7. Air Quality

7.1. Introduction

7.1.1. This chapter presents the Stage 3 Environmental Impact Assessment (EIA) air quality assessment for the Proposed Scheme.

7.1.2. The assessment includes the determination of the air quality study area; the existing baseline conditions and constraints in the study area; identification of the potential effects on air quality associated with the Proposed Scheme on human health and ecosystems during construction; the approach used for the assessment; the impacts on local air quality during the construction phase, and discussion of mitigation measures that may be applied to mitigate any potentially significant adverse effects.

7.1.3. The local air quality assessment has focused on the impacts of the air pollutants nitrogen dioxide (NO_2), nitrogen deposition and particulate matter (PM_{10} and $PM_{2.5}$) as the air quality criteria and critical loads for these pollutants are likely to be most difficult to achieve in the vicinity of roads.

7.1.4. A qualitative assessment is presented for construction dust. A simple quantitative assessment is presented for traffic emissions.

7.1.5. A simple assessment for traffic emissions is the recommended approach in Design Manual for Roads and Bridges (DMRB) LA 105 Air Quality (DMRB LA 105) for a low risk potential project (i.e. one which is likely to result in traffic changes that are localised to the Proposed Scheme rather than over a wider area) in a medium / low risk receiving environment (i.e. sensitive receptors within 50m of roads triggering traffic change criteria and good existing air quality).

7.1.6. The study area for the construction dust assessment is provided in Volume 3, Figure 7.1 Receptors Sensitive to Construction Dust. The legislation, policy and guidance that are relevant to the topic are contained in Volume 4, Appendix 7.1

Air Quality Legislation, Policy and Guidance and the air quality assessment methodology is provided in Volume 4, Appendix 7.2 Air Quality Methodology.

7.1.7. Commentary on the effects scoped out of the DMRB Stage 3 EIA as agreed in consultation with the A83 Environmental Steering Group (ESG) at DMRB Stage 3 Scoping is provided in Volume 4, Appendix 7.2 Air Quality Methodology.

7.2. Approach and Methods

7.2.1. The assessment has been carried out in accordance with the guidance contained in the DMRB LA 105, as used by all overseeing transport organisations including Transport Scotland. The approach and methods have been informed by legislation, policy and guidance, as provided in Volume 4, Appendix 7.1 Air Quality Legislation, Policy and Guidance, whilst full details of the air quality assessment methodology are provided in Volume 4, Appendix 7.2 Air Quality Methodology.

Study Area

7.2.2. The air quality study area for the construction assessment is defined in accordance with DMRB LA 105. The study area for the construction dust assessment is defined as the area within 200m of all construction activity and is provided in Volume 3, Figure 7.1 Receptors Sensitive to Construction Dust. For the potential effects of traffic emissions during the construction phase, the study area comprises an area within 200m of any affected road. Further details on the definition of the air quality study area are provided in Volume 4, Appendix 7.2 Air Quality Methodology.

Method of Baseline Collection

7.2.3. A desktop review of information on existing air quality has been reviewed to understand baseline conditions in the air quality study area. The Stage 3 assessment for air quality has used numerous online data sources and reports on air quality that are publicly available. Further details on the data sources used for the review are provided in Volume 4, Appendix 7.2 Air Quality Methodology.

Consultation

7.2.4. No specific consultation has been undertaken for the air quality assessment as no matters of concern have been identified.

7.2.5. Consultation was undertaken throughout the DMRB Stage 2 and DMRB Stage 3 process through the ESG which comprised, in relation to air quality, of Argyll and Bute Council, the Loch Lomond and The Trossachs National Park Authority (LLTNPA) and NatureScot.

7.2.6. Public consultation was undertaken between 26 May and 7 July 2023 which included four days of public exhibitions in Arrochar and Lochgilphead in June 2023 and the virtual exhibition online. Further public consultation was undertaken between 18 March and 10 May 2024 both online and at public exhibitions.

Assessment Methodology

7.2.7. The air quality assessment for the Proposed Scheme has been undertaken in line with DMRB LA 105 and consists of the following:

- description of existing baseline conditions
- identification of sensitive receptors and air quality management areas (AQMA)
- qualitative assessment of construction dust effects
- quantitative assessment of the effects of traffic emissions on nitrogen deposition during construction of the Proposed Scheme at selected ecological receptors
- assessment of significance of the air quality effects during construction of the Proposed Scheme, using professional judgement taking into account the magnitude of change in nitrogen deposition and
- identification of the need for mitigation measures where appropriate.

Limitations of the Assessment

7.2.8. A ‘simple’ level of quantitative assessment of the impacts of traffic emissions on local air quality during construction, utilising the overseeing organisation’s air quality spreadsheet model, has been undertaken. The screening model uses a

simple algorithm based on distance from the road centreline, to estimate pollutant concentrations at receptor locations. The model does not use local meteorological conditions, specifically wind speed or road alignment relative to wind direction. A series of worst-case assumptions, as detailed in Volume 4, Appendix 7.2 Air Quality Methodology, have been embedded in the assessment to ensure a robust and conservative approach.

7.3. Baseline Conditions

7.3.1. The Proposed Scheme is located within the administrative area of Argyll and Bute Council and lies within the LLTNPA.

Local Air Quality Management

7.3.2. There are no AQMAs within the administrative area of Argyll and Bute Council. The nearest AQMA is almost 50km away in East Dunbartonshire. The latest publicly available Air Quality Annual Progress Report (2021) states that air quality in Argyll and Bute is considered to be generally very good and complies with all relevant air quality objectives. Argyll and Bute Council has not identified any areas where air quality objectives may be under threat and where specific action is required to improve air quality. In the absence of industry hotspots, the major potential source of pollution that may impact on human health is the motor vehicle. Traffic flows tend to reflect the low dispersed population in the area, with 73% of the region classified as remote. However, tourism makes a significant and important contribution to the Argyll and Bute economy and is responsible for higher summer-time traffic flows in some areas.

Air Quality Monitoring

7.3.3. Measurements of pollutant concentrations can be made by establishing analytical instruments that can measure across a continuous time frame and record average, minimum and maximum concentrations over specified periods.

7.3.4. Sampling equipment, such as passive diffusion tubes, absorb pollutants over longer periods and are subsequently analysed at an accredited laboratory to give an average concentration over the course of the monitoring term. Survey results from continuous monitoring are made available on UK-Air website and the Air

Quality in Scotland website whereas results from local passive monitoring are available in the Argyll and Bute Council Air Quality Annual Progress Report (2021) and Air Quality Annual Progress Report (2023).

7.3.5. No continuous or passive air quality monitoring is undertaken in the vicinity of the Proposed Scheme. The closest diffusion tube monitoring sites is N10 located approximately 23km south of the Proposed Scheme. The measured NO_2 concentrations are shown in Table 7.1 along with other diffusion tube monitoring sites in Argyll and Bute. The relevant criterion Scottish Air Quality Strategy (AQS) objective is 40µg/m^3 as an annual mean (all relevant Scottish AQS objectives can be found in Appendix 7.1 Air Quality Legislation, Policy and Guidance Table A7-1.1).

Table 7.1 – Annual Mean Nitrogen Dioxide (µg/m^3) at Diffusion Tube Sites in Argyll and Bute, 2018 - 2022

Site ID	Site Name	X, Y	Site Type	2018	2019	2020	2021	2022
N10	Sinclair Street, Helensburgh	229675, 682442	Roadside	15.0	15.5	10.9	14.1	13.0
N8	East Princes Street, Helensburgh	229919, 682287	Roadside	9.9	11.8	10.3	10.0	9.2
N9	Main Road, Cardross	234338, 677717	Roadside	11.1	13.0	9.3	11.7	Not applicable
N4	Argyll Street, Dunoon	217324, 676894	Roadside	12.1	13.5	8.2	9.6	Not applicable
N6	Colchester Square, Lochgilphead	186280, 687920	Roadside	13.5	14.8	10.3	10.8	Not applicable

7.3.6. Given the urban roadside location of these monitoring sites, the reported concentrations are not representative of the conditions within the Proposed

Scheme study area, which is predominantly rural. However, as the NO_2 concentrations are considerably below the annual mean AQS objective of 40µg/m^3 at the urban sites, it is reasonable to assume that pollutant concentrations within the Proposed Scheme study area would be well below the respective objectives. Furthermore, as stated in the Air Quality Annual Progress Report (2023) the majority of monitoring sites within Argyll and Bute have shown a continued downward trend over 10 to 15 years of monitoring by the local authority.

Mapped Concentrations

7.3.7. Estimates of current and future year background pollutant concentrations in the UK are available on the Air Quality in Scotland website (oxides of nitrogen (NOx), NO_2, PM_{10}) and UK-Air website ($PM_{2.5}$). The background estimates, which are a combination of measured and modelled data, are available for each 1 x 1km grid square throughout the UK for a reference year of 2018 which is the basis for the future year estimates up to 2030. These background estimates include contributions from all source sectors, e.g. road transport, industry and domestic and commercial heating systems.

7.3.8. Table 7.2 presents background data for the pollutants NOx, NO_2, PM_{10} and $PM_{2.5}$ for the year 2024. The concentrations of these pollutants indicate that background concentrations in the air quality study area are well below relevant AQS objectives (see Volume 4, Appendix 7.1 Air Quality Legislation, Policy and Guidance Table A7-1.1).

Table 7.2 – 2024 Mapped Background Concentrations (µg/m^3)

Grid Square (X,Y)	NO_x	NO_2	PM_{10}	$PM_{2.5}$
222500, 707500	2.3	1.6	5.8	3.7
223500, 707500	2.4	1.7	5.9	3.8
224500, 707500	2.2	1.6	5.8	3.7
222500, 706500	2.2	1.6	5.8	3.7

Grid Square (X,Y)	NO_x	NO_2	PM_{10}	$PM_{2.5}$
223500, 706500	2.3	1.7	5.8	3.7
224500, 706500	2.3	1.7	5.8	3.7

Pollution Climate Mapping

7.3.9. The Pollution Climate Mapping (PCM) model is a collection of models designed to fulfil part of the UK's EU Directive (2008/50/EC) requirements to report on the concentrations of particular pollutants in the atmosphere. Model link data were obtained from the UK-Air website for the Proposed Scheme air quality study area to check for roads with high pollution. There are no PCM model links within 200m of the Proposed Scheme which indicates there are no areas at risk of non-compliance.

Sensitive Receptors

Human Receptors

7.3.10. There are six sensitive human receptors (residential properties sensitive to dust deposition) within 200m of the Proposed Scheme construction works. These receptors are shown in Volume 3, Figure 7.1 Receptors Sensitive to Construction Dust. The closest property is 30m from the Proposed Scheme construction works boundary.

Ecological Designations

7.3.11. Air quality can affect ecological receptors due to the sensitivity of vegetation to NOx which is derived from vehicle emissions and subsequently deposited from the atmosphere as nitrogen.

7.3.12. There is one designated ecological site within 200m of the affected sections of the A83 and within 200m of the Proposed Scheme construction works. This is Beinn an Lochain Site of Special Scientific Interest (SSSI), located immediately west of the northern extent of the Proposed Scheme and is shown in Volume 3, Figure 7.1 Receptors Sensitive to Construction Dust.

7.3.13. The Glen Etive and Glen Fyne Special Protection Area (SPA) lies further to the north of the Proposed Scheme is also shown in Volume 3, Figure 7.1 Receptors Sensitive to Construction Dust. The qualifying interest of the SPA is its importance to support a population of golden eagle; however, the supporting habitats, moss, lichen and wet heath, are not identified on Air Pollution Information System (APIS) as being sensitive to nitrogen therefore the SPA does not require further assessment within this chapter.

7.3.14. The SSSI contains various habitats that are sensitive to nitrogen deposition including blanket bog, neutral grassland, upland heathland and wetland within 200m of the road edge (both the existing A83 and the Proposed Scheme). Critical load ranges and background nitrogen deposition rates for the sensitive habitats within the SSSI are shown in Table 7.3. The background nitrogen deposition rates are available from APIS for each 1 x 1km grid square within the SSSI for the three year average period 2020 to 2022). The maximum background nitrogen deposition rate within the SSSI exceeds the relevant ecological criteria with the upper and lower level of the relevant critical load range for blanket bog and the lower level of the range for neutral grassland and upland heathland habitats exceeded. Further information on ecological criteria and critical loads can be found in Appendix 7.1 Air Quality Legislation, Policy and Guidance.

Table 7.3 – Sensitive habitats within the Beinn an Lochain SSSI

Habitat	Critical Load Range (kg N/ha/yr)	2020-22 background (min-max) (kg N/ha/yr)^
Bog (blanket bog)	5-10	11.8-13.9
Neutral grassland, upland heathland (dwarf shrub heathland)	10-20	11.8-13.9
Wetland (fen, marsh and swamp)	20-30	11.8-13.9

^range for the grid squares within the SSSI 217500, 706500 to 223500, 709500.

Summary of Baseline Conditions

7.3.15. A review of baseline air quality information for the air quality study area for the Proposed Scheme indicates:

- there are very few receptors (six human health and one ecological) within the construction dust study area or close to roads with the potential to trigger DMRB traffic change criteria during the construction phase
- the Proposed Scheme is not within an AQMA
- Defra mapped background concentrations for NO_2, PM_{10} and $PM_{2.5}$ are well below all Scottish AQS objectives
- monitoring undertaken at the nearest diffusion tube monitoring sites to the Proposed Scheme recorded annual mean NO_2 concentrations below the relevant AQS objectives, indicating that there are unlikely to be exceedances in the immediate vicinity of the rural study area for the Proposed Scheme
- the Proposed Scheme is not likely to affect compliance with Air Quality Limit Values for human health and
- some critical loads within the Beinn an Lochain SSSI are currently exceeded.

7.3.16. Overall, the receiving environment is classed to be of low sensitivity in accordance with Table 2.11b of DMRB LA 105.

Future Baseline

7.3.17. A decrease in pollutant concentrations is generally expected to occur in future years due to the uptake of ‘cleaner’ vehicles in the fleet and a reduction in the total background concentrations from improved technologies and other policies and actions to improve air pollution (and also reduce emissions of greenhouse gases).

Sub-Topics Scoped Out of the Assessment

7.3.18. Through the scoping process, as detailed within the DMRB Stage 3 Scoping Report (refer to Chapter 6: Consultation and Scoping for further details) the following has been scoped out of the air quality assessment:

- Given the existing good air quality and the distance of the construction traffic and traffic management routes to human health receptors, it is unlikely that the impact of traffic management and construction vehicles would have a significant effect on local air quality at human health receptors within the study area during the construction phase.
- Given that the qualifying habitats within Glen Etive and Glen Fyne SPA are not identified as being sensitive to nitrogen the SPA does not require further assessment within this chapter.
- During operation, there is not expected to be a change in speed band, fleet composition or volume of traffic on the A83 nor a change in road alignment with the Proposed Scheme.

7.4. Embedded Mitigation

7.4.1. There is no embedded mitigation in the Proposed Scheme design as relevant to air quality.

7.5. Potential Impacts

Construction Dust

7.5.1. Sensitive receptors, both human health and ecological, may potentially be adversely affected by dust generated by the construction of a road scheme if appropriate mitigation and monitoring is not implemented. This may occur within the Proposed Scheme temporary boundaries or along wider construction traffic or haul routes.

7.5.2. The duration of the Proposed Scheme construction period is expected to be five years and is expected to comprise the handling and transport of large volumes of construction material. Therefore, in accordance with DMRB LA 105 guidance, the Proposed Scheme is classified as a “large” potential dust source.

7.5.3. There are sensitive receptors, both residential and ecological, within 100m of the Proposed Scheme boundary and potential construction traffic and haul routes along the A83. These include six residential properties and the Beinn an Lochain SSSI. In accordance with DMRB LA 105, the Proposed Scheme is therefore

considered to have a “high” sensitivity to construction dust and a “high” overall construction dust risk potential.

7.5.4. Any adverse air quality effects due to construction dust would be temporary and will be minimised by the application of appropriate mitigation measures set out in the CEMP. On this basis, there is unlikely to be a significant effect on air quality due construction dust emissions from the Proposed Scheme. A summary of recommended construction dust mitigation measures is provided in Section 7.6 for adoption within the CEMP.

Construction Traffic Emissions

7.5.5. Since the construction period will last over two years, further assessment of the potential effect of traffic emissions on ecological receptors has been undertaken in line with DMRB LA 105.

7.5.6. Detailed traffic data for the construction phase is not available, however, transport engineers for the Proposed Scheme have advised that, given the geography of the location, it is highly unlikely that the heavy duty vehicle (HDV) construction daily movements will exceed DMRB LA 105 traffic scoping criteria (see Volume 4, Appendix 7.2 Air Quality Methodology).

7.5.7. During construction of the Proposed Scheme, A83 traffic would be managed by way of a convoy system utilising the Old Military Road (OMR). The convoy would be regulated by traffic lights installed at the junction of the A83 with the B828 Glenmore. This would result in queuing traffic on the southbound section of the A83 to the north of the junction, in proximity of the Beinn an Lochain SSSI.

7.5.8. To enable a quantitative assessment of the potential change in concentrations, traffic data has been provided in terms of expected wait times and queue lengths at the junction with the B828 Glenmore, for both the existing OMR and improved OMR as part of the Proposed Scheme for both high and low growth policy scenarios.

7.5.9. Southbound traffic on the A83 is expected to queue for up to a maximum of 1.7km north of the junction (assuming peak hour traffic in the existing OMR, high growth

policy scenario, in the peak week of the “worst-case” construction year (2033)). The actual queue length will depend on the time of year and day. During the peak traffic week, the queue on the southbound carriageway is expected to be in-situ 24 hours per day up to a maximum of 25m from the traffic lights, with the proportion of the day with queueing traffic decreasing as distance north of the junction increases.

7.5.10. The impact of the traffic management on air quality has been estimated by adjusting speed band categories for this section of the A83 in line with DMRB LA 105 guidance (Appendix A). No changes to the annual average daily traffic (AADT) flow are anticipated. For the Do Minimum (without construction) scenario, both lanes of the A83 were assigned “free flow” speeds in the absence of traffic lights. For the construction phase “Do Something” scenario, a “heavy congestion” speed band was assigned to the southbound lane (to reflect the queueing traffic) and “light congestion” to the northbound lane (to reflect the slower speed of northbound traffic exiting the junction and convoy). To ensure a conservative approach, concentrations were estimated at the junction of the A83 and B828 Glenmore where traffic is expected to queue for the full 24 hours during the construction phase. Sections of the SSSI further north are not expected to be adjacent to continuous queuing traffic.

7.5.11. DMRB LA 105 (paragraph 2.97 to 2.102, and Figure 2.98) provides designated habitat screening criteria for determining the need for further consideration of the impacts of nitrogen deposition by a competent expert in biodiversity. Further details on the assessment methodology and screening criteria and the evaluation of significance for designated habitats are provided in Volume 4, Appendix 7.2 Air Quality Methodology.

7.5.12. Screening against the DMRB LA 105 designated habitat screening criteria was undertaken using a conversion rate of NO_2 concentrations to nitrogen deposition for “grassland” habitat. As a precautionary approach, the highest background nitrogen deposition rate has been used for all receptor points and assumed constant over time (i.e. not allowing for future reductions). The results were screened against the lowest critical load for the relevant qualifying features within

the site (i.e. 5kg N/ha/yr for blanket bogs) for a conservative approach (this habitat is further away from the road edge than other qualifying features).

7.5.13. The background nitrogen deposition rate and change in deposition at the ecological receptor point representing the SSSI by the road edge is provided in Table 7.5. These have been estimated using the National Highways Long Term Trends (LTT) approach (see Volume 4, Appendix 7.2 Air Quality Methodology), again for a conservative approach. Changes at other transect locations will be lower.

7.5.14. The total nitrogen deposition rates during the Proposed Scheme construction phase are above the lower critical load for blanket bog and neutral grassland habitat; however, the greatest magnitude of change in nitrogen deposition, i.e. at the road edge, is less than 0.4kg N/ha/yr. The construction traffic management for the Proposed Scheme is therefore not predicted to result in a significant effect on habitats within the SSSI during the construction period.

Table 7.4 - Estimated Annual Mean Total NO_x and Road NO_2 within Beinn an Lochain SSSI, 2033

Receptor Location	Modelled Total NO_x ($\mu g/m^3$) Do Minimum	Modelled Total NO_x ($\mu g/m^3$) Do Something	Modelled Road NO_2 ($\mu g/m^3$) Do Minimum	Modelled Road NO_2 ($\mu g/m^3$) Do Something
SSSI kerbside (0m from road edge)	5.25	8.82	1.17	3.15

Table 7.5 - Estimated Nitrogen Deposition at within Beinn an Lochain SSSI, 2033

Receptor Location	Designated Habitat	Lowest Critical Load (kg N/ha/yr)	Background N deposition (kg N/ha/yr)	Modelled Road N deposition (N kg/ha/yr) – Do Minimum	Modelled Road N deposition (N kg/ha/yr) – Do Something	Total N deposition (N kg/ha/yr) – Do Minimum	Total N deposition (N kg/ha/yr) – Do Something	Change in N deposition (kg N/ha/yr)	Significance of effect
SSSI kerbside (0m from road edge)	Blanket bog	5	13.90	0.16	0.44	14.06	14.34	0.28	Not significant

7.6. Mitigation

Construction Dust

7.6.1. Construction activities for the Proposed Scheme are considered to present a 'high' construction dust risk potential. Mitigation measures to control dust during construction will be incorporated into the CEMP or equivalent for the Proposed Scheme and specified within contract documentation. It is expected that the use of standard industry best practice would mitigate the risk of construction dust impacts in the majority of cases. The precise measures to be adopted will depend on the intended construction methods and their potential for dust generation in proximity to receptors.

7.6.2. Recommended mitigation measures for construction dust include but may not necessarily be limited to the measures presented in Table 7.6. The exact measures will be reviewed and included in the CEMP as relevant and agreed in consultation with the local authority and relevant third parties at the time of writing.

Table 7.6 - Construction dust mitigation measures

Mitigation Reference	Mitigation Measures
AQ1	Regular water-spraying and sweeping of unpaved and paved roads to minimise dust and remove mud and debris.
AQ2	Using wheel washes, shaker bars or rotating bristles for vehicles leaving the site where appropriate to minimise the amount of mud and debris deposited on the public road.
AQ3	Sheeting vehicles carrying dusty materials to prevent materials being blown from the vehicles whilst travelling.
AQ4	Enforcing speed limits for vehicles on unmade surfaces and site haul roads to minimise dust entrainment and dispersion.
AQ5	Ensuring any temporary site roads are no wider than necessary to minimise their surface area.

Mitigation Reference	Mitigation Measures
AQ6	Damping down of surfaces prior to their being worked.
AQ7	Storing dusty materials away from site boundaries and in appropriate containment (e.g. sheeting, sacks, barrels etc.).
AQ8	Securing an adequate water supply (ideally rainwater) on site for the effective suppression of dust.

7.6.3. Other best practice measures for minimising construction emissions include:

- selecting electric or hybrid/battery powered equipment rather than diesel
- ensuring plant and equipment is maintained in good working order
- ensuring construction plant is not left running when not in use and
- locating plant away from sensitive receptors (including residential and ecological).

7.6.4. DMRB LA 105 states that the use of good practice mitigation and monitoring measures set out within a dust management plan (DMP) and CEMP, including daily on and offsite visual inspection at sensitive receptors and records of complaints/exceptional events, would be effective to mitigate the risk of construction dust impacts in the majority of cases i.e. such that residual impacts are not of significance.

7.6.5. With an appropriate CEMP and DMP implemented, any adverse air quality effects due to construction will be suitably minimised by the application of standard and appropriate mitigation measures. On this basis, there is unlikely to be a significant effect on air quality due to the construction of the Proposed Scheme.

7.6.6. DMRB LA 105 states that dust deposition and ambient dust (particulate) monitoring would not be required for the majority of road construction projects.

Construction Traffic Emissions

7.6.7. There is not expected to be a significant effect with the Proposed Scheme as a result of a change in vehicle emissions during the construction phase and therefore mitigation is not required.

7.7. Residual Effects

Construction Dust

7.7.1. Any adverse air quality effects due to construction of the Proposed Scheme would be temporary and can be suitably minimised by the application of standard and appropriate mitigation measures. On this basis, there is unlikely to be a significant residual effect on air quality due to the construction of the Proposed Scheme, as shown in Table 7.7.

Table 7.7 - Construction Residual Effects Pre and Post Mitigation Measures

Reference	Pre-Mitigation Effect – Magnitude	Pre-Mitigation Effect – Significance	Mitigation Measures	Post-Mitigation Effect – Magnitude	Post-Mitigation Effect - Significance
AQ – Dust Human Receptors	High	Significant	AQ1-AQ8 Application of good practice mitigation measures will ensure that any risk of dust soiling at human receptors will be minimised such that there is unlikely to be a significant effect during construction of the Proposed Scheme.	Low	Negligible
AQ - Dust Ecological Receptors (SSSI)	High	Significant	AQ1-AQ8 Application of good practice mitigation measures will ensure that any risk of dust soiling impacts within the SSSI will be minimised such that there is unlikely to be a significant effect during construction of the Proposed Scheme.	Low	Negligible

Construction Traffic Emissions

7.7.2. There are no mitigation measures required and therefore no residual effects are expected in relation to the construction traffic and the traffic management measures.

Compliance with Planning Policy

7.7.3. The assessment demonstrates that the construction and the operation of the Proposed Scheme will not result in any risk of non-compliance with the Scottish air quality objectives. As no significant effects on local air quality are anticipated, The Proposed Scheme is compliant with the objectives set out in the NPF4, as well as in the regional policies included in the applicable Local Development Plans (LDP), as presented in Appendix 7.1 – Air Quality Legislation, Policy and Guidance.