

APPENDIX H

Environmental Impacts Tables

A75 Hardgrove to Kinmount Improvement

Topic Area	Proposed Scheme						Do Nothing	
	Description of Predicted Impact	Geographical Level of Impact			Mitigation Measures	Residual Effects	Comment	Likely Effects
		N	R	L				
Cultural Heritage	Predicted indirect impact on all scheduled archaeological features immediately north of the existing A75 due to the realignment. This includes Whitecroftgate (DG7081) (<i>regional</i>) and Braehill Archaeological Consultation zone (inc. DG7094 and DG7095) (<i>national</i>).	X	X		None	Not Significant	The new carriageway will be moved away from the features	No change.
	Temporary removal of undesignated milestone in the southern verge of the existing road.			X	None	Not Significant	There would be no material impact on the feature, its precise location not being the principal interest in the feature, rather its association with the history of the trunk road corridor and modifications to the corridor over time.	No change.
	Potential impacts on unknown archaeological resources that may survive in the area; especially in the vicinity of Braehill.	-	-	-	HS has indicated that a field walkover survey should be undertaken. The requirement for any further intrusive investigation would be determined by the initial walkover survey and sampling	Unknown		No change
	Localised modification to the existing A75 some 0.6 km north west of the westernmost boundary of the Kinmount House Designed Landscape			X	None	Not Significant	There would be no discernable change in the relationship between the trunk road and the designed landscape and no impact on its character or setting.	No change

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Ecology & Nature Conservation	Unlikely potential for an associated ecological impact from pollution-laden runoff into watercourses.			X	Discharges would be controlled and the runoff intercepted and treated through the use of three balancing ponds, which will contain reed beds	Not Significant	The drainage design is integral to the scheme proposals.	Potential decrease in water quality due to high traffic volumes travelling along the existing A75.
	Permanent loss of habitat from the land use requirements to build the new road section.			X	Creation of hedgerows, woodland scrub and verges as part of the planting proposals	Not Significant	New planting will be more extensive than the loss. The planting will reopen wildlife corridors and create new ones. Whilst encouraging local species to grow.	No change.
	Permanent loss of woodland, plantation and watercourse habitat from the land use requirements to build the new road section. Total loss in the region of 2ha.			X	Creation of hedgerows, woodland scrub and verges as part of the planting proposals	Not Significant	New planting will be more extensive than the loss. The planting will reopen wildlife corridors and create new ones. Whilst encouraging local species to grow.	No change.
	Impacts on otters and badgers.			X	Provision of underpasses/crossings The introduction of a 5km of wire fence to keep badgers and otters from entering the roadway. Installation of underpasses for mammals.	Not Significant	The mitigation principle are in accordance with recommendations of the DMRB	Continued risk of road-kill.
	Impacts on birds and barn owls during operational phases.			X	Pre-clearance survey to check for active nesting within breeding season where operational maintenance works occur. Where possible broad-leaved hedgerows will be planted.	Not Significant	The pre-clearance survey will be in place before construction starts and during the phase and be completed by a qualified ornithologist.	Continued risk of collisions.

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Landscape Effects	Impacts on character due to introduction of second road corridor, loss of part of Braemoss Wood and elevation of the central section of the new alignment for the U81a overpass.		X	X	<p>Mounding varying in height from 1.0 to 2.5 m would be provided along the main section of carriageway.</p> <p>The planting proposals involve the use of dense scrub planting, stands of intermittent trees and hedgerows. In addition, 3,200 m of newly established roadside verge will be seeded with a native</p>	<p><u>Locally</u>- Significant (moderate/ slight and adverse).</p> <p><u>Regionally</u> - Significant (slight/ negligible and adverse).</p>	Design year impacts shown.	No change.
	Eighty properties within the visual envelope have been assessed as being subject to potential visual impact. 17 of these properties are assessed as resulting in a moderate to major impact.			X	species-rich grassland mix of local provenance, where possible.	<p><i>Opening Year</i> – 15 properties moderate adverse 1 – major adverse)</p> <p><i>Design Year</i> – 1 property moderate/s light adverse)</p>	Both opening and design year impacts during winter.	No change

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Land Use	Visual Impact - Roads			X	Landscaping scheme to screen new road from existing local roads Excavated soils will be re-used for landscape mitigation.	<i>Retained A75 – moderate /major beneficial</i> <i>Other local roads - negligible</i>	Assumes 15 years establishment.	No change
	Agricultural land-take (18.1 hectares, 4.4 ha prime land)	X	X		None proposed	Not Significant	Very small extent in context of national or regional resource	No change
	Impact on agricultural holdings (land take and severance)			X	New access track off B725 for Fostermeadow	Significant (Slight Negative)	Percentage loss for any one holding 2–4%. Provision of segregated crossing of new A75 and U81a would improve access for holdings south of the trunk road corridor. Access from Topmuir Farm to trunk road would be retained	No change
	Private Property – demolition of Stenriesgate			X	None proposed	Significant (Major Negative)	Compensation in accordance with statutory procedures.	No change
	Woodland Loss			X	See Ecology Section			

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Pedestrians/ Cyclists/Equestrian and Community Effects	Pedestrians			X	None	Significant (Slight Beneficial)	Retention of existing trunk road as a local road and segregation of the crossing of the A75 and the U81a would improve local access and provide opportunity for enhanced use by non-motorised users.	No change.
	Cyclists							
	Equestrians							
	Community			X	None	Significant (Major Beneficial)	No change.	
Vehicle Travellers	Views			X	None proposed	Not Significant	Existing driver views are considered moderate with the effects of the new scheme considered minor.	No change
	Driver Stress			X	None proposed	Significant (Minor Beneficial)	There would be no measured change in driver stress levels however; the overtaking opportunities and improved accesses provide some relief to driver stress.	Potential increases in existing stress levels.

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Water Quality & Drainage	Surface Water Quality (Pow Water & tributaries)			X	Inclusion of filter strips in the roadside verges that carry the water to balancing ponds containing reed beds in the vicinity of the U81 and north of the trunk road near Upper Mains prior to discharge to local watercourses. Balancing ponds will regulate flows.	Not Significant	The existing road has no such provision	No change
	Surface Water Discharge (Hardgrove Burn & Glen Burn)			X		Not Significant		Potential impact with traffic increases.
	Groundwater			X		Not Significant		No change
Plans & Policies	Regional and local transport and environmental policies.		X	X	None Proposed	Neutral - Positive		No change
	National policies and objectives	X			None proposed	Neutral - positive		No change

Disruption Due to Construction

Topic Area	Proposed Scheme					Mitigation Measures	Residual Effects	Comment	Do Nothing Likely Effects
	Description of Predicted Impact	Geographical Level of Impact							
		N	R	L					
Air Quality	Increases in airborne dust.			X		Appropriate storage, covering and dampening of on-site materials and materials in transit.	Significant (Slight negative)	Implemented via cEMP	No change.
	Potential pollution to aquatic and terrestrial habitats leading to adverse impacts on protected fauna and flora.			X		Work to be undertaken in accordance with SEPA Pollution Prevention Guidelines and associated best practice.	Significant (Slight/ Moderate Negative)	Temporary impact.	No change.
Ecology and Nature Conservation	Impacts on birds and barn owls during construction phases.			X		Pre-clearance survey to check for active nesting within breeding season where construction works are occurring notably where clearance is required.	Not Significant	The pre-clearance survey will be in place before construction starts and during the phase and be completed by a qualified ornithologist.	Continued risk of collisions.
	Open culverts, open trenches and exposed pipes could trap mammals, badgers and otters.			X		Cap and check all exposed culverts, pipelines and exposed works for trapped mammals. Open trenches and holes to have regular sloping exits.	Significant (Slight/ Moderate Negative)	Temporary impact.	No change.
	Increased road kills.			X		Species protection plan as part of cEMP	Significant (Slight/ Moderate Negative)	Temporary impact.	No change.

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Effects Landscape	Visual intrusion from construction activities, temporary accommodation works and temporary floodlighting.			X	Timing regulations will be included within the cEMP to ensure these impacts occur within standard hours. Any dispensations outside of the standard hours will be sought from the council.	Significant (Major Negative)	Temporary impact. For specific properties the duration of the impact would vary with the phasing of the works over the anticipated 52 week construction period	No change.
Land Use	Closure of access points along the A75 will cause access restrictions to properties and farmland.			X	Provision of designated temporary access points.	Significant (Slight/ Moderate Negative)	Temporary impact.	No change.
Noise and Vibration	Increased noise and vibration caused by plant and machinery.			X	Noise management plan to be agreed with regional council and implemented as part of the cEMP.	Significant (Slight / moderate Negative)	Temporary impact.	No change.
Pedestrians, Cyclists, Equestrians & Community Effects	Disruption to casual and infrequent pedestrians, cyclists and equestrians.			X	Provision of temporary access where required.	Significant (Slight Negative)	Temporary impact.	No change.
Vehicle Travellers	Increases in driver stress due to disruption of traffic flows and increased congestion.			X	Installation of advanced warning signs of road works.	Significant (Slight/ Moderate Negative)	Temporary impact.	No change.

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Water Quality & Drainage	Sedimentation and contamination of watercourses			X	Work to be undertaken in accordance with SEPA pollution prevention guidelines.	Significant (Slight Negative)	Temporary impact.	No change.
Geology and Soils	Loss of soil structure and quality during earthworks			X	Handling and storage to minimise compaction and weed seed infestation	Significant (Slight Negative)	Temporary impact.	No change.