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Environmental Impact Assessment Record of Determination

A84 Straid House Drainage Improvements

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake drainage improvement works along a 265m section of the A84 carriageway, covering a total works area of approximately 0.15ha.

The proposed works comprise the excavation and removal of an existing defective carrier pipe located at the toe of the embankment adjacent to the southbound carriageway of the A84, followed by the installation of a filter drain/ditch within the verge. Sections of carrier pipe within a layby will also be excavated and repaired, alongside the replacement of damaged kerbs and reinstatement of the layby island.

To facilitate the works, shrubs and bushes located within the existing drainage ditch and along its banks will be removed.

Main plant will include excavators, tipper, Stihl saw and pecker.

The main material will consist of filter stone, 225mm diameter perforated carrier pipe, 1050mm diameter pre-cast concrete manhole rings, D400 frame and cover, ST2 concrete, pre-cast concrete kerbs, surface & binder course.

The works are currently programmed for delivery during Financial Year 2026/27, with construction anticipated to commence in July over up to 20 days by utilising a daytime working pattern (08:00 – 17:00).

The site compound, including welfare facilities, will be located within the southbound layby on the A84 at National Grid References (NGR): NN 66876 04551, within the scheme extents. Traffic management (TM) measures will comprise closure of the layby and implementation of a lane closure on the A84, facilitated through the use of temporary traffic signals. 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 junctions and private roads will be maintained. If the programme changes, this may result in amendment to the exact TM requirements.

Location

The scheme extent is located along the A84, 3.2km southeast of the town of Callander in the Stirling Council administrative area (see Figure 1) between NGRs NN 66927 04529 - NN 66523 04623.

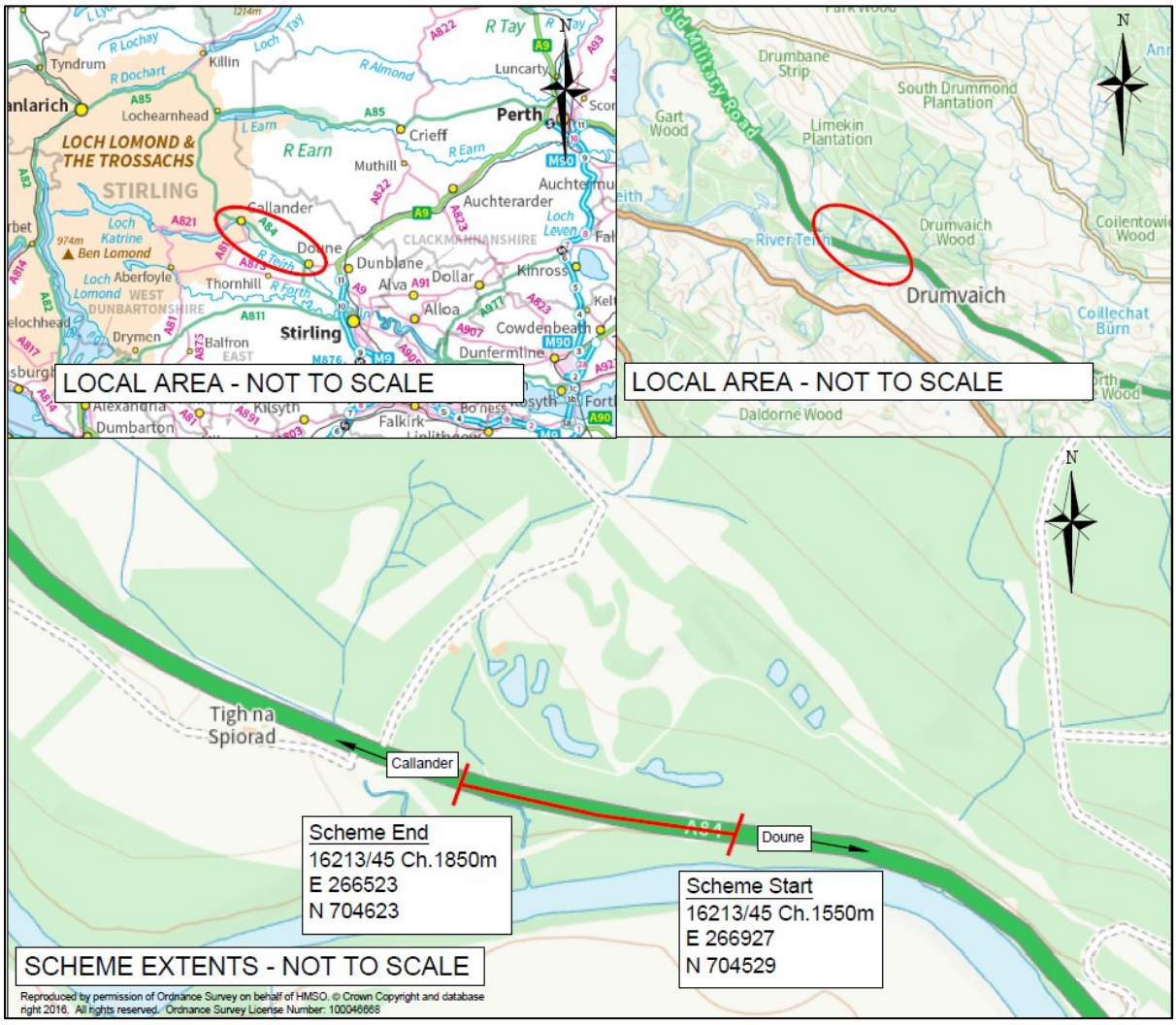

Figure 1. Scheme extents.

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMA) within 300m of the scheme (Air Quality Management Areas).

No Air Quality Monitoring Stations (AQMS) are present within 10km of the scheme extents. The nearest station is in the city of Striling, 17km southeast of the scheme, where air quality levels were recorded as 'low' (Low Index 1–3).

There are no sites listed on the Scottish Pollutant Release Inventory (SPRI) within 10km of the scheme (Scottish Pollution Release Inventory).

Baseline air quality is likely to be primarily influenced by traffic along the A84 carriageway.

Cultural heritage

A review of PastMap identified the scheme does not lie within 300m of World Heritage Sites, Scheduled Monuments, Listed Buildings, Gardens and Designed Landscapes, Conservation Areas, Battlefields, Historic Environment Records (HERs) or National Records of the Historic Environment (NRHE).

Landscape and visual effects

The scheme is not located within any areas designated for their landscape character or quality, such as a National Park or National Scenic Area (SiteLink).

According to the Landscape Character Assessment (LCA), the landscape surrounding the scheme is classified as *Lowland River Valleys - Central* (LCT 152), which has the following key characteristics:

- Well-defined river corridors, most with flat valley floor enclosed by often commanding hills.
- Strong topographic and visual identity, with varying scale and character.
- Glacial terrain and deposits located on valley margins, often subject to mineral extraction.
- Relatively high proportion of tree cover, with roadside and hedgerow trees and seminatural woodland.

- Dense areas of coniferous forest cover the slopes surrounding the reservoir in the Upper Carron Valley.
- Road corridors often running parallel to river corridor form key linear features.
- Settlement often closely linked to the river corridor and parallel road corridors.
- Intensive settlement and urban development on margins of valleys south and north of Firth of Forth.
- Predominance of traditionally managed estate, policy and designed landscapes.
- Nature conservation importance of river and associated habitats.
- Frequently enclosed and focussed views along the river valley.
- Visibility of remnant derelict land, motorway and road corridors, power lines, wind farms and industrial sites from the urban fringe of Falkirk/Denny.

The land use surrounding the scheme extents is dominated by managed woodland with rectilinear fields and farms and opencast site (disused quarry) further afield (HLA Map).

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 a distance of 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) (NatureScot site code: 8367) lies approximately 40m south of the scheme at its closest point. In addition, a minor tributary (unclassified by Scottish Environment Protection Agency (SEPA)) is culverted beneath the A84 within the scheme extent and discharges into the River Teith south of the scheme, which forms part of the SAC at this location.

Due to the ecological connectivity between the schemes and River Teith SAC, a Habitats Regulations Appraisal (HRA) has been undertaken. Refer to the relevant assessment section below for details.

There are no other locally or nationally designated sites for biodiversity such as National Nature Reserves (NNR) or Local Nature Reserves (LNRs) (Spatial Hub) within 300m of the scheme (SiteLink).

Numerous bird species were also recorded on NBN Atlas under the same search criteria noted above. Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected.

The NBN Atlas did not return records of injurious or invasive species of plants (as listed in the NMC) using the same search criteria.

The Transport Scotland's Asset Management Performance System (AMPS) has one record of rosebay willowherb *(Chamaenerion angustifolium)* a native invasive species of plant within the verges of the A84 within 300m of the scheme extents.

The habitat surrounding the scheme is dominated by broadleaved tree woodland. Freshwater is provided by the River Teith and minor tributaries which lie within and within 300m of the scheme, all discharging into the River Teith which lies 40m south of the scheme.

Woodland recorded on the Ancient Woodland Inventory (AWI) as 'ancient woodland of semi-natural origin' lies 65m south of the scheme (Scotland's Environment). In addition, woodland listed as 'long-established of plantation origin' lies 180m southwest of the scheme.

No individual trees or areas of trees covered by a Tree Preservation Order (TPO) are located within 300m of the scheme (Stirling Council).

An Ecological Constraints Survey (ECS) was undertaken by the BEAR Scotland Environmental Team at A84 Straid House on 12th May 2026.

Geology and soils

The scheme lies within Tynaspirit Site of Special Scientific Interest (SSSI) which is designated for Quaternary of Scotland (NatureScot Site Code: 1575). The SSSI is overlapped by Tynaspirit Geological Conservation Review Site (GCRS) (SiteLink).

The local soil type is recorded as brown soils (Scotland's Environment).

Superficial deposits are recorded as 'Glaciofluvial ice contact deposits (gravel, sand and silt)' and bedrock type is recorded as 'Teith Sandstone Formation-Sandstone' (British Geological Survey).

Soils within the scheme extent are recorded as 'Class 0' and 'Class 5' on Scotland's Peat Map. Class 0 indicate mineral spoils with no peat present, Class 5 represents peat soils.

Material assets and waste

The existing drainage infrastructure within the scheme extents is defective and requires urgent repair works to address ongoing flooding issues affecting this section of the A84. The proposed works will utilise the following materials:

- Filter stone
- 225mm diameter perforated carrier pipe
- 1050mm diameter pre-cast concrete manhole rings
- D400 frame and cover
- ST2 concrete
- Pre-cast concrete kerbs
- Surface and binder course (for layby repairs)

Wastes are anticipated to be excavated carrier pipe, verge material (370 tonnes) and planings from the layby.

The works require excavation of the verge material which is to be removed and disposed of at a licenced waste facility. The verge proposed for excavation has undergone a Waste Classification Assessment (WCA), which included material testing for a range of potential contaminants and the assignment of the corresponding waste codes for the verge materials. The WCA confirmed that the List of Waste code for all materials identified during the investigation is 17 05 04 – soil and stones other than those mentioned in 17 05 03, indicating that the material is non-hazardous waste. Some excavated material from the existing ditch and road verge will be used to reinstate the ditch banks were required.

Coal tar has not been identified within the layby's surface composition. Storage of material will be located within the southbound layby on the A84 at National Grid references (NGR): NN 66876 04551, within the scheme extents.

As the scheme value is not greater than £350,000 (approximately £70,000), a Site Waste Management Plan (SWMP) is not required to be in place for works.

Noise and vibration

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

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

L_{DEN} or 'day, evening, night average noise levels' are modelled along the A84 scheme extent. Noise levels are recorded as being between 65 and 70dB on the road at the scheme (Scotland's Environment).

The nearest manual traffic count point (ATC06006 A84(T) Easter Coillechat [16213 A84 T2]) lies approximately 900m southeast of the scheme extents. This traffic count point recorded an Average Daily Traffic (ADT) of 6,652 vehicles in 2025, of which 16.7% were Heavy Goods Vehicles (HGVs) (Transport Scotland).

The baseline noise and vibration in the scheme extent are primarily influenced by vehicles travelling along the A84 trunk road.

Population and human health

The scheme is located within a rural stretch of the A84 between the town of Callander and the burgh of Doune. One residential property *Tigh na Spiorad* lies within 300m of the scheme. The property is located 120m west of the scheme and is screened by raised roadside embankment and tree belts.

One junction providing access to a disused quarry lies within the scheme extent, and a further junction to a private road is located immediately west of the scheme boundary.

There are no Core Paths (NatureScot), National Cycle Network routes (OS Maps) or walking routes listed on WalkHighlands within 300m of the scheme.

A layby is present within the scheme extent and is included within the scope of the proposed works.

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

Road drainage and the water environment

The River Teith (ID: 6834), within the River Forth catchment of the Scotland river basin district, lies approximately 40m south of the scheme. It was awarded an overall status of 'Moderate' in 2024 by SEPA (Water Classification Hub).

The scheme extent is located within the southbound drainage ditch of the A84. Additionally, a minor unnamed tributary (unclassified by SEPA) is culverted beneath the A84 within the scheme extent. This tributary flows approximately 130m in a southerly direction before discharging into the River Teith. Furthermore, several minor tributaries and drainage channels are located within 300m of the scheme.

The works are underlined by 'Teith and Forth Valleys' (ID: 150809) groundwater body, which has been classified by SEPA as 'Good' in 2024. The scheme is underlined by 'Callander' (ID: 150674) and 'Teith and Forth Valleys' (ID: 150674) Drinking Water Protected Areas (DWPA) (ground) (Scotland's Environment).

SEPA Flood Map has indicated that there is a high risk of surface water flooding on the A84 layby within the scheme extent (i.e. a 10% likelihood of flooding each year). During the ECS undertaken on 12th May 2026, the verge was noted to be waterlogged with water running into the A84 carriageway.

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

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

- Good housekeeping will be employed throughout the works.

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 works are not located within the footprint of, or within 300m of, known cultural heritage features, excavation may unearth previously unrecorded artefacts. Accordingly, the following mitigation measures will be implemented:

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

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

Landscape and visual effects

There will be a temporary, short-term impact on the landscape character and visual amenity of the site due to the presence of construction plant, vehicles, and traffic management measures. The installation of the filter drain will remain within the trunk road boundary and will be consistent with the character of the A84 carriageway. Furthermore, the works are not located within an area designated for landscape significance, and the land use will remain unchanged.

In addition, the following mitigation measures will be implemented during the works:

- Throughout all stages of the works, the sites will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.

- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The sites 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 River Teith SAC lies approximately 40m south of the scheme with the scheme extents hydrologically connected to the SAC. Accordingly, an HRA has been undertaken to assess the works' Likely Significant Effects (LSE) on the designated species of the SAC. The HRA concluded that the works will not result in LSE for the following reasons:

- The works are confined to the road drainage system, which was assessed during the ECS on 12th May 2026 as not being suitable habitat for fish species.
- Standard pollution prevention mitigation measures will be implemented, which are considered sufficient to ensure that the SAC is not affected by the works.
- The works are appropriately screened from the SAC to prevent noise or light disturbance to the species of concern.

Site activities could potentially have temporary adverse effects on biodiversity due to increased vehicle presence and the risk of disturbance to protected species or pollution of habitats. However, no protected species resting places were identified during the ECS. The river is set below the level of the works and screened by intervening woodland, minimising potential impacts on foraging animals. The works are restricted to the A84 carriageway, which is already subject to high levels of noise and disturbance due to traffic, and noise produced during works is not expected to differ significantly from baseline conditions. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A84. The scheme is of short duration (20 days) and will be undertaken during daylight hours. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

The ECS did not record any injurious weeds, invasive native plants or INNS within the scheme extent.

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 addition to the ones detailed in the HRA, will be put in place to minimise impacts on biodiversity features in the area:

- No in-water works within a natural watercourse 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.
- Pre-construction bird checks will be undertaken prior to any vegetation management if works are to be undertaken during bird breeding season (March to August inclusive).
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.
- Artificial lighting (if required) will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

Tynaspirit SSSI, designated for its Quaternary of Scotland features, overlaps the scheme extents. Consultation with NatureScot via InformedDECISION has been

undertaken to determine whether consent is required to carry out works within the SSSI. Based on the nature of the works and the submitted method statement, NatureScot concluded that the works are not likely to damage the protected features of Tynaspirit SSSI, and therefore consent is not required.

The SSSI is overlapped by Tynaspirit GCRS, however the GCRS is not statutory protected and does not require separate consent.

Excavation is required for the installation of the filter drain, which will result in temporary soil exposure and disturbance along the carriageway verge. However, adherence to standard working practices will minimise the risk of soil contamination. To mitigate any adverse impacts on geology and soils, the following measures will be implemented:

- Excavations will be restricted to the A84 trunk road corridor with all machinery operating from road without entering the soft verge of the A84.
- Excavated material will be kept to a minimum and reused and/or redistributed within the scheme extents where possible.
- Multiple handling of excavated soil will be minimised.
- 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 verges will be minimised as far as is reasonably practicable.
- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place to prevent soil erosion and loss of containment.
- 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 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

Removed planings from the layby surface course, will be treated in line with the Scottish Environment Protection Agency’s (SEPA) Low Risk Waste Activity (LRWA) 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates.

The verge proposed for excavation has undergone a WCA, which included material testing for a range of potential contaminants and the provision of the corresponding waste codes for the verge materials. Non-hazardous waste material from excavations will be re-used on site in line with SEPA's Low Risk Waste Activity 9 (LRWA9) 'Deposit non-hazardous waste dredging materials from inland waters, or sustainable urban drainage systems, on land near to where the dredging takes place'.

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 road planings will treated in line with LRWA 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates.
- If any non-hazardous waste material from excavations will to be re-used on site, all conditions of SEPA's LRWA9 will be adhered to.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).

- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- 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 works have the potential to cause adverse noise and vibration impacts for local receptors through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA, and the proximity of existing road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. The only residential property lies 120m from the works and is screened by raised roadside embankment and tree belts. The works are undertaken by utilising daytime working pattern and as such disturbance from construction activities to the local noise sensitive receptors are expected to low.

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.
- Affected local residents will be notified of works.
- All site staff will receive the 'Being a Good Neighbour' toolbox talk.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.

- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated delays due to traffic management measures. Road users will be informed of works through a media release, which will provide details of construction dates and times.

Only one residential receptor lies within 300m of the works, however, this is set-back 120m from the works and suitably screened. Considering the screening and the daytime working, potential for significant disturbance from noise, vibration and construction lighting is reduced.

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

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.
- Local access will be granted as required.
- Any changes of schedule will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site (if required).
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

The works involve drainage improvements within the A84 carriageway. As per the Environmental Authorisations (Scotland) Regulations 2018 (EASR), authorisation from SEPA is not required for '*construction and maintenance of land drainage works (including road drains and field drains) that do not affect a natural watercourse'*.

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

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

- The scheme will not entail any in-stream works within a natural watercourse.
- Standard working practices to comply with the EASR 2018 for works in or near water will be detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- Appropriate measures will be implemented during resurfacing operations within the layby to limit the potential for wastes (i.e. road planings, ditching waste) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment

equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.

- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and will be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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

Proposed climate mitigation measures:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.

- Warm mix asphalt will be used if possible.
- Where possible, materials will be sourced locally and any waste which cannot be re-used or remain on-site will be disposed at local waste management facilities, to reduce greenhouse gas emissions associated with materials movement.

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

The A84 carriageway and its verges experience ongoing flooding issues due to a damaged road drainage system. In addition, the layby within the scheme extents is identified on SEPA flood risk maps as being at high risk of surface water flooding. The works will be programmed, as far as reasonably practicable, to avoid periods of adverse weather and heavy rainfall. Following completion of the works, surface water drainage along this section of the A84 will be improved.

Works are restricted to the corridor of the A84 trunk road and TM will be designed in line with existing guidance. Where required, alternative NMU provisions/routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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

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

Assessment of cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the Stirling Council Planning Portal identified no approved planning applications within 300m of the schemes, in the last 6 months.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified that no other roadworks are noted as being planned on this area of the A84 trunk road at the same time as these schemes. Due to the timing and nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of its proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to TM. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

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

An HRA was completed and concluded that no LSE would occur on the qualifying features of the River Teith SAC due to the utilisation of standard best practice measures. As such, no further assessment or consultation with NatureScot was 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 or in part

in the Tynaspirit SSSI 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 schemes:

- The works are localised to trunk road drainage improvements and repairs to a layby along a 265m section and area of 0.15ha of the A84 trunk road.
- The works will be temporary, localised, and completed during daytime hours.
- No species of conservation importance have been noted during the ECS on 12th May 2026 within the works disturbance buffers. Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Drainage improvements will improve the flooding which is present of the A84 at this section of the road.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.

Location of the schemes:

- The scheme is located within the existing A84 trunk road boundary and as such, no land take is required.
- The scheme is overlapped by Tynaspirit SSSI and GCRS. Consent from NatureScot is not required.
- The scheme holds an ecological connectivity with River Teith SAC which lies 40m south of the scheme. The HRA concluded no LSE would occur on the designated featured of River Teith SAC from the works activities. No further assessment, mitigation measures or consultations are therefore required.
- No features of cultural heritage lie within 300m of the works.

Characteristics of potential impacts of the schemes:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users, ecological and human receptors during the operational phase.
- As the works will be limited to the improvements of the road drainage and the layby there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- Works are programmed to be of short duration and undertaken over daytime working programme.
- 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.

References of supporting documentation

F565 Habitats Regulations Appraisal (HRA) Proforma – A84 Straid House Drainage Improvements (May 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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Published by Transport Scotland, June 2026

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