



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A82 Dumbarton Road to Dunglass Roundabout**

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## Project Details

### Description

The works are required to repair structural defects that have been identified on a stretch of the A82 carriageway (14,526m<sup>2</sup>) between Dumbarton Road and Dunglass Roundabout, Bowling. Investigations have identified defects such as fretting and chip loss and structural inlay defects such as rutting, longitudinal, transverse, cracking between depths 10mm – 300mm. The scheme covers an approximate area of 1.4 hectares.

Construction activities will consist of the following:

- Implementation of Traffic Management (TM);
- Milling out the existing material to the proposed treatment depths;
- Inlays using TS2010 surface course 10mm aggregate and AC binder and base if required;
- The individual layers will then be stacked on top of each other; and
- Removal of TM.

Machinery and plant required will include (but are not limited to):

- Roller wagon;
- Paver;
- Planer; and
- Bond coat truck.

The proposed construction is programmed to be completed within the 2024/2025 financial year (April 2024 to March 2025) for the duration of seven nights.

TM is currently anticipated to consist of total road closures over-night. There will be a diversion route commencing as follows:

- Start on the A82 at Stoneymollan roundabout, by taking first exit onto A811 Lomond Road, Balloch;
- Continue on A811 via Gartocharn to Drymen Bridge junction A809;
- Take right and follow A809 via Croftamie and Craigton Village to the roundabout at the B8050 Stockiemuir Road;
- Take third exit onto B8050 Baljaffray Road;
- Continue to A810 junction;

- Take right and follow A810 on Duntocher Road and Glasgow Road to Hardgate roundabout (junction with A8014);
- Take first exit onto Kilbowie Road;
- Continue to A82 Kilbowie roundabout; then
- Rejoin A82 southbound or to Erskine bridge by following permanent signing.

Dunbartonshire Council's Roads Department were notified of arrangements in March 2024.

## Location

The scheme is located along the A82 and starts and ends at the following National Grid References (NGRs) (Figure 1):

- Start: NS 45636 73505
- End: NS 43742 73798

See Figure 1: Scheme Location Map

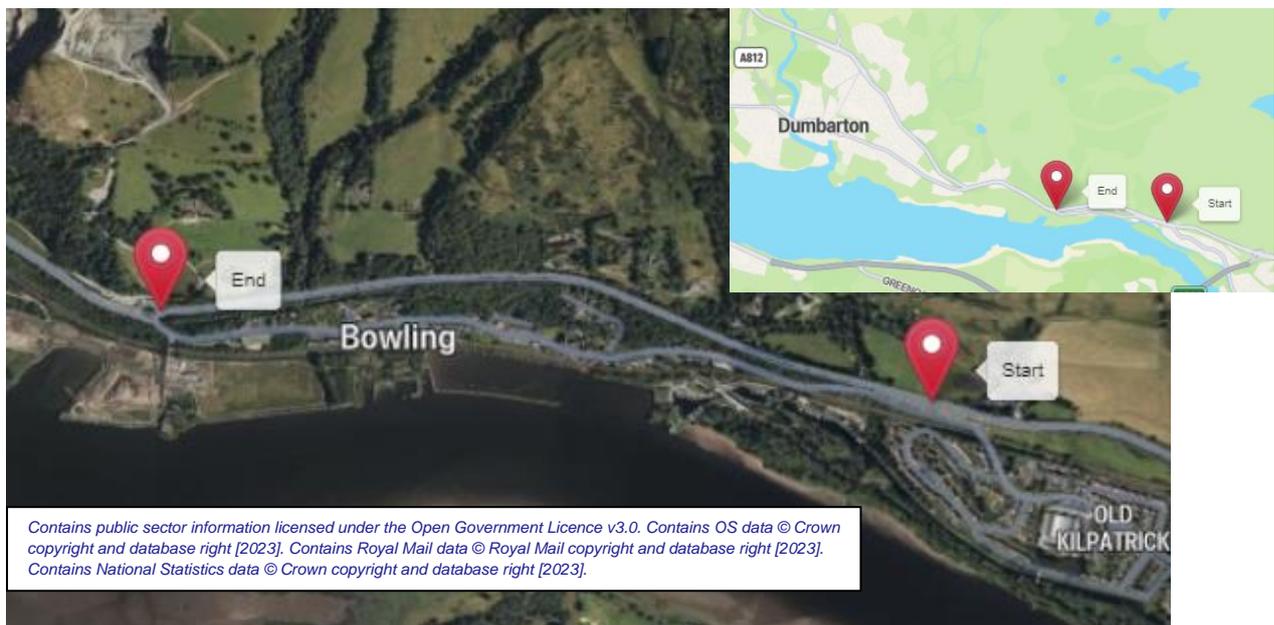


Figure 1: Scheme Location

## Description of local environment

### Air quality

The scheme is located within a semi-rural area along the A82 within the small village of Bowling in West Dunbartonshire. There are over approximately 200 residential properties within 300m of the scheme extents with the closest one being located approximately 15m south of the A82. There are several non-residential receptors within 300m of the scheme, these include:

- Bowling Play Park located approximately 100m south.
- Custom House Hotel located approximately 140m south.
- Bowling Train Station located approximately 150m south.

West Dunbartonshire Council has not declared any Air Quality Management Areas ([AQMAs](#)) within the scheme extents.

Baseline air quality is mainly influenced by vehicles travelling along the A82 carriageway.

The Annual Average Daily Flow (AADF) of Traffic along the A82 within the scheme extents can be found at manual count point [40766](#). This states that in 2022, the AADF for all motor vehicles was 47,348 with 2,259 of those being Heavy Good Vehicles (HGVs).

According to [Scotland's Environment Web](#), there are no Scottish Pollutant Release Inventory (SPRI) sites for air pollutants releases within 1km of the scheme.

### Cultural heritage

A desktop study using [Pastmap](#) has identified the following statutory designated cultural heritage features within 300m of the scheme extents:

#### Listed Buildings

- East And West Helenslea, Forth and Clyde Canal, Upper Canal Basin, Bowling, (Former Lock Keepers' Houses) (ref: LB18842) located approximately 60m south of the scheme.
- Littlemill Distillery, Former Exciseman's House and Boundary Wall, Dumbarton Road, Bowling (ref: LB19656) located approximately 70m south of the scheme.

- Bowling, Upper Canal Basin and Lock (ref: LB18843) located approximately 80m south of the scheme.
- 2 Canal Drawbridges at Bowling (ref: LB14410) located approximately 100m south of the scheme.
- Bowling Basin, Swing Bridge (ref: LB18845) located approximately 110m south of the scheme.
- Customs House and Store, Including Boundary Walls and Gatepiers, Forth and Clyde Canal, Bowling (ref: LB14411) located approximately 120m south of the scheme.
- Bowling, Great Western Road, Glenarbuck House Including Sundial (ref: LB14409) located approximately 150m north of the scheme.
- Bowling, Lower Canal Basin and Entrance (ref: LB18844) located approximately 170m south of the scheme.
- Lock Keeper's Bothy, Forth and Clyde Canal, Bowling Harbour, Bowling (ref: LB52226) located approximately 180m south of the scheme.
- Old Kilpatrick, Great Western Road, Gavinburn Farm (ref: LB50228) located approximately 210m east of the scheme.
- Dunglass Castle (ref: LB14399) located approximately 260m south of the scheme.
- Obelisk Memorial to Henry Bell (ref: LB14400) located approximately 260m south of the scheme.

## Scheduled Monuments

- Forth And Clyde Canal: Bowling – Old Kilpatrick (ref: SM6779) located approximately 65m south of the scheme.

## World Heritage Sites

- Antonine Wall World Heritage Site Buffer Zone is located adjacent to the north in the verge of the A82 parallel to the scheme.

## Historic Environmental Record

- Auchentorlie House, New Mid Lodge (Ref: 88426) located within the scheme extents.
- Bowling Fundamental Bench Mark (Ref: 66251) located within the scheme extents.
- Bowling, Dumbarton Road, Public Park, War Memorial (ref: 88762) located approximately 5m south of the scheme.
- Bowling, Railway Tunnel (Ref: 61979) located approximately 10m south of the scheme.

- Old Kilpatrick, Glenar buck House (Ref: 40486) located approximately 15m north of the scheme.
- Bowling, 76-80 Dumbarton Road (Ref: 88428) located approximately 25m south of the scheme.
- Bowling, Dumbarton Road, Public Park (Ref: 88761) located approximately 27m south of the scheme.
- Dumbarton Burgh and County Tramways/June 1908 Dalmuir Extension (Ref: 99380) located approximately 50m south of the scheme.
- Bowling, Dumbarton Road, Littlemill Whiskey Distillery, Exciseman's House (Ref: 81287) located approximately 50m south of the scheme.

## Canmores

- Auchentorlie House, New Mid Lodge (Ref: 298359) located approximately 13m north of the scheme.
- Bowling, Dumbarton Road, Public Park (Ref: 298351) located approximately 15m south of the scheme.
- Bowling Fundamental Bench Mark (Ref: 315663) located approximately 15m south of the scheme.
- Bowling, Railway Tunnel (Ref: 298356) located approximately 30m south of the scheme.
- Bowling, Dumbarton Road, Public Park, War Memorial (Ref: 88761) approximately 30m south of the scheme.
- Old Kilpatrick, Glenar buck House (Ref: 203619) located approximately. 35m north of the scheme.
- Bowling, 76-80 Dumbarton Road (Ref: 298361) located approximately 45m south of the scheme.
- Bowling, Dumbarton Road, Littlemill Whiskey Distillery, Exciseman's House (Ref: 241051) located approximately 70m south of the scheme.

## Landscape and visual effects

The scheme is located within a semi-rural area along the A82 within the small village of Bowling in West Dunbartonshire. The scheme is surrounded by trees and shrubs, with agricultural fields to the north and residential local amenities and residential properties to the south.

According to [Scotland's Environment map](#), there are several unnamed areas of ancient woodlands such as Long-Established (of plantation origin) and Ancient (of semi-natural origin) located to the north and within the scheme extents.

According to [Sitelink](#), the scheme is not located within 500m of a National Park, National Scenic Area or Local Nature Reserve.

[The Landscape Character Type \(LCTs\) Map](#) identifies the Landscape Character Assessment as '0-Urban'.

[Pastmap](#) has not identified any Garden & Designed Landscapes within 500m of the scheme extents.

## Biodiversity

[Sitelink](#) online mapping tool has identified that the scheme is situated within 2km of Ramsar Sites, Special Protection Areas (SPA), and Sites of Special Scientific Interest (SSSI).

The European designated sites include:

- Inner Clyde RAMSAR ([8429](#))
- Inner Clyde SPA ([8514](#)) at the closest point located approximately 200m south of the A82.

The non-European designated sites include:

- Inner Clyde SSSI ([1701](#)) at the closest point located approximately 200m south of the A82.
- Haw Craig - Glenarbusk SSSI ([769](#)) located 100m north of the A82.

There are no Local or National Nature Reserves identified within 500m of the scheme.

There are no [Tree Preservation Orders](#) (TPOs) within or surround scheme extents.

According to the National Biodiversity [Network \(NBN\) Atlas](#), the following Invasive Non-native Species (INNS) have been identified within 1km of the scheme extents:

- Japanese knotweed (*Fallopia japonica*);
- Himalayan balsam (*Impatiens glandulifera*);
- Rhododendron (*Rhododendron ponticum*);
- Japanese rose (*Rosa rugosa*);
- Himalayan cotoneaster (*Cotoneaster simonsii*); and,
- Hollyberry cotoneaster (*Cotoneaster bullatus*).

It is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area

of likely construction disturbance. In addition, the nature of the scheme is contained within the carriageway boundary involving like-for-like works within already engineered layers and as such a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool records Rosebay willowherb (*Chamaenerion angustifolium*), Common ragwort (*Jacobaea vulgaris*), and Rhododendron (*Rhododendron ponticum*) along the carriageway verge within the scheme extents.

## Geology and soils

[SiteLink](#) notes there are no Geological Conservation Review Sites (GCRS), geological SSSIs or Local Geodiversity Sites (LGS) within the scheme extent.

[Scotland's Soils Map](#) notes that there is no soil data within the scheme extents likely due to this location being built up. The closest data found to the scheme is identified as brown earth soil, suggesting that the local soil type will be similar.

[The British Geology Viewer](#) notes the geology of the soil within the scheme extents consists of the following:

## Superficial deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

## Bedrock geology

- Greenside Volcaniclastic Member - Basaltic-rock, plagioclase-microphyric. Igneous bedrock formed between 344.5 and 330.9 million years ago during the Carboniferous period.
- Cochno Lava Member - Basalt, olivine-macrophyric. Igneous bedrock formed between 344.5 and 330.9 million years ago during the Carboniferous period.
- Clyde Plateau Subsuite - Basaltic-rock, plagioclase-microphyric. Igneous bedrock formed between 358.9 and 330.9 million years ago during the Carboniferous period.
- Clyde Plateau Subsuite - Basalt, plagioclase-olivine-clinopyroxene-macrophyric. Igneous bedrock formed between 358.9 and 330.9 million years ago during the Carboniferous period.
- Clyde Plateau Subsuite - Agglomerate. Igneous bedrock formed between 358.9 and 330.9 million years ago during the Carboniferous period.

## Material assets and waste

The proposed materials required are detailed with Table 1.

Table 1: Key Materials required for activities.

Key Materials Required for Activities		
Activity	Material Required	Origin/ Content
Site Construction	TS2010 surface course AC20 bituminous binder AC32 bituminous base	TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA. As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.  A proportion of RAP is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.

Table 2 below details the waste produced from the work activities and provides disposal options in line with regulations.

Table 2: Key waste arising from activities.

Key Waste Arising from Activities		
Activity	Waste Arising	Disposal/ Regulation
Site Construction	Asphalt planings Coal tar	Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.  Any waste containing tar will be classed as Special Waste.

This scheme is in excess of £350k and therefore a Site Waste Management Plan (SWMP) is to be produced.

## Noise and vibration

The scheme is located along the A82 in Bowling which is a small village in West Dunbartonshire within a rural area just outside Dumbarton. There are over approximately 200 residential properties within 300m of the scheme extents with the closest one being located approximately 15m south of the A82. However, there are large trees and shrubs that separate the properties from the road that act as screening. There are several receptors within 300m, these include:

- Bowling Play Park located approximately 100m south of the A82;
- Custom House Hotel located approximately 140m south of the A82; and,
- Bowling Train Station located approximately 150m south of the A82.

This scheme is not located within a Candidate Noise Management Area ([CNMA](#)).

According to [Scotland Noise map](#), the noise levels along the A82 within the scheme extents during daytime hours ranges from 70 => x < 80dB and ranges from 60 => x < 70dB during nighttime hours.

The Annual Average Daily Flow (AADF) of Traffic along the A82 within the scheme extents can be found at manual count point [40766](#). This states that in 2022, the AADF for all motor vehicles was 47,348 with 2,259 of those being Heavy Good Vehicles (HGV)s.

## Population and human health

There are no bus stops within the A82 road carriageway however it is used for routes between Dumbarton and the local wider area.

There are numerous streetlights located along the scheme extents within the verge of the road.

[Core path 109](#) in West Dunbartonshire is located within 300m of the scheme. This core path runs parallel to the A82 and at its closest point is approximately 20m south of the scheme.

[National Cycle Network Route 7](#) also runs parallel to the A82 and at its closest point is approximately 20m south of the scheme.

There are no [horse riding routes](#) located within 300m of the scheme extents.

## Road drainage and the water environment

There are several watercourses within 500m of the scheme extents that all flow into the river Clyde located approximately 300m south of the A82. [Scottish Environment Protection Agency \(SEPA\)'s water Classification hub](#) has identified two waterbodies within 500m of the scheme, these include:

- Clyde Estuary – Outer (ID:2003200) located approximately 300m south of the scheme with an overall ecological status as ‘moderate’ under the Water Framework Directive (WFD).
- Forth and Clyde Canal (Bowling) (ID: 10709) located approximately 90m south of the scheme with an overall ecological status as ‘good’ under the WFD.

Auchentorlie Burn flows under the scheme extents (at NS 44103 73841) into the river Clyde.

The [groundwater](#) within the scheme extents is Kilpatrick groundwater (ID: 150479) which has an overall ecological status of ‘good’.

According to [SEPA's flood map](#), there is a high likelihood of surface water flooding within the scheme extents suggesting that each year this area has a 10% chance of flooding.

Drainage on the A82 where works are to be undertaken consists of gullies which run along either side of the central reserve.

The scheme is not located within a [Nitrate Vulnerable Zone](#) (NVZ) as defined by the Scottish Government.

## Climate

### Carbon Goals

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act included a target of reducing CO<sub>2</sub> emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working

to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot](#) (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

## **Policies and Plans**

This Record of Determination (RoD) has been undertaken in accordance with 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

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a temporary impact on local air quality levels.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.
- Onsite construction activities are unlikely to significantly impact air quality.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.

#### Mitigation

The following best practice as outlined in the [Guidance on the assessment of dust from demolition and construction \(2024\)](#) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arisings.
- Drop heights to haulage vehicles will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planning.

Providing all works operate in accordance with current best practice, the residual effect on air quality is deemed to be neutral.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation the proposed works impacts on local air quality levels during the construction period are assessed to be temporary negligible adverse in

magnitude and therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

## Cultural heritage

### Impacts

- As works will be restricted to the existing carriageway boundary, construction will not impact the designated sites highlighted within baseline.
- As the works are temporary and short-term, there will be no direct or indirect effects on the Antonine Wall World Heritage Site Buffer Zone.

### Mitigation

- If a change to the construction programme onsite is required that involves changes to scheme extents Amey's Environmental Team will be notified.
- Should any unexpected archaeological evidence be discovered, works will temporarily halt, and Amey's Environment Team contacted for advice.
- Due to all works being within the carriageway and not within the Antonine Wall World Heritage Site, no consents are required. Site staff/operatives will be made aware of the World Heritage Site before construction.
- No materials or waste will be stored within any designated cultural heritage assets.

It has been determined that the proposed project will not have direct or indirect significant effects on cultural heritage due to the nature of the scheme. Providing all works operate in accordance with current best practice, the residual impact to cultural heritage is considered to be neutral.

In accordance with DMRB Guidance document LA 116: Cultural Heritage, no further assessment is required.

## Landscape and visual effects.

### Impacts

- Views of, and from, the road will be temporarily affected during works due to the presence of works, traffic management and plant.
- Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape.
- As there are only sporadic properties, largely screened from the carriageway work site by natural screening, no significant visual impacts are anticipated.

## Mitigation

- Works will remain within the scheme extent therefore reducing the impact on the surrounding landscape.
- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.
- If the nature of the works or the location of the works is altered, the Amey's Environmental Team will be informed in order to undertake another landscape and visual assessment.

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on Landscape and Visual is considered not significant.

## Biodiversity

### Impacts

- All works will be restricted to the A82 carriageway surface and will not entail any verge working or vegetation clearance. There are no earthworks, permanent (or temporary) land-take, accommodation works or site clearance, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce INNS or injurious flowering plant species.
- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species.
- The works are unlikely to impact the SSSI designation as works will remain within the carriageway.
- During night-time programming, additional noise from construction activities could cause disturbance to any surrounding protected species.
- A Habitats Regulations Appraisal was undertaken in April 2024 and concluded there will be no likely significant effects on the designated sites:
  - The works are unlikely to cause significant disturbance to the qualifying interest of the European protected sites, due to the physical separation between the proposed scheme.
  - Additionally, the works will be undertaken during the summer period (currently July 2024), which will be outside of the season.
  - The lack of functionally linked and suitable habitats between the designated sites boundaries and the proposed scheme means that the qualifying feature is highly unlikely to be present within the scheme extents.

## Mitigation

- Where lighting is required, hoods will be used and lights directed at works and away from ecological receptors, to minimise disturbance to nocturnal species.
- In the event that protected species is noticed on site, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the Amey's Environmental Team.
- The Amey control room should be contacted for the environmental record. (0800 042 0188 - available 24/7).
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- In the unlikely event that an INNS is identified on site, all works will temporarily stop, and the environment team contacted.
- All site workers will have received adequate training relevant to their role prior to working on the site, including specific environmental inductions and 'toolbox talks' as required.

With best practice mitigation measures in place, no significant effects are predicted for biodiversity. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity no further assessment is required.

## Material assets and waste

### Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- Tar bound materials were identified during the investigation coring.

### Mitigation

- 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.
- Materials will be delivered on site when needed.

- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates (if required) will also be completed and retained.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally.
- A SWMP will be prepared to include details on the quantity and type of waste produced, details of how the waste produced will be minimised, details of how materials unsuitable for reuse, recycling or recovery will be disposed of a comparison against the Scottish Government's targets for waste reduction and recycling and details of compliance with waste duty of care legislation.
- Where there is potential for deeper treatment at areas of potential tar-containing material, any tar-contaminated planings will require removal off site for treatment/disposal as special waste at a licenced waste facility.
- A SEPA consignment note will be required.
- SEPA are to be informed at least three days prior to the movement of special waste.
- Any uncontaminated road planings generated as a result of the works may be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.

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

- Noise heavy works using plant and machinery such as the roller wagon and paver planer are required during night-time hours for both aspects of the works, which could cause disturbance for the nearby amenity users.
- Construction effects on noise and vibration will be localised, and the works are temporary and like-for like in nature.

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- The scheme will improve safety and quality for road users and pedestrians which will benefit road users in the long-term.
- As there are no changes to traffic volumes, speed, or any changes to road infrastructure it is anticipated that no permanent impacts on noise and vibration are determined upon completion of works.

## Mitigation

- The noisiest works will be completed before 23:00 where feasible.
- 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.
- Residential properties within 300m that are likely to be impacted by the works will be notified via a letter drop.
- Due to night-time programming, the Amey E&S team has contacted West Dunbartonshire Council's Environmental Health Team prior to the commencement of the works.
- The Noise & vibration briefing will be delivered to all site operatives before works start and the contractor will assess the effectiveness of noise mitigation while on site.
- 'Soft start' techniques will be utilised with noise heavy plant and equipment to minimise disturbance.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

## Population and Human Health

### Impacts

- Core paths and the pedestrian access and cycleways surrounding the scheme will be unaffected and will remain open during the works.
- Access to residential properties will be unaffected during construction.
- There is no requirement for temporary or permanent land take as the site works take place all within the carriageway boundary.
- TM may cause traffic delays to road users and residents.

## Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area via media and letterbox drop, in an effort to minimise disturbance to vehicular travellers.

With best practice mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant.

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

- During resurfacing works, there is potential for temporary impacts on the water environment. If not adequately controlled, debris and run off from the works could be suspended in drainage systems and surrounding surface watercourses. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may adversely impact the water environment.
- There are not anticipated to be any permanent impacts on road drainage or the water environment following the completion of works.

### Mitigation

- 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 following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- 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 Amey Control Room will be contacted if any pollution incidences occur.
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.

- 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.
- Prior to works commencing, all operatives will be briefed on and adhere to [SEPA's Guidance for Pollution Prevention \(GPP\)](#).

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual effect on the local water environment during construction is considered to be not significant.

In accordance with DMRB Guidance document LA 113: Road drainage and the water environment, no further assessment is required.

## Climate

### Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

### Mitigation

- 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 neutral. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

## Vulnerability of the project to risks.

As the works will be limited to the like-for-like resurfacing of the carriageway, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

## Assessment cumulative effects

[The Scottish Road Works Commissioner's Interactive Map](#) has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

A search of the [West Dunbartonshire Council's Planning Portal](#) has not highlighted any works or relevant proposed developments or planning applications during the proposed timescale at the location of the works.

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 in combination effects are anticipated.

## Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment. The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Sustainability Solutions Team at Amey in March 2024.
- An HRA undertaken by the Ecology Team at Amey in March 2024.

## 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:

- As the works will be limited to the like-for-like replacement of the structural components, 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.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- No impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.
- Construction activities are restricted to the approximate 14,526m<sup>2</sup> area of existing carriageway.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational adverse impacts are anticipated.

## Location of the scheme:

- Works are not located within an area designated for its specific landscape character or quality.
- The scheme has potential connectivity to the Inner Clyde RAMSAR ([8429](#)) and the Inner Clyde SPA ([8514](#)) which are “sensitive areas” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended). However, the HRA has concluded that there are no likely significant effects on the qualifying features from the works.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.

## 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.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.

## 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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