

Frequently Asked Questions – 2026

Q. Why is soil being removed from the site instead of using alternatives, especially since the area is large and wooded? What other options were considered, and why were they rejected?

A. At the time of the community engagement events in 2024, the working assumption was that excavated material would largely be retained and reused on site where it was safe and technically appropriate to do so. This reflected the project information available at that stage and was consistent with the intention to minimise unnecessary material movements from SW Business the site. As the design developed, further ground investigation, material testing and independent technical assessment provided a clearer understanding of the nature and suitability of the excavated material. That work confirmed that not all material could be safely or appropriately reused on site, meaning that a proportion would need to be removed. This change in understanding directly informed the spoil management approach and the construction traffic assumptions now being taken forward.

Q. What is being done to protect the safety of residents and road users, as the Construction Traffic Management Plan (CTMP) does not fully assess or mitigate the risks.

A. Regarding concerns around the overall safety of other road users and those living in nearby villages, we would like to reiterate that any vehicles travelling to and from site will be driving in line with UK law and always following the Highway Code. Teams will be informed that this serves as a busy commercial logging route.

Q. How many HGV trucks will pass through Boreland? It has been suggested that there will be up to 144 movements per day for a nine-month period, clarity on this is required.

A. Once the CTMP has been approved, we will be able to confirm the number of movements per day.

Q. The proposed removal of soil has potential to impact road safety and the local road network - what is being done to minimise risk?

A. Scottish Water is committed to minimising the impacts of construction traffic on local communities, including in relation to road safety, noise, air quality and local amenity. We will continue to identify and implement proportionate mitigation measures as the project progresses, while complying fully with the relevant planning and Roads Authority processes. These processes provide the formal route for assessing traffic impacts and agreeing appropriate controls, with the Planning Authority responsible for determining the weight to be given to relevant planning considerations.

Q. What is being done to minimise potential pollution, increased noise, vibration, dust/ muck off the wagons, and damage to the roads which are already in poor condition?

A. We recognise that the potential scale of HGV traffic associated with removing material from site raises legitimate concerns for communities, particularly in relation to road safety,

noise, air quality and local amenity. We will continue to look for safe and practicable ways to minimise the amount of earth that needs to be moved or removed from site. Once works begin and we have further on-the-ground understanding of the material and site conditions, we are hopeful that opportunities may be identified. We will continue to work with the Council and local stakeholders to identify appropriate mitigation and minimise the impact of construction traffic on affected communities.

A full road condition survey has been carried out advance of the work commencing.