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CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A82 Southbound Filshie Farm - Fencing

Contents

Project Details

Description

Maintenance activities are required beyond the trunk road boundary on land under mixed private ownership and Scottish Ministers' land ownership adjacent to the A898 (Station Road), between Old Kilpatrick and Mountblow in West Dunbartonshire. The works are proposed to mitigate recurrent footway and field waterlogging that occurs following periods of heavy rainfall. This issue arises predominantly from an overgrown ditch located within Scottish Ministers' land, along with field drain outlets that have become obstructed due to vegetation growth and tree root ingress.

The deteriorated condition of the existing fence line currently prevents the adjoining agricultural land from being safely utilised for livestock purposes.

The works will be undertaken in phases. Activities included within Phase 1 are outlined below, while the scope of Phase 2 is still to be confirmed:

Site access will be taken from Braes Road, with Phase 1 construction activities consisting of the following:

- Set up the construction area, including placement of a welfare unit on hardstanding at Braes Road;
- Remove the vegetation necessary to facilitate the removal and replacement of approximately 610m of timber boundary fencing between Braes Road and North Dalnottar Cemetery, including the section crossing the Antonine Wall;
- Remove existing timber boundary fence and transport to a licensed disposal facility. Within the Antonine Wall Scheduled Monument, fence removal will be undertaken by hand at ground level; mechanical removal will be used outwith the Scheduled Monument;
- Clear additional vegetation between the south side of the drainage ditch and the existing fence line to allow ditch clearance works and minimise future regrowth. This will include removal of selected trees located between the footpath and the ditch;
- Install approximately 570m of temporary fencing along the north side of the footpath. Within the Scheduled Monument, this temporary fence will consist of free-standing Heras fencing;
- Undertake drainage investigations, including clearance of the approximately 440m ditch and investigations to locate and expose field drain outlets, the current number of which is unknown. Field drain tails will be cleared back to the north side of the footpath where feasible, and;
- Complete site clean-up.

Trees located to the south of the ditch will be retained to prevent any potential impacts on slope stability. A forestry mulcher will be utilised to remove vegetation within the ditch, reducing material to brown soil that can subsequently be cleared during the ditch cleaning operations. Along the remaining fence lines, vegetation will be cleared to a width of approximately 1.5m on either side of the fence.

Plant and machinery anticipated for use on site include:

- Chainsaws;
- Mini digger
- Tracked chipper;
- Forestry mulcher;
- Excavator, and;
- Tracked post knocker.

As all plant and machinery will be tracked and will operate within the established footway boundary, the need for onsite ground mats has been deemed unnecessary.

Works are expected to be undertaken during daytime hours, with specific construction dates still to be confirmed. Phase 1 is planned to commence prior to March 2026. The overall duration of works remains to be finalised; however, the indicative durations for each phase are as follows:

- Landscaping and removal of the existing fence are expected to take approximately three to four days.
- Ditch clearing activities are also anticipated to require three to four days.

As construction works are located outwith with the trunk road boundary, traffic management measures will not be required to facilitate the proposed activities.

Location

The scheme is located between Old Kilpatrick and Mountblow, covering an area of 2,440m^2, in West Dunbartonshire. The scheme extents can be found at the following National Grid References (NGRs) (Figure 1):

- Scheme start - NS 47071 73161
- Scheme end - NS 47554 72858

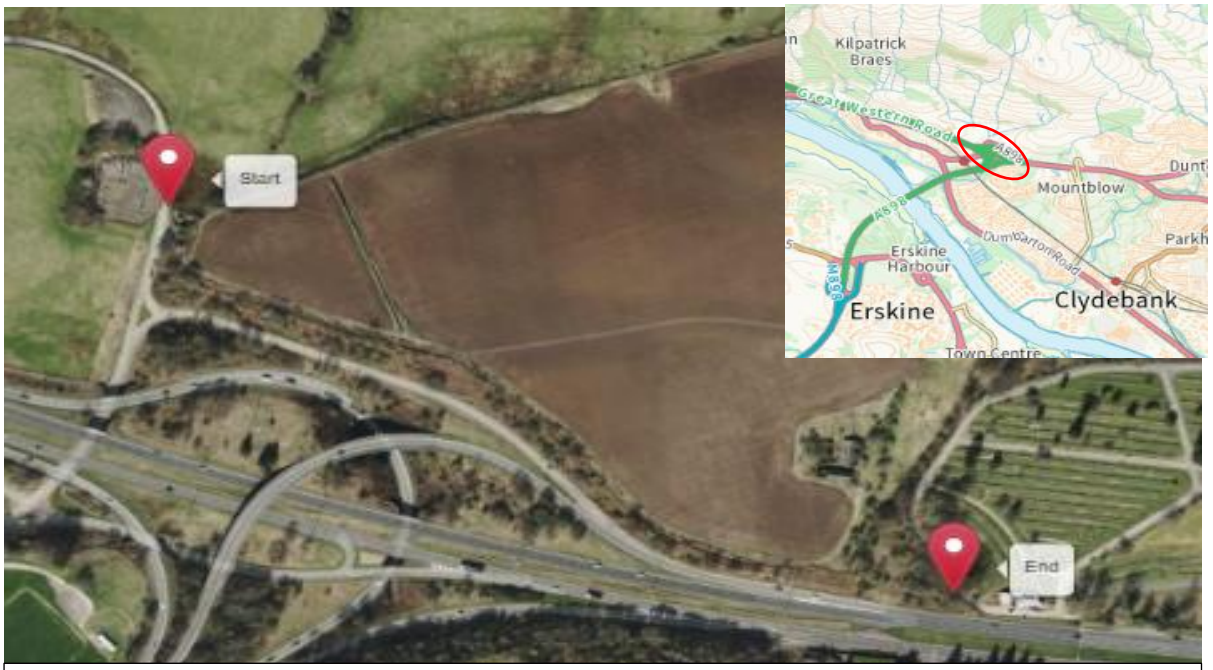

Figure 1: Scheme Location Map

Description of local environment

Air quality

The scheme is located between Old Kilpatrick and Mountblow in West Dumbartonshire. Local air quality conditions are expected to be primarily influenced by traffic emissions from the A82 carriageway, situated 15m south of the works, with additional contributions from surrounding agricultural and residential activities. Although no traffic count data is available directly within the scheme extents, manual count point 78663, located approximately 215m east of the proposed works along the A82, can be considered representative of local traffic characteristics. In 2024, this count point recorded an Annual Average Daily Flow (AADF) of 38,706 vehicles, of which 506 (1%) were classified as Heavy Goods Vehicles (HGVs).

Approximately ten residential properties lie within 200m of the proposed works, with the nearest located 108m south on Eriskay Drive. The surrounding area includes agricultural land, with the closest farming property (Mount Pleasant) situated approximately 387m west of the works. Other sensitive non-residential air quality receptors include Clydebank Cemetery, located 20m east, and Old Dalnottar Cemetery, 53m south of the scheme extents.

Local Authorities in the UK are required to review and assess air quality to ensure compliance with national air quality objectives. Where exceedances occur, an Air Quality Management Area (AQMA) must be declared and an associated management plan prepared. West Dumbartonshire Council (Air Quality Management Area (AQMA)) has not currently declared any AQMAs.

There are no Air Quality Monitoring Stations located within 1km of the proposed works. The nearest monitoring station is located approximately 2km to the southwest and records pollutant concentrations within the “low” pollution band. Additionally, no Scottish Pollutant Release Inventory Sites (SPRI) are present within 1km of the proposed works.

Cultural heritage

A desk-based assessment has been undertaken using Pastmap online mapping tool. The assessment considered designated cultural heritage assets within a 300m radius and non-designated assets within a 200m radius.

Full details of designated and non-designated assets can be found in Table 1 and Table 2 below.

Table 1: Designated Cultural Heritage Assets within 300m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Two K8 Telephone Kiosks To North And South Of Carriageway At Northeast End Of Erskine Bridge	LB52508	Category B Listed Building - Two K8 public telephone kiosks located at the northeast end of Erskine Bridge, Old Kilpatrick.	Approx. 300m southwest of the scheme extents
Antonine Wall, Mount Pleasant, 190m WSW To 215m Se Of Netherclose	SM7064	Scheduled Monument - The monument comprises a stretch of the Antonine Wall surviving as buried remains of the outer mound, ditch, berm and rampart.	Approx. 10m west of the scheme extents
Antonine Wall, Mt Pleasant Gas Governor To WNW Of N Dalnottar Cemetery	SM7065	Scheduled Monument - This monument is a section of the Antonine Wall which runs up a slope to the WNW of North Dalnottar Cemetery.	Within the scheme extents
Antonine Wall, N Of North Dalnottar Cemetery	SM7066	Scheduled Monument - This monument is a section of the Antonine Wall which runs along the slope of a ridge to the N of North Dalnottar Cemetery.	Approx. 230m northeast of the works
Antonine Wall World Heritage Site Buffer Zone	N/A.	World Heritage Site	Within the scheme extents

Table 2: Non-Designated Cultural Heritage Assets within 200m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Mount Pleasant Drive, Old Kilpatrick	N/A.	Conservation Area	Approx. 200m southwest of the works
Old Kilpatrick, Mount Pleasant, Transmission Reduction Station	365666	National Record of Historic Environment (NRHE) - Class (Event) (21st Century)	Approx. 13m west of the works
Old Kilpatrick, Dalnottar Burn	43272	NRHE - Distance Slab(S) (Roman)	Adjacent to the works
Old Kilpatrick	43274	NRHE - Cross (Early Medieval)	Approx. 150m southwest of the works
Clydebank, Dalnottar	43290	NRHE - Brooch (Bronze)(Roman)	Approx. 90m northeast of the works
Duntocher, Great Western Road, North Dalnottar Cemetery, Lodge	265776	NRHE - Lodge (Period Unassigned)	Adjacent to the scheme extents
Duntocher, Great Western Road, Dalnottar Cemetery, Lodge	265778	NRHE - Lodge (Period Unassigned)	Approx. 35m south of the scheme extents
Duntocher, Great Western Road, Dalnottar Cemetery, War Memorial	345038	NRHE - War Memorial (20th Century)	Approx. 150m south of the scheme extents
Mount Pleasant, Old Kilpatrick Transmission Reduction Station	97705	Historic Environment Record (HER) - No Class (event) (Period Unassigned)	Adjacent to the scheme extents
Old Kirkpatrick, Dalnottar Burn	7823	HER - Roman Distance Slabs	Adjacent to the scheme extents
Old Kilpatrick	7825	HER - Cross	Approx. 150m south of the works
Duntocher, Great Western Road, North Dalnottar Cemetery, Lodge	52249	HER - Lodge	Adjacent to the scheme extents
Clydebank, Dalnottar	7840	HER - Roman Bronze Fibula	Approx. 130m northeast of the scheme extents
Duntocher, Great Western Road, North Dalnottar Cemetery	85226	HER - Cemetery (Period Unassigned)	Approx. 150m northeast of the works
Duntocher, Great Western Road,	52248	HER - Lodge	Approx. 30m south of the works

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
Dalnottar Cemetery, Lodge			
Duntocher, Great Western Road, Dalnottar Cemetery, War Memorial	98977	HER - War Memorial (20th Century)	Approx. 140m south of the works

Landscape and visual effects

Landscape

The scheme is situated in a semi-rural area between Old Kilpatrick and Mountblow in West Dumbartonshire. Vegetation and shrubbery border the scheme boundary, with mixed woodland and dense planting located adjacent to the footway.

The wider landscape comprises residential properties, community facilities, and areas of open space. To the north, the setting includes agricultural land and recreational walking areas, such as The Humphrey Hiking Zone.

The proposed works lie within the boundary of the Antonine Wall Scheduled Monument, a landscape of significant cultural and historical value. The monument extends from Old Kilpatrick in the west to Bo'ness in the east and originally comprised of a rampart, the ditch, the berm (area between rampart and ditch) and the upcast mound. Although the monument has been levelled in this area, faint traces of the ditch remain visible to the west, and the alignment of the Wall persists as a field boundary.

The Antonine Wall is recognised as a nationally important Roman frontier system and is considered the most significant Roman monument in Scotland. It holds considerable potential to enhance understanding of Roman military organisation and frontier management.

An unnamed Long-Established Ancient Woodland (of plantation origin) (ID: 27950) is located approximately 320m southwest of the proposed works. A desk based review confirms that no Garden and Designed Landscapes, National Scenic Areas (NSAs) or National Parks are present within 500m, or within visual proximity, of the proposed works.

A review of available data identified one Tree Preservation Order (TPO) within 500m of the works: TPO Clydebank District Council - Trees within the Grounds of Auchentoshan School and Auchentoshan Occupational centre (ID: CDC7) is located 470m east of the scheme extents.

NatureScot's online research tool, Scottish Landscape Character Type (LCT), has highlighted that the LCT within the proposed scheme extents can be classed as both 'Urban' and '216 - Rugged Moorland Hills' characterised by relatively low-lying hills standing as rugged uplands around the north-western parts of the Clyde Basin, forming a broken of rugged uplands. The steep south-facing slopes are visible from much of the Glasgow and Clyde Valley conurbation.

Scotland's Historic Land Use Assessment (HLA) Map has identified that the land within the scheme extents is used as 'Motorway and Major Roads'. These modern transport systems have focussed on the construction and extension of multi-laned motorways, with their associated service stations. Providing links between major cities, they cover considerable areas of land. The land surrounding the scheme extents can be classed as a mixture of 'Cemetery', 'Urban' and 'Rectilinear Fields and Farms'.

Visual

Due to the semi-rural setting of the scheme within Old Kilpatrick, combined with the presence of substantial existing vegetation, visual screening is considered sufficient to limit views of the proposed construction activities from nearby residential properties or community facilities.

In addition, there are several West Dunbartonshire Core Paths located within 300m of the scheme extents, these include the following:

- Core Path 99 is located immediately adjacent to the scheme;
- Core Path 87 is located adjacent to the scheme extents;
- Core Path 129 (Lusset Glen/A82) is located approximately 15m south of the scheme extents, and;
- Core Path 133 is located approximately 255m southwest of the scheme extents.

Transient visual receptors, users of Core Path 99 and nearby routes, are likely to experience views of the works during construction.

Biodiversity

Protected areas

A desktop review undertaken using NatureScot's Sitelink online resource identified two European designated sites within 2km of the works:

- Inner Clyde Ramsar (ID: 8429) located approximately 970m southwest of the works.
- Inner Clyde Special Protection Area (SPA) (ID: 8514) 970m southwest of the works.

Due to the close proximity a Habitats Regulation Appraisal (HRA) Stage 1 has been completed by Amey ecologists. The appraisal concluded that no Likely Significant Effects on the designated sites are anticipated.

A 200m buffer has been applied to identify nationally designated ecological sites of importance, including Sites of Special Scientific Interest (SSSIs) and national or local or nature reserves. No nationally designated sites were recorded within this buffer, and no sites with direct ecological connectivity to the proposed works were identified.

A review of available data confirmed the presence of one Tree Preservation Order (TPO) within 500m of the works: TPO Clydebank District Council - Trees within the Grounds of Auchentoshan School and Auchentoshan Occupational centre (ID: CDC7) is located 470m east of the scheme extents.

Field survey

As the proposed works will be undertaken out with trunk road and carriageway boundaries and involve ground excavation, a field survey was undertaken by two Amey ecologists on 29th January 2026.

No Invasive Non-Native Species (INNS) were recorded during the site walkover. However, Himalayan balsam (*Impatiens glandulifera*) has been anecdotally noted to occur in the stream and drainage systems in the area by Amey Ecologists. At the time of the survey the species may not have been detectable due to being outside of its normal seasonal growth and later flowering stage.

Invasive plants

Transport Scotland's Asset Management Performance System (AMPS) has not recorded any target species, injurious weeds or any Invasive Non-Native Species (INNS) within the proposed works area.

Geology and soils

Geology

There are no Geological Conservation Review Sites (GCRS), Local Geodiversity Sites or any Geological SSSIs that have connectivity or are within 200m of the scheme extents as noted by NatureScot's Sitelink.

According to Britain's Geology Viewer, the bedrock geology underlying the proposed works and its surrounding area is characterised by Strathgryfe Lava Member-Plagioclase-macrophyric basaltic-rock described as being extrusive volcanic matter in origin. The regolith found within the proposed works area consists of raised marine beach deposits derived from the sand and gravel originated the late Devensian period.

Soils

No soil data is available within the scheme extents or within proximity to the works according to Scotland's Soils Map.

Land use

The national scale Land Capability for Agriculture can be identified as being '888 - Urban'. A review of Scotland's HLA Map indicates no potential sources of historical land contamination within the vicinity of the proposed works.

There are no operational landfill sites located within 1km of the proposed scheme extents. The nearest landfill site is Peel Glen Road, Bearsden (Permit/Licence: WML/W/0000012) located approximately 3.8km east of the works, however, this site is also no longer operational.

Material assets and waste

Materials

Materials required are detailed within Table 3 below.

Table 3: Key Materials Required for Activities

Activity	Materials Required	Sources
Construction	• Temporary Fencing.	• Materials will be derived from recycled, secondary or re-used

Activity	Materials Required	Sources
		origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. • Excavated material will be reinstated back into the site location.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.

Wastes

Anticipated wastes from the proposed works are listed in Table 4 below.

Table 4: Key Waste Produced by Activities

Activity	Waste Produced	Disposal
Construction	• Life expired timber fence, and; • Vegetation.	• All waste must be transported by a suitable licenced contractor and must be accompanied by correctly completed waste transfer note. • All waste will be disposed of following regulations of the Environmental Authorisation (Scotland) Regulations 2018 (EASR). • Vegetation and smaller branches will be chipped and spread on site with larger logs being stacked on site. • The EASR 2018 - Low Risk Waste Activity 5 states that waste plant matter may be treated at the place where it is produced to make it easier to transport or to produce mulch for use at the place of production. However, treatment must occur at the place where the waste plant matter or brash was produced.

Activity	Waste Produced	Disposal
		• Old fencing will be removed and disposed of to a licenced facility. • Removed debris and silt will be disposed of on the south of the ditch.

The proposed scheme does not require a Site Waste Management Plan (SWMP) as the total value is under £350,000.

Noise and vibration

Local noise and vibration conditions are expected to be dominated by vehicular traffic on the A82 carriageway, located approximately 15m south of the proposed works. Secondary noise sources include agricultural activities and general residential activities within nearby housing estates. For traffic data, including Annual Average Daily Flow (AADF) information, please refer to the Air Quality section above.

Approximately 35 residential properties are located within 300m of the works, with the nearest dwelling situated around 108m south along Eriskay Drive. The wider residential area extends southwards as far as Oronsay Gardens. Agricultural land surrounds much of the scheme, with the nearest farm property (Mount Pleasant) located approximately 387m to the west.

In addition to residential properties, other non-residential sensitive noise and vibration receptors include the following:

- Old Dalnottar Cemetery located 53m south of the scheme extents;
- Clydebank Cemetery located 20m east of the works;
- Old Kilpatrick Bowling Club is located approximately 280m southwest of the works, and;
- Play Park located 243m south of the works.

There are no vibration-sensitive receptors located within 100m of the proposed scheme extents.

According to Scotland's Noise Map, modelled day-time noise levels (L_{day}) in the areas surrounding the scheme extents have been recorded to range between 52-55dB, whereas within the scheme extents, noise level is approximately 65dB. Noise level during nighttime hours (L_{ngt}) within the surrounding area ranges from 48-52dB whereas within the scheme extents noise has been recorded to be between 57-59dB.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by Transport Scotland's Transportation Noise Action Plan (TNAP) (2019-2023) and the Glasgow Agglomeration Action Plan.

Population and human health

The proposed works are situated within a semi-rural area located between Old Kilpatrick and Mountblow. The scheme involves replacing boundary fencing and upgrading of existing drainage infrastructure within both Scottish Ministers' land and privately owned land.

The surrounding land is primarily characterised by residential, recreational and agricultural land uses. The adjacent A82 road network, located within West Dunbartonshire, provides connectivity to nearby settlements and onward links to larger urban areas such as Glasgow. Old Kilpatrick contains a range of community assets, including recreational grounds and local businesses, with a greater concentration and diversity of services available within the city of Glasgow.

Approximately 35 residential properties are located within 300m of the works, with the nearest dwelling situated around 108m south along Eriskay Drive. The wider residential area extends southwards as far as Oronsay Gardens. Agricultural land surrounds much of the scheme, with the nearest farm property (Mount Pleasant) located approximately 387m to the west.

There are multiple independent businesses located within 300m. Other key community assets include the following:

- Old Dalnottar Cemetery located 53m south of the scheme extents;
- Clydebank Cemetery located 20m east of the works;
- Old Kilpatrick Bowling Club is located approximately 280m southwest of the works, and;
- Play Park located 243m south of the works.

The footway immediately adjacent to the proposed works forms part of the designated core path network, providing connectivity to several core paths and recreational walking routes within the wider area.

There are several West Dunbartonshire core paths located within 300m of the scheme extents, these include the following:

- Core Path 99 is located immediately adjacent to the scheme;
- Core Path 87 is located adjacent to the scheme extents;

- Core Path 129 (Lusset Glen/A82) is located approximately 15m south of the scheme extents, and;
- Core Path 133 is located approximately 255m southwest of the scheme extents.

There are no National Cycle Network Routes or any bridleways located within 300m of the proposed works area. Due to the rural nature and as works are not occurring along the road network, no streetlights, laybys, access/egress points to properties or bus stops are present.

Road drainage and the water environment

Surface water

SEPA's Water Classification Hub identifies no Water Framework Directive (WFD) classified watercourses within 500m of the proposed works area. However, several unclassified watercourses are present within 500m of the proposed works including the following:

- Field drain located directly adjacent/partially within the proposed works;
- Unnamed small watercourse located adjacent to the proposed works;
- Unnamed watercourse located approximately 253m east of the proposed works, and;
- Lusset Glen located approximately 347m south of the proposed works.

One pond is present within 250m of the works, this being located 204m southeast.

A drainage ditch is present within the scheme extents.

Flood risk

According to SEPA's Flood Risk Map, there are localised areas along the scheme extents that are predicted to experience a low to high (0.1%-10% probability per annum) likelihood of surface water flooding.

Groundwater

Groundwater within the scheme extents consists of Clydebank Sand and Gravel (ID: 150775) which has an overall good quality as identified by the WFD in 2024.

The proposed area of works is not contained within a Scottish Government Nitrate Vulnerable Zone (NVZ). Works also do not fall within any Drinking Water Protected Areas (Surface).

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009, as amended by the Scottish Carbon Budgets Amendment Regulations 2025 sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for greenhouse gases including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

- 2026 - 2030: Average emissions to be 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline
- 2041 - 2045: Average emissions to be 94% lower than baseline.

These budgets are legally binding and will be supported by a new Climate Change Plan, which will outline the specific policies and actions required to meet the targets.

Transport Scotland remains committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland, and Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the South West Network Management Contract (SW NMC) network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance (Guidance – Environmental Impact Assessments for road projects (transport.gov.scot)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) LA 101 and LA 104 were used to form this assessment.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- During the construction phase, activities undertaken on site could potentially have some minor localised and short-term air quality impacts in proximity to the works:
  - Construction activities, including excavation, carry a potential to produce airborne particulate matter, dust and generate emissions;
  - Various plant, vehicles, and Non-Road Mobile Machinery (NRMM) will contribute to local dust, particulate matter and exhaust emissions.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

Mitigation

Mitigation measures will follow best practice from the Institute of Air Quality Management (IAQM), from the 'Guidance on the assessment of dust from demolition and construction (2024)',including:

- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;

- Minimise drop heights from conveyors and other loading or handling equipment;
- Ensure vehicles entering and leaving the work area are covered to prevent escape of materials during transport;
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
- When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.

The following additional mitigation measures will be implemented:

- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.
- Plant, vehicles and Non-Road Mobile Machinery (NRMM) will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

No significant effects are anticipated and therefore no further assessment in accordance with DMRB Guidance document LA 105: Air Quality is required.

Cultural heritage

Impacts

- The works located partially within the Antonine Wall Scheduled Monument and World Heritage Site, present a potential risk of archaeological interest or disturbance. While the works are not expected to cause direct damage to the integrity of the monument, their proximity necessitates careful planning and oversight.
- The setting of the assets in question is likely to be temporarily impacted by the proposed scheme given the presence of plant, machinery, vehicles and operatives.
- Due to the nature of the works and proposed construction activities, any effects associated within vibration are likely to be minimal and temporary.

Mitigation

The following mitigation measures will be in place throughout the period of works:

- All site staff will be made aware of the Antonine Wall Scheduled Monument during all phases of works.
- If any archaeological finds are discovered, the works will be suspended, and the relevant stakeholders will be contacted.

- No materials or wastes will be stored within any of the designated site's boundaries.
- During construction, plant, vehicles, personnel, materials etc. will be contained to hard land at all times.
- Further actions and considerations for the scheme are detailed in the *Noise and Vibration, Air Quality and Landscape* sections of this report.
- Consultation was undertaken with Historic Environment Scotland (HES) to ensure compliance with heritage protection regulations and to safeguard the site's cultural significance.

Consultation with Historic Environment Scotland (HES) has confirmed that activities within the Antonine Wall Scheduled Monument will not require Scheduled Monument Consent for Phase 1 activities, provided the following conditions are met:

- Fencing within the Scheduled Monument must be cut by hand at ground level;
- Any temporary fencing within the Scheduled Monument must be free standing and not penetrate the ground, and;
- Vegetation removal can only be carried out if vegetation is cut at the base with roots left in the ground.

Consultation with the West of Scotland Archaeology Service (WoSAS) has been undertaken. This consultation has concluded the following:

- Any ground-disturbing works within the Antonine Wall Scheduled Monument must be agreed within HES;
- Vegetation must be cut only to ground level, and the ditch must be cleaned only to its original edges, and;
- The site compound should be built by laying geotextile on the existing ground or located in an area where it is known that the ground has already been substantially reduced.

Provided mitigation measures are followed no significant effects are anticipated to cultural heritage. Therefore, in line with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required.

Landscape and visual effects

Impacts

- There will likely 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.

- Users of the footpaths will experience diminished visual amenity as a result of construction activities. The presence of machinery and fencing will disrupt the visual quality of these recreational areas.
- TPO CDC7 will not be affected by the proposed works, as all activities will be contained within the defined scheme extents.
- Vegetation clearance (Phase 1) has the potential to alter the established natural setting and landscape character of the Antonine Wall Scheduled Monument.
- Ditch clearance and fence upgrades may result in a minor positive visual effect for users of the adjacent footpath, as the removal of overgrown vegetation may enhance the overall appearance of the surrounding landscape.

Mitigation

- Plant, vehicles, and materials will be confined to hardstanding areas (as far as reasonably practicable).
- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Vegetation cutback (where required) will be minimal and only where necessary. Should any tree roots be removed, the Amey Landscape Team will be notified.
- Where any damage occurs to the soft estate/exposed soil (e.g. during the presence of plant, machinery, vehicles, operatives and compound/welfare facilities), areas will be reinstated upon completion of the works. Reinstatement will include removal of existing topsoil, with fresh topsoil and seeding with same mix/species as was there before works being installed thereafter.
- The fence line will be designed to remain in-keeping with the surrounding environment to maintain landscape character and integrity.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works will not be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- There is potential for protected species to be active within the surrounding area and for the works to result in disturbance to these species via noise pollution and habitat destruction.
- There is the potential for nesting birds to utilise the woodland/scrub within/parallel to the area of works in areas where vegetation cutback

is required. Therefore, nesting birds have the potential to be impacted by the proposed scheme should works be undertaken within nesting season.

- Vegetation clearance and excavations required could result in habitat loss.
- Works have the potential to disturb and spread target species and INNS, such as Himalayan balsam, if located within the scheme extents.

Mitigation

- As it is possible that Himalayan balsam occurs within the scheme extents, site operatives will be briefed on the on the species and control measures through a toolbox talk. Biosecurity measures will be put in place including machinery washdowns to prevent soil movement to other sites after work completion, and caution will be taken when working in the drainage ditch or adjacent to the stream.
- Vegetation clearance will be programmed outwith breeding bird season (which is from March – August inclusive). Where this cannot be avoided, a suitably qualified/experienced ecologist will carry out a nesting bird check before works can proceed during breeding bird season. Nesting bird checks will be undertaken no more than 48 hours prior to any clearance works taking place.
- Where possible, felled trees and woody shrubs will be left behind in piles providing refugia.
- Standard construction safeguards for mammals will be adhered to at all times whilst construction is ongoing including that all compounds, storage areas and excavations will be fenced with mammal proof fencing and a ramp provided in any excavations left overnight.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- Additional pollution prevention measures are detailed in the Road Drainage and the Water Environment section.

With the above mitigation measures and best practice being adhered to, no significant effects on biodiversity are anticipated. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Geology and soils

Impacts

- The works may result in minor soil disturbance, which can create adverse conditions, including erosion and polluted soils.

- There is potential for spills, leaks or seepage of fuels and oils associated with machinery to escape if not controlled which may negatively affect the soil environment.
- Removing vegetation and topsoil can reduce organic matter in the area.

Mitigation

The following mitigation measures will be in place during the works:

- There will be no unnecessary storage of materials or parking of vehicles on soft ground or grassy areas, as this may destroy the soil structure and damage grass. Hardstanding will be provided. If damage occurs re-instalment will be carried out as specified in the relevant *Landscape and Visual Effects* section (above).
- Spill kits will be present on site, and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- Weather reports will be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.
- See additional pollution mitigation measures in the *Drainage and Water Environment* section below.

With mitigation measures in place, no significant effects are anticipated on geology and soils. Therefore, in line with DMRB Guidance document LA 109: Geology and Soils no further assessment is required.

Material assets and waste

Impacts

- There will be an increase in waste to landfill if waste materials are not recycled or reused, and therefore by reusing any excavated material the volume of waste sent to landfill will be reduced.
- The use of virgin aggregates within the scheme will contribute to the depletion of natural and finite geological resources.
- Energy will be required for the scheme in the form of non-renewable fossil fuels for transport of materials and personnel, and for plant operation. The use of non-renewable fuels to power plant and machinery will be a contributing factor to greenhouse gas emissions.

Mitigation

- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Battery operated plant, vehicles and machinery will be explored as a resource-friendly alternative to combustion fuel powered counterparts.
- Vegetation will be stacked and/or chipped and re-distributed on site where possible.
- Waste will be transferred to SEPA-authorised facilities by carriers with valid waste carrier registrations. A waste transfer note (WTN) will be completed for removal of waste from site and retained for two years, in line with statutory Duty of Care requirements.

Waste plant matter may be treated at the place where it is produced to make it easier to transport or to produce mulch for use at the place of production. However, treatment must occur at the place where the waste plant matter or brash was produced. Please see SEPA guidance for details.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- There will be an increase in noise and vibration levels during construction due to the use of plant and machinery and an increase in HGVs, thus having an impact on nearby residential and non-residential receptors, particularly due to the low-background levels currently being experienced within the surrounding area.
- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.
- Noisy and vibration-heavy works will likely be required, which could cause disturbance for residential properties within 300m of the scheme extents, and for the nearby amenity users.

Mitigation

Mitigation measures follow Best Practicable Means as outlined in British Standard (BS) 5228:2009+A1:2014. The standard provides specific detail on suitable measures for noise control in respect to construction operations, for example:

- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- The use of battery-operated plant, vehicles and machinery will be explored for the proposed scheme extents to reduce noise levels of equipment.
- The site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements.

With best practice mitigation measures in place, and due to the works being of a minor, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration, no further assessment is required.

Population and human health

Impacts

- Footways and West Dunbartonshire Council Core Paths running parallel to, and through the proposed area of works have the potential to be impacted by the proposed scheme.
- Temporary land take is required for works to commence as the scheme extents are located on private property and land owned by Scottish Ministers.
- Loss of vegetation may increase visual exposure altering views for users of the footpath within the scheme extents.
- Specific impacts on air quality, visually and regarding noise and vibration can be found within the relevant sections of this document.

Mitigation

- Footpaths adjacent to the works will remail open, however, if closures are necessary, they will be discussed with the local authority and advertised upon approach. Where appropriate, accessible diversion routes will be provided and will be well sign-posted.
- Discussions with landowners are required to secure all necessary permissions prior to commencing works. Detailed information on planned construction

activities and the programme of works will be communicated, with timely updates provided to landowners in the event of any changes.

- See additional *Landscape and Visual Effects* mitigation measures, *Noise and Vibration* mitigation measures and *Air Quality* mitigation measures in the appropriate sections above.

With best practice mitigation measures in place, no significant effects associated with Population and Human Health are predicted. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health, no further assessment is required.

Road drainage and the water environment

Impacts

- Potential for spills, routine runoff, leaks or seepage of fuels and oils associated with plant to escape and/or leach into the watercourse if not controlled, which may negatively affect the surrounding water environment and surface/ground water quality.
- If not adequately controlled, debris and runoff from the works could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the drainage system, thus having a detrimental effect on the surrounding local water environment.
- This scheme will have a positive impact to road drainage, as works are being undertaken to reduce flooding in the area.

Mitigation

The following best practice and pollution prevention measures will be in place:

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site both during and following the works.
- Prior to works commencing, all operatives will be aware of SEPA's Guidance for Pollution Prevention (GPP).
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
    - The control room will be contacted if any pollution incidences occur (available 24 hours, 7 days a week).
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop,

and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.

- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.

With mitigation measures in place, no significant effects are anticipated on the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- Construction activities may result in GHG emissions from vehicles, machinery, material use and production, and transportation.

Mitigation

The following mitigation measures will be in place:

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be not significant. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

Construction activities are confined to the works location, and maintenance will not significantly impact the surrounding environment. The drainage design is required to account for any anticipated future increases in precipitation and flood events and therefore construction and operational impacts on flooding have been assessed as negligible.

Considering the above and mitigation measures adhered to, the vulnerability of the project to major accidents and disasters is considered to be low.

Assessment cumulative effects

Due to the final construction programme for the scheme not yet having been confirmed, it is not possible to identify any road works, planning applications or other nearby works contributing to cumulative effects at this time. However, according to the Scottish Road Works Commissioner and West Dunbartonshire Council, no concurrent or overlapping works are scheduled within the vicinity of the proposed construction activities.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area. Considering the nature and scale of the maintenance works being undertaken, no cumulative or in combination effects are anticipated.

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 works.

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Energy Transitions & Sustainability Team at Amey in January 2026.
- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in January 2026.
- A Habitats Regulation Appraisal (HRA) Stage 1 undertaken by the Ecology Team at Amey in January 2026.
- Consultation with HES and WoSAS undertaken by the Energy Transitions & Sustainability Team at Amey in January 2026.

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) exceed 1 hectare in area.

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:

- The risk of major accidents or disasters is considered to be low.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No in-combination effects have been identified.
- As the works will be limited to out with the trunk road boundary, 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. No impacts on the environment are expected during the operational phase as a result of works.

Location of the scheme:

- The replacement of the boundary fencing and the upgrading of existing drainage within both Scottish Ministers owned land and privately owned land. Therefore, temporary land take is required for works to commence as the scheme extents are located on private property and land owned by Scottish Ministers.
- Works cross over the Antonine Wall Scheduled Monument and World Heritage Site which is both a distinctive cultural landscape and historical landscape feature. Mitigation measures outlined by HES and WoSAS will be followed, therefore, there will be no significant impact on the above assets.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment and drainage.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in-combination effects have been identified.

References of supporting documentation

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Energy Transitions & Sustainability Team at Amey in January 2026.
- A Preliminary Ecological Walkover (PEW) undertaken by the Ecology Team at Amey in January 2026.
- A Habitats Regulation Appraisal (HRA) Stage 1 undertaken by the Ecology Team at Amey in January 2026.
- Consultation with HES and WoSAS undertaken by the Energy Transitions & Sustainability Team at Amey in January 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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