ([SiteLink](#)), which has the following special qualities:

1.0 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

2.0 Argyll Forest

- A remote area of high hills and deep glens
- A land of forests and trees
- Arrochar's mountainous and distinctive peaks
- The variety of glens
- The slender jewel of Loch Eck
- The dramatic pass of Rest and Be Thankful
- The seaside architecture of Kilmun and Blairmore

3.0 Loch Lomond

- Immensity of loch and landscape
- Two lochs in one
- A multitude of beautiful islands
- Distinctive mountain groups
- Ben Lomond, widely known, popularly frequented
- Banks of broadleaved woodland
- Peaceful side glens

4.0 Breadalbane

- Steep mountains and long glens
- Crossroads within remote mountain ranges
- A landscape of distinctive glens and straths
- The narrow Strathyre and Loch Lubnaig ribbon
- Beautiful Balquhiddy
- Wide and straight Loch Earn
- The rocky pass of Glen Ogle
- Killin and the Falls of Dochart
- Expansive Glen Dochart
- Wide Strath Fillan
- Sinuous Glen Falloch

5.0 The Trossachs

- A traditional 'Gateway to the Highlands'
- A harmonious concentration of lochs, woods and hills
- Rugged Ben Venue, the centrepiece of the Trossachs
- Loch Katrine, the 'Queen of the Trossachs'
- A landscape of beautiful lochs
- The romance of the Trossachs
- The resort of Aberfoyle and the Duke's Pass
- The curious wooded hillocks of Aberfoyle
- The gateway town of Callander
- The tranquil Lake of Menteith

The scheme does not lie within a National Scenic Area (NSA) ([Scotland's Environment](#)). River Earn (Comrie to St Fillans) NSA is located 190m southeast of the scheme. The Special Qualities of the NSA are noted to be the following:

- A harmonious combination of highland and lowland
- An enclosed and unified strath
- The sinuous river at the heart of the NSA
- Rocky hillocks rising out of the level floodplain
- Diverse tree cover of woods and forests
- A managed, ordered landscape
- The spectacular De'il's Cauldron and Dunmore Hill

- The viewpoint of Dundurn, St Fillans Hill.

The Landscape Character Type (LCT) within the scheme extents is categorized as 'Straths and Glens with Lochs' (no. 234) ([Scottish Landscape Character Types](#)), which is characterised by:

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

Historic Environment Scotland's [HLAMap](#) has highlighted that the surrounding landscape is dominated by managed woodland and urban land.

Biodiversity

There are no sites of ecological importance located within 300m of the scheme ([SiteLink](#)).

The NBN Atlas does not highlight any records of invasive non-native species (INNS) of plant, as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA), injurious weeds, as listed under the Weeds Act 1959, or invasive native perennials, as listed in the Trunk Road Inventory Manual ([NBN Atlas](#)). A

search of Transport Scotland's Asset Management Performance System (AMPS) highlighted one record of the INNS Japanese knotweed (*Fallopia japonica*) along the A85 carriageway within 300m of the scheme extents (200m from the Site 1 and Site 2).

The scheme extent is located within the village of St Fillans with a row of residential properties flanking the A85 eastbound carriageway within the scheme extents. Habitat in proximity to the scheme is mainly set south of the A85 and consist of Loch Earn, River Earn and mixed woodland.

An area of woodland listed as 'Ancient' (of semi-natural origin) on the Ancient Woodland Inventory (AWI) is located within 300m of the scheme (150m south of the scheme) ([Scotland's Environment](#)). No Tree Preservation Orders (TPOs) are located within 300m of the scheme ([Perth and Kinross Council](#)), however the scheme extent is located within a Conservation Area, therefore trees located within the Conservation Area are afforded protection in line with TPOs.

Site Surveys

A Preliminary Ecological Appraisal (PEA) was undertaken on 28th November 2023 by BEAR Scotland's Environment team.

The trees in proximity to the scheme are suitable for nesting birds in the breeding bird season (generally considered to be March to August).

Numerous growths of rhododendron ponticum (*Rhododendron ponticum*) (INNS) were noted along the River Earn within the nearest being 10m from the scheme.

Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS) or geological Site of Special Scientific Interest (SSSI) ([SiteLink](#)).

The bedrock geology for the scheme extent is part of the Ben Ledi Grit formation (metasandstone), which are metamorphic bedrocks ([BGS GeolIndex](#)).

Superficial deposits are recorded as sedimentary superficial deposits of Alluvium and River Terrace deposits (gravel, sand, silt and clay) and Till (diamicton) ([BGS GeolIndex](#)).

The generalised soil type within the scheme extent is recorded as mineral podzols ([Scotland's Environment](#)).

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

Material assets and waste

The proposed works will include construction of three bus stop hardstandings and reconstruction of one existing bus stop hardstanding. It is anticipated that soil waste will be generated during the excavation works which is proposed to be side casted within the scheme extents.

The key materials used during the construction works will include concrete, subbase, binder course, surface course, kerbing (full height, transition, dropped, bus border, edging) and tactile paving.

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

Noise and vibration

The scheme extent is located within the village of St Fillans with residential and commercial premises bordering eastbound of the A85 carriageway. Overall, properties have only limited screening from the scheme extents which is provided by intervening vegetation.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan ([TNAP](#)).

There is no data for noise modelled levels at the scheme extents ([Scotland's Noise Scotland's Environment](#)). Activities associated with the residential areas and recreational grounds are considered to contribute to the baseline noise levels at the scheme location, in addition to traffic noise from the A85. However, the speed limit within this section of the road is limited to 30mph, therefore it is expected that the noise associated with the traffic movements is lower than at sections with a national speed level.

Population and human health

Multiple properties lie within the scheme extents. The properties are typically detached dwellings with landscaped gardens, hedging, fencing and driveways separating the main building from the carriageway. Numerous access points to local roads and recreation grounds associated with the Loch Earn and River Earn lie within the scheme. Numerous car parks and bus stops are located within the scheme extents.

Two Core Paths (ID: 20895 and ID: 20475) lie within the scheme extent ([Scotland's Environment](#)). Walking routes 'Dundurn - St Fillans Hill' and 'St Fillans Viewpoint

circular' as listed on WalkHighlands lie within the scheme extents ([WalkingHighlands](#)). Pedestrian walkways lie adjacent to the southbound A85 carriageway.

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

The A85 Trunk Road, within the North West, connects Perth with Criarlarich and Tyndrum to Oban. The Perth to Criarlarich section commences at the Crieff Road Roundabout within Perth (including the roundabout) leading generally westwards for a distance of 81 kilometres to (but excluding) the A85 / A82 Criarlarich Roundabout. The Tyndrum to Oban section commences at the A82 / A85 Tyndrum junction leading generally westwards for 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

Loch Earn (ID: 100251) and River Earn (Loch Earn to Water of Ruchill confluence) lie 10m and 15m south of the scheme, respectively.

Loch Earn and River Earn (Loch Earn to Water of Ruchill confluence) are both classified by the Scottish Environment Protection Agency ([SEPA](#)) under the Water Framework Directive 2000/60/EC (WFD), and were assigned an overall condition of 'Moderate' in 2020 ([SEPA water classification hub](#)).

Loch Earn and River Earn are both waterbodies in the River Earn catchment of the Scotland river basin district. These waterbodies have been designated as heavily modified waterbodies on account of physical alterations that cannot be addressed without a significant impact.

Allt a' Phuirt Bhig and Fank Burn (both unclassified) lie within 300m of the scheme.

It is expected that there are small road drains within residential areas and field borders within 300m of the scheme.

The scheme falls within the 'Killin, Aberfeldy and Angus Glens' (ID: 150699) and 'Strathearn Sand and Gravel' (ID: 150811) groundwater bodies which were classified by SEPA in 2020 as having an overall status of 'Good'. These groundwater bodies are also designated Drinking Water Protected Areas ([DWPA](#)) (ground). The western scheme extents are located within a surface DWPA.

The A85 at the scheme extents have a high risk of fluvial flooding, therefore these areas have a 10% chance of flooding ([SEPA Flood Map](#)).

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 includes a target of reducing CO₂ 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.

- All plant, machinery and vehicles associated with the scheme will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works.
- Activities involving cutting/breaking out 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.
- Green driving techniques will be adopted, and effective route preparation and planning will 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.
- 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.
- 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.

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

The scheme extents are located within a Conservation Area and numerous Listed Buildings are located within 300m of the scheme extents. Nevertheless, no tree felling is required, and the works will pertain to the A85 (trunk road) verges and will be within the character of the trunk road and its associated street furniture. It is therefore not anticipated that the new bus stop hardstandings will have a negative impact on the cultural heritage within the area. Furthermore, the scheme has been designed in collaboration between the St Fillans Community Council, Perth and Kinross Council (PKC) and BEAR Scotland with further street lighting works to be undertaken by the PKC.

Although the works will include minor excavation for installation of the hardstandings, it can be assumed that construction of the A85 road corridor is likely to have removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area has been assessed to be low.

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.
- No vegetation management will be undertaken prior to consent from the Local Authority.
- 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 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.

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

Construction of the bus stop hardstandings potentially can have a visual impact on the local landscape and therefore the LLTNP. However, bus stops are a component

of the road furniture and therefore it is not expected that the new bus stops will have a significant negative impact on the LLTNP. During a historic consultation (18/07/2022) with the LLTNP, the LLTNP Authority advised that they encourage new kerbing and hard surfacing to be within grey palette to assimilate with the existing pavement and road edging which is present at the St Fillans.

Further consultation with the LLTNP Authority was undertaken (on 04/12/2023). The LLTNP is still to respond to the most recent consultation email.

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.
- The work finish will be within the grey colour palette as encouraged by the LLTNP. Any further advice and suggestions will be incorporated within the scheme design.
- The working area will be appropriately reinstated following works.
- 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

The work activities may have a minor adverse temporary impact on biodiversity in the area as a result of construction works and increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

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

- If works are delayed until the bird breeding season (March to August inclusive), then nesting bird checks will be undertaken prior to works commencing.

- No works will take place within the ancient woodland which lies in proximity to the scheme.
- Works will be strictly limited to areas required for access and completion of works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No in-stream works will be permitted.
- All construction operatives will be briefed through toolbox talks prior to works commencing. 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.
- Artificial lighting (if required) will be directed away from neighbouring habitats, in particular the River Earn, therefore further reducing possible disturbance to semi-nocturnal and nocturnal species.
- 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 Environmental Team can provide further advice on additional mitigation measures.
- 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.

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

Geology and soils

Although works include excavation, construction activities are restricted to the already engineered layers of the A85 carriageway and verges, so are not anticipated to have an adverse impact on geology and soils. With the following mitigation

measures in place, the likelihood of significant impacts on the geology and soils is low.

- Works will be strictly limited to areas required for access and construction works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- The parking of machinery/vehicles and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e., damage to road verges) will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Topsoil and subsoil reused on site will be spread evenly in a single layer less than 200 mm in height to ensure the soil profile is maintained across the works location.
- Multiple handling of soil derived from excavations will be minimised. The extent and duration of exposed soil will be kept to the minimum required for the works.
- Additional pollution prevention measures as outlined in road drainage and the water environment will be adhered to during construction.

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

Material assets and waste

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 shall be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

The proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. Works will be undertaken over 25 days by utilising a daytime working programme and numerous properties face onto the trunk road at the scheme. Due to the short duration, relatively transient and localised nature of the works, the scheme is anticipated to result in temporary minor noise impacts during construction. The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- Local residents will be notified of works via letter drop and road users will be informed of works through a media release, which will provide details of construction dates and times.
- 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 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.
- The 'Being a Good Neighbour' toolbox talk will be included in the SEMP and provided to site staff in advance of the works.

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 vehicle noise and delays due to traffic management measures. Road users will be informed of works through a media release, which will provide details of construction dates and times. 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 (e.g. change from daytime works to night-time works) will be communicated to local residents throughout the programme.

- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site (if required).
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR Scotland'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 these 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 or tidal movements) 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:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works near water are detailed in the SEMP and will be adhered to on site.
- The scheme will not entail any in-stream works.
- 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 shall 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. 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 shall 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, transportation of materials to and from site as well as removal of vegetation. Given that the removed vegetation will predominantly consist of failing trees, it is not considered to significantly impact the climate. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to its 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 material movement.
- Any waste that cannot be reused or recycled will be disposed of at local landfills to reduce carbon footprint from transportation of waste.

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 risk

The A85 carriageway within the scheme extents is noted to have a high risk of fluvial flooding. Installation of the bus stop hardstandings will also increase the footprint of impermeable surface areas which can have some impact on local flooding levels. However, the footprint of impermeable surface areas will be negligible considering the relatively rural nature of the scheme extents and the very localised scale of this footprint.

Works are restricted to the A85 carriageway verges, and any TM will be designed in line with existing guidance. The proposed works are anticipated to last 25 days with utilising a daytime working pattern. Where required, alternative pedestrian routes will be included in the TM setup, to minimise impact of the works on NMUs.

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

A search of the Perth and Kinross Council Planning ([Map Search](#)) Portal did not identify any planning applications within 300m of the scheme location.

A search of the Scottish Roads Works Commissioner's 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 or within 5km of the scheme. Due to the nature of the proposed works, no cumulative effects are anticipated with any unidentified developments in the vicinity.

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

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

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 in whole within the LLTNP, which is noted as a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (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 and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- Construction activities are restricted to a 0.02ha area.
- The works will be temporary (25 days) and undertaken during daylight hours.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- Any potential impacts of the works are expected to be temporary, short-term and non-significant.
- No in-combination effects have been identified.

- The risk of major accidents or disasters is considered to be low.
- The works are essential to comply with DDA and provide accessible access to bus stops within the St Fillans.

Location of the scheme:

- Consultation with the LLTNP has been carried out to identify any concerns regarding the proposed works. There has been no response from the LLTNP to date. Any requests and advice will be complied with.
- The scheme extents is located within the St Fillans Conservation Area (designed and managed by the LLTNP) and is designed in collaboration between the Community Council, Local Authority and BEAR Scotland.
- The works are not expected to result in any alteration to existing cultural heritage features or exposure of potentially undiscovered features of cultural heritage.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- Although INNS have been recorded in proximity to the scheme extent, the scheme extents are set back out of the INNS buffer areas to avoid works intervening with contaminated soil. In addition, biosecurity measures and measures to prevent the spread of INNS will be detailed in the SEMP and adhered to on site.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding 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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