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Environmental Impact Assessment Record of Determination

A84 North of Runacraig – Resurfacing

Contents

Project Details	4
Description.....	4
Location	4
Description of local environment.....	6
Air quality	6
Cultural heritage	6
Landscape and visual effects	6
Biodiversity	8
Geology and soils	9
Material assets and waste	9
Noise and vibration	10
Population and human health	10
Road drainage and the water environment.....	11
Climate	12
Policies and plans	12
Description of main environmental impacts and proposed mitigation	13
Air quality	13
Cultural heritage	14
Landscape and visual effects	15
Biodiversity	15
Geology and soils	18
Material assets and waste	18
Noise and vibration	19
Population and human health	21
Road drainage and the water environment.....	22
Climate	23
Vulnerability of the project to risks	24
Assessment of cumulative effects.....	24
Assessments of the environmental effects	25
Statement of case in support of a Determination that a statutory EIA is not required.....	25
References of supporting documentation	27

Annex A.....	28
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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake resurfacing works on a 820m section of the A84 trunk road. Carriageway resurfacing will involve the milling out and replacing of bituminous material. Following the resurfacing works, road markings and studs will be reinstated.

Main plant will include pavers, planers, excavators, and rollers. Heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The package of works will include:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Lay new surface course.
- Roll surface and allow it to go off.
- Install road markings and studs.
- Remove TM and open road.

The scheme is currently programmed for delivery within the 2026-2027 financial year, with an approximate start date of 12/08/2026, over a duration of seven nights and night-time working pattern (19:00 – 06:00). Changes in the programme may result in a change to the proposed working hours/commencement dates.

TM will consist of full A84 road closure with hourly amnesties during the night-time working hours (19:00 – 06:00). The TM strategy will be in line with recommendations and guidance in The Traffic Signs Manual Chapter 8 ([Traffic signs manual chapter 8](#)). Access to junction and private roads will be maintained. Site access and plant storage will be located within TM. If the programme changes, this may result in amendment to the exact TM requirements.

Location

The scheme is located on a stretch of the A84 trunk road approximately 250m northwest from Runacraig which lies within Stirling Council (Figure 1). The scheme has the following National Grid Reference (NGR):

- Scheme start point NGR: [NN 56880 14610](#)
- Scheme end point NGR: [NN 56391 15192](#)



Figure 1. A84 North of Runacraig scheme location and scheme extent

Description of local environment

Air quality

No Air Quality Management Areas (AQMA) ([Air Quality Management Areas](#)) are located within 10km of the scheme.

There are no air quality monitoring stations located within 10km of the proposed works ([Scottish Air Quality](#)).

There are no air pollutant release sites registered on the Scottish Pollutant Release Inventory (SPRI) located within 10km of the scheme ([Scottish Pollutant Release Inventory](#)).

Baseline air quality in the study area is mainly influenced by vehicles travelling along the A84 trunk road. Secondary sources are derived from land management within the surrounding area.

Cultural heritage

There are no designated features for cultural heritage such as, Listed Buildings, Scheduled Monuments, Garden & Designed Landscapes, Conservation Areas, Battlefields or World Heritage Sites found within 300m of the scheme extent ([PastMap](#)).

Several records of lesser cultural heritage importance are noted on the National Records of the Historic Environment (NRHE) and Historic Environment Record (HER) databases. The closest lies within the scheme extent noted as HER 'Strathyre Military Road' ([PastMap](#)).

Landscape and visual effects

The scheme is not located within a National Scenic Area (NSA) ([SiteLink](#)). However, the scheme does fall within Loch Lomond and the Trossachs National Park (LLTNP) (NatureScot Site code: [8621](#)) which is designated for 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.

The Landscape Character Type (LCT) ([LCT 254](#)) within the scheme extent is recorded as Straths and Glens with Lochs, which has the following key characteristics:

- 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.

Land use ([HLAmap](#)) within 300m of the scheme extent is classified as a combination of freshwater area (Loch Lubnaig), managed woodland, and plantation woodland.

The A84 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, etc. The scale of the carriageway detracts from the quality and character of the wider landscape.

The A84 Trunk Road, within the North West Network Management Contract (NMC), connects Stirling with Doune, Callander and Lochearnhead. It commences from its

junction with the M9 at and including the eastern most roundabout at Craigforth Stirling (M9 junction 10) leading generally north-westwards for 44.7 kilometres to its junction with the A85 in Lochearnhead. The A84 is a single carriageway along its length.

Biodiversity

The River Teith Special Area of Conservation (SAC) lies approximately 15m west from the A84 carriageway at the scheme extent ([SiteLink](#)) (NatureScot Site Code: 8367).

A Habitats Regulations Appraisal (HRA) has been undertaken to assess the potential effects of the works on the qualifying features of the site. Refer to the Biodiversity Impacts and Mitigation section below.

Loch Lubnaig Marshes Site of Special Scientific Interest (SSSI) (NatureScot site code: [1004](#)) at its closest point lies adjacent to the A84 carriageway at the most northern section of the scheme.

No other locally or nationally designated sites with biodiversity features (such as, Local Nature Reserves (LNR) or National Nature Reserves (NNR)) are located within 300m of the scheme ([SiteLink](#)).

Numerous records of bird species were also returned within 2km of the works under the same search criteria. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their nests are protected.

A search of NBN Atlas identified no records of invasive and injurious plant species (as listed in the Network Management Contract (NMC)) using the same search criteria.

A search of Transport Scotland's Asset Management Performance System (AMPS) holds records of the following invasive non-native species of plant(as listed in the NMC) within 300m of the scheme:

- Japanese knotweed (*Reynoutra japonica*) growths recorded in verge of a layby located on the northbound side of the carriageway at the most northern end of the scheme.

Habitat surrounding the A84 carriageway at the scheme extent is dominated by plantation woodlands (densely planted coniferous tree species), and managed woodlands (consisting of broad-leaved tree species and native pine species). Loch Lubnaig is a prominent feature in the landscape and lies west of the scheme providing freshwater habitat for a range of aquatic and semi-aquatic species.

An area of ancient (of semi-natural origin) woodland (Site ID:32) flanks the A84 carriageway throughout the scheme extent ([Ancient Woodland Inventory](#)).

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

It is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. Therefore, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

River Balvag Delta Geological Conservation Review Site (GCRS) lies approximately 40m west from the scheme ([SiteLink](#)). Loch Lubnaig Marshes SSSI ([1004](#)) at its closest point lies adjacent to the scheme and is designated for Fluvial Geomorphology of Scotland along with several biodiversity features (as listed above).

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

- Loch Katrine Volcaniclastic Formation-Metasandstone and metamudstone.
- Loch Katrine Volcaniclastic Formation-Metavolcaniclastic-sedimentary rock.

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

- Alluvial fan deposits-gravel, sand, silt and clay.
- Till-Diamicton.

Soils within throughout the scheme are recorded as browns earths ([Scotland's Soils](#)).

Soils within the scheme extent are recorded as being of Carbon and Peatland 'Class 0', class is associated with mineral soil where peatland habitats are not typically found ([Carbon and Peatland Map](#)).

Material assets and waste

The proposed works are necessary to resurface the worn carriageway, likely requiring binder inlay, and reinstatement of road markings. 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 treated in line with the Scottish Environment Protection Agency's (SEPA) Position Statement WAS-G-DEF-07 (LRWA 3) and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates. The Contractor will be responsible for ensuring full compliance with these requirements.

It has not been confirmed if any coal tar is present. If present, any coal tar contaminated road planings will be classified as a 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, and SEPA will be notified prior to the Special Waste leaving site.

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

No site compound is required for these works. Storage of plant and equipment will be within the A84 carriageway.

Noise and vibration

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

A search of [Scotland's Noise Map](#) returned records for noise levels during the night (LNGT) within the A84 and its verges between 55 and 65dB.

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

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A84 carriageway. Secondary sources are derived from vehicles travelling along the local road network and rural activities associated with land management within the area.

Population and human health

The scheme traverses a significant rural area where properties are scarce. However, there is one residential property located within 300m of the scheme. This property is located beyond the southernmost section of the scheme extent (approximately 170m southeast) and sits on the southbound side of the carriageway. There is a level of acoustic screening provided by a corridor of mature coniferous and broadleaf trees. There is an outbuilding (tin roof and wooden sides) also located beyond the

southernmost section of the scheme extent (approximately 140m southeast) and sits on the northbound side of the carriageway. Its use is unknown.

There is one layby located on the northbound side of the carriageway at the northern most section of the scheme.

There are no paved pedestrian footpaths, bus stops or any other public amenities within the scheme extent.

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

There are no National Cycle Network (NCN) routes ([OS Maps](#)) or walking routes listed on [WalkHighlands](#), [LLTNP Core Paths](#) or [Core Paths Stirling Council](#) within 300m of the scheme.

Transport Scotland's manual data counter (Site name: ATC06003) located 6.3km north from the scheme, recorded an annual daily total (ADT) of 3,769 motor vehicles in 2025, of which 10% were Heavy Goods Vehicles (HGVs).

Traffic Management will consist of full A84 road closures with hourly amnesties (19.00-06.00).

Road drainage and the water environment

'Trossachs' (ID 150680) is a groundwater body, in the Scotland river basin district, which underlies the scheme. It has been awarded an overall status of 'good' in 2024 by SEPA under the Water Framework Directive 2000/60/EC (WFD) ([Water Classification Hub](#)).

'Loch Lubnaig' (ID: 100258) is a lake, in the River Forth catchment of the Scotland river basin district. At its closest point it lies approximately 15m west from the scheme. It was awarded an overall status of 'moderate' in 2024 by SEPA ([Water Classification Hub](#)).

'River Balvag' is a river (ID: 4737), in the River Forth catchment of the Scotland river basin district. It lies approximately 250m west from the scheme. It was awarded an overall status of 'good' in 2024 by SEPA ([Water Classification Hub](#)).

Small unclassified surface waterbodies and/or culverted drainage channels that flow below and within proximity of the A84 carriageway may be present within 300m of the scheme.

The A84 carriageway within the scheme falls within an area that has no likelihood of river or coastal water flooding each year. However, sections of the A84 carriageway within the scheme extent falls within a high likelihood (10% chance) of surface water and small watercourse flooding each year ([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. The main sources are likely to be dust generated by cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air quality 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 the Historic Environment Record (HER) 'Strathyre Military Road' falls within the scheme extent it does not have statutory protection and construction of the A84 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 any existing and 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.
- Historic Environment Scotland will be consulted with as required, in the event of any discovery/exposure of suspected archaeological features.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Access required out with these areas will be reduced as much as is reasonably practicable and will utilise as few access points/tracks as possible.

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 the RoD.

Landscape and visual effects

Works lie within Loch Lomond and the Trossachs National Park. The National Park Authority will be notified prior to the works commencing.

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 A84, and construction works are programmed to be of short duration, undertaken at night on a rolling programme. As such, the visual impact of the works will be minimal. Upon completion of the works, no 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.

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 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

Due to the presence of ecological connectivity between the area of works and the River Teith SAC, a Habitats Regulations Appraisal (HRA) has been produced. The HRA concluded that there would be no Likely Significant Effects (LSE) on the qualifying features of the River Teith SAC based on the following factors:

- No works will take place within the boundary of the SAC and no in-water works are required; as such, no direct impacts on the qualifying fish species (e.g., habitat loss, mortality) will occur.

- Given the minor and localised nature of the works, the lack of requirement for in-water works, and adherence to standard good practice measures for pollution prevention, no risk of significant pollution impacts (to watercourses or associated feeding grounds) was identified.
- Although the works will result in a temporary (localised) increase in noise, this is unlikely to significantly affect the qualifying features of the SAC due to the transient nature of the works, the mobile nature of the qualifying fish species and the ample alternative foraging habitat in the remainder of the SAC, away from the works.
- Although night works will require artificial lighting, the works will be transient, and lighting will be directed in a way to avoid light spillage within the surrounding environment.

Loch Lubnaig Marshes SSSI at its closest point lies adjacent to the A84 carriageway at the most northern section of the scheme. Works are restricted to the A84 carriageway boundary only with no works within the SSSI boundary. Therefore, consent for the works is not required.

The habitat surrounding the works indicates the potential for presence of protected mammal 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 A84 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 A84 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.

A search of Transport Scotland's Asset Management Performance System (AMPS) identified a record of Japanese knotweed within a layby verge on the northbound side of the carriageway. However, no vegetation clearance is required, and works are restricted to the trunk road. Furthermore, the works will also be restricted to the surfaced area of the carriageway with no or minimal access to road verges required, and as such it is unlikely that any injurious or invasive plant species will be encountered during the works. Additionally, relevant toolbox talks for working in proximity to INNS will be included in the Site Environmental Management Plan (SEMP).

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. Therefore,

with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- No in-water works will be permitted. Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- 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 recorded and unrecorded instances of invasive plants or injurious weeds in road verges throughout the works period; should any 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 shall remain vigilant for the presence of any protected species, throughout the works period. Should a protected species be noted during construction, works shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.
- Artificial lighting will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- If an active bird nest (e.g., eggs or young present, adult sitting on nest) is identified on site, all works within 30m of the nest will stop until the BEAR Scotland NW Environment Team can provide advice.
- A 'soft-start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

Taking into account the nature and scale of the works and the good site practice mitigation measures which will be adopted during the works, it is anticipated that any biodiversity effects associated with the proposed works will not be significant. This receptor is not considered further in this RoD.

Geology and soils

The scheme is located approximately 40m west from River Balvag GCRS and lies adjacent to Loch Lubnaig Marshes geological SSSI. No works will take place within either site and although the works will entail minor excavation, this will be on engineered ground within the trunk road boundary only. In addition, any excavations will be carried out with good practice measures detailed in the SEMP as follows:

- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery/vehicles and storage of equipment on grass will be minimised as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section will be adhered to during construction.

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

Material assets and waste

There is potential for impacts 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 shall 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 road planings shall be managed in accordance with SEPA Position Statement WAS-G-DEF-07 (LRWA 3) and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates.
- 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 must 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 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 must 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 or CQA 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 over 7 nights on a rolling programme, with the aim being to complete the noisiest work by 23:00. 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 which are 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 Stirling 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.
- Where possible and where works will take place within 300m of residential properties and other sensitive receptors, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- 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. Although the A84 will be closed during the works with regular amnesties, the road closure will take place at night when traffic count is at its lowest and no significant congestion issues are noted during the proposed construction hours. In the event of local access restrictions to residential properties, access will be granted as requested. Access to any NMU facilities which lie within 300m of the scheme, will be maintained.

One residential property is found within 300m of the scheme. The nearest residential property lies beyond the scheme (approximately 170m southeast) where screening is present. Despite the property lying outwith the scheme extent and screening present, works are being undertaken at night, therefore, there is potential for a level of disturbance from noise, vibration and the additional construction lighting.

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

- The works schedule and any changes to this will be communicated to local residents prior to and 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.
- Construction lighting will consider the need to avoid illuminating surrounding environment and properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Local access will be granted as required.
- 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](https://www.trafficscotland.org) website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

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

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

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

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.
- Standard working practices to comply with The Environmental Authorisations (Scotland) Regulations 2018 (EASR) 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 are permitted. Appropriate containment measures must be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.

- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowzers will be stored on an impermeable area and 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 shall 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 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

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

Proposed climate mitigation measures:

- BEAR Scotland will adhere to their Carbon Management Policy.
- All mitigation measures detailed within 'Air Quality' and 'Material Assets and Waste' will be adhered to.
- The works will utilise the use of Warm Mix Asphalt (WMA) for binder layer in favour of Hot Mix Asphalt (HMA).
- Local contractors and suppliers will be used as far as is practicable to reduce fuel use and greenhouse gases emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill, 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

Sections of the A84 carriageway within the scheme extents have a high likelihood (10% chance) of surface water and small watercourse flooding each year. 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 A84 within the scheme extents upon completion of the works.

Works are restricted to areas of engineered ground of the A84 trunk road and TM will be designed in line with existing guidance. TM will consist of full A84 night-time road closures with regular amnesties. The road closure will be publicised in advance. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the traffic management 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.

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 [LLNTP Planning Portal](#) and [Stirling Council Planning Portal](#) identified no approved planning applications within the last 6 months within 300m of the scheme.

A search of the Scottish Road Works Commissioner website ([Scottish Road Works Online](#)) has not identified any other roadworks that 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 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.

A HRA was undertaken due to the scheme's proximity and ecological connectivity with the River Teith SAC. The HRA concluded that works will not result in LSE on the qualifying features of the River Teith SAC and no further assessment is 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) do not exceed 1 hectare in area, however, is situated in whole of Loch Lomond and the Trossachs National Park which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Construction activities are restricted to an area of 0.5ha along a 820m stretch of the A84.
- The works will be confined to the road surface of the existing A84 carriageway and will be completed over 7 nights during night-time hours.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide this part of the A84 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- Measures will be in place to ensure appropriate removal and disposal of waste.

Location of the scheme:

- The scheme will be located within the existing A84 road boundary (carriageway surface) and as such, no land take will be required.
- River Teith Special Area of Protection (SAC) lies approximately 15m west from the scheme.
- Loch Lubnaig Marshes Site of Special Scientific Interest (SSSI) lies adjacent to the scheme.
- River Balvag Delta Geological Conservation Review Site (GCRS) lies approximately 40m west from the scheme.
- The scheme is located within the Loch Lomond and the Trossachs National Park, no change to the park is expected due to the works.
- The scheme lies within a rural area with only one sensitive receptor present (residential property).
- The site compound will be located on made ground within the Traffic Management (TM).

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- Works are programmed to only take 7 nights to complete on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- Residual impacts are considered to be beneficial for the travelling public which may use this stretch of carriageway. In addition, improved road surface

will reduce the noise levels from travelling public and in turn will reduce disruption to the receptor located in proximity to 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 to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified.

References of supporting documentation

F565 Habitats Regulations Appraisal (HRA) Proforma - "A84 North of Runacraig HRA" (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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