



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A68 North of Jedburgh

Contents

Project Details	3
Description.....	3
Location	4
Description of local environment.....	6
Air quality	6
Cultural heritage	6
Landscape and visual effects	6
Biodiversity	7
Geology and soils	9
Material assets and waste	9
Noise and vibration	10
Population and human health	10
Road drainage and the water environment.....	10
Climate	11
Policies and plans	11
Description of main environmental impacts and proposed mitigation	12
Air quality	12
Cultural heritage	12
Landscape and visual effects	13
Biodiversity	14
Geology and soils	15
Material assets and waste	15
Noise and vibration	17
Population and human health	17
Road drainage and the water environment.....	18
Climate	19
Vulnerability of the project to risks	19
Assessment cumulative effects.....	20
Assessments of the environmental effects	20
Statement of case in support of a Determination that a statutory EIA is not required.....	20
Annex A.....	22

Project Details

Description

A section of the eastern embankment of the A68 is in disrepair and is impacting on the fabric of the road pavement and the adjacent footpath. The proposed works will consist of repair of the existing embankment by slackening the gradient of slope and infilling the existing drainage ditch. A new drainage system will be put into place consisting of two road gullies that will direct road runoff into suitably sized pipes which will convey the runoff into an unnamed tributary. Headwalls will be situated on the banks where the drainage pipes discharge into the unnamed tributary. The drainage system will include catchpits to trap sediments, but no other treatment of the road runoff will be provided.

The existing masonry culvert for the A68 crossing of the unnamed tributary will not be altered, but a small block retention wall will be constructed above it. If water is present within the drainage ditch during the works this will be over pumped from the ditch into the culvert outlet.

The existing footway width will be temporarily reduced to allow the embankment works to be undertaken. Traffic management will be set-up during various phases of the works with a traffic light system in place on the southbound lane to allow the works to be undertaken in a safe manner and to allow for pedestrians to pass by safely.

Part of the works will be carried out within the carriageway boundary and shall comprise:

- clearance of trees, vegetation and organic material from the extents of the works,
- placing of silt traps,
- placement of geotextiles,
- pipe bedding,
- pipes and manhole accesses,
- benching of the existing slope,
- placement of geotextile separator and fill material,
- placement of concrete slab,
- construction of a modular block wall above an existing culvert along with backfilling,

- removal of gabion baskets,
- completion of fill works,
- construction of a new pedestrian pavement adjacent to the A68 including kerbing,
- replacement of Vehicle Restraint System (VRS) and the installation of a guard rail to the top of the modular block wall.

The works will also require approximately 250-500m³ of excavation works for the benching of the existing embankment.

Construction of the proposed scheme is estimated to last for 8 weeks and works will take place between 8am – 4pm, Monday to Friday.

Location

The scheme is located north of Jedburgh. Jed Water is located 25m east of the scheme.

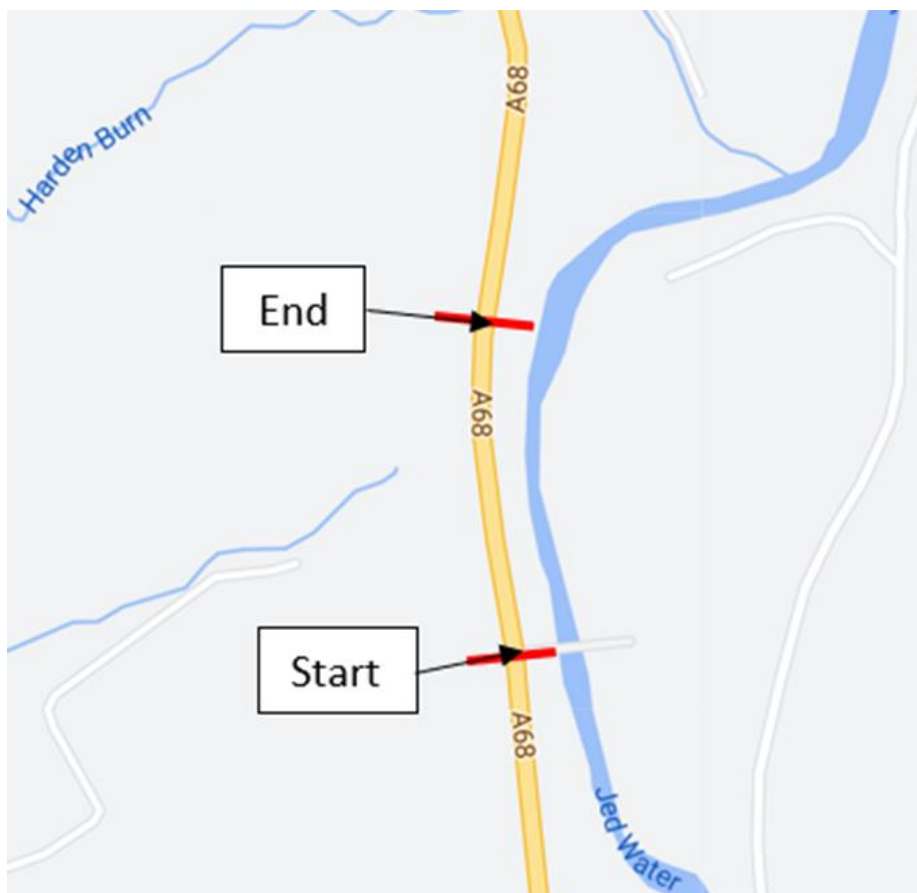


Figure 1: Scheme location



Figure 2: Photograph showing A68 carriageway and footpath adjacent to the Jed Water within the scheme extents

Description of local environment

Air quality

The project is not located within an Air Quality Management Area (AQMA) ([Air Quality Scotland](#)). No air quality monitoring stations located in the vicinity of the proposed scheme ([Air Quality Scotland](#)). The nearest air quality monitoring site to the scheme is located in Peebles, approximately 44km north-west of the scheme, which at the time of writing recorded an air pollution level of 'low' ([Air Quality Scotland](#)).

Air quality within the scheme extent is likely to be primarily influenced by road traffic in the area and anthropogenic activities within the town of Jedburgh.

Cultural heritage

The following designated cultural heritage assets are located within 300m of the proposed scheme:

- LB8401 – Bonjedward House (cat. C) ([Historic Environment Scotland](#))
- LB13397 - New Mill Farm, Mill and Ruined Outbuildings (cat. B) ([Historic Environment Scotland](#))
- LB13396 – New Mill Farmhouse (cat. B) ([Historic Environment Scotland](#))
- LB8400 - Bonjedward House and Walled Garden (cat. B) ([Historic Environment Scotland](#))
- LB8402 - Bonjedward House, Stable, Garage, Cottages and Barn (cat. C) ([Historic Environment Scotland](#))

In addition, an undesignated cultural heritage asset, Roxburgh – Jedburgh Branch Line, is located within the footpath within the scheme extents and is recorded on the Historic Environment Record as a 'Railway (Modern)' ([Historic Environment Record](#)).

Landscape and visual effects

The scheme is located within Teviot Valleys Special Landscape Area ([Scottish Borders](#)). The Jed valley is important as a key gateway into the Borders along the A68, including the sense of sudden arrival at Jedburgh after the scenic drive through the wooded valley. Rocky cliff features of red sandstone along the Jed are particularly attractive against spring green of trees.

The main Landscape Character Type (LCT) within the scheme extents is the Lowland Valley with Farmland (no. 120) LCT ([NatureScot National Landscape Character Assessment](#)), which has the following key characteristics:

- Broad, shallow, flat bottomed valleys with gently sloping/undulating sides.
- Neat pattern of medium to large sized arable and pasture fields divided by prominent hedgerows with some mature broadleaf tree lines.
- Bluffs and terraces cut by rivers.
- Occasional prominent volcanic hills, knolls and rock outcrops.
- Broadleaf woodland common on strips on river bluffs and in side valleys, small blocks, shelterbelts and policy woodlands on lower slopes and valley floor.
- Scattered small towns, stone built farmsteads, villages, and mansion houses along well developed road network.
- Fertile, neat, prosperous appearance.

Biodiversity

There is one designated area located approximately 25m east of the scheme extents, River Tweed Special Area of Conservation (SAC) ([SiteLink](#)).

There are parcels of woodland located approximately 200m north of the scheme recorded on the Ancient Woodland Inventory of Scotland as 'Ancient (of semi-natural origin)' ([Scotland's environment](#)).

The following Non-Native Species (NNS) and injurious weeds ([NBN Atlas](#), [BSBI Atlas](#)) have been recorded within 2km of the proposed scheme in the past 10 years:

- Eastern Grey Squirrel (*Sciurus carolinensis*)
- Rhododendron (*Rhododendron ponticus*)
- Japanese knotweed (*Reynoutria japonica*)
- Himalayan balsam (*Impatiens glandulifera*)
- Giant hogweed (*Heracleum mantegazzianum*)
- Broad-leaved Dock (*Rumex obtusifolius*)
- Curled Dock (*Rumex crispus*)
- Common Ragwort (*Senecio jacobea*)
- Rosebay Willowherb (*Chamerion angustifolium*)
- Spear Thistle (*Cirsium vulgare*)
- Creeping Thistle (*Cirsium arvense*)
- Horsetail (*Equisetum arvense*)

The habitat surrounding the scheme is mosaic of broadleaved deciduous woodland and arable land and market gardens. There are small parcels of mixed deciduous and coniferous woodland adjacent to the west of the carriageway ([Scotland's environment](#)).

Ecological surveys (Preliminary Roost Assessment, protected species surveys, aquatic habitat surveys and NNS surveys) were conducted in March 2022. These surveys concluded that:

- There are 2 structures and 17 trees within 50m of the scheme which have roosting potential for bats.
- No evidence of the presence of protected mammals were noted.
- No suitable habitat for reptiles or amphibians was observed.
- There is suitable breeding bird habitat in the vegetation and trees in the immediate vicinity of the road.
- No NNS were recorded on site. However, this does not confirm their absence onsite due to the time of the year when the survey was undertaken.

Subsequent surveys were carried out in June/July 2022, which concluded the following:

- Eight of the trees with roosting potential were inspected, and seven trees has no bats or no evidence of bats. One tree was partially inspected, and its bat roosting potential upgraded to High. Further emergence surveys are planned on these trees in August to determine presence of bats.
- A dusk survey of one of the bat structures resulted in the downgrading of its potential to low. The other bat structure was inspected with an endoscope but could not be fully inspected. Further emergence surveys are planned on these structures in August to determine presence of bats.
- The following NNS were identified on site:
 - White butterbur is quite common along the path east of the A68, the path between the road and the river.
 - Himalayan balsam is located in a ditch which runs east of the A68, starting north of the intersection the Himalayan balsam was identified for approximately 50m.
 - Rhododendron is located along the road north west of the A68 (within 50m buffer of the scheme) and a few bushes at the top of the hill on the same side.
 - Snowberry is located along the east side of A68 north of scheme within 50m buffer.

Geology and soils

The scheme is not located within a Geological Conservation Review Site (GCRS) ([NatureScot](#)).

Bedrock geology within the proposed scheme extents is recorded as Stratheden Group and Inverclyde Group (undifferentiated) - Sandstone and [subequal/subordinate] Argillaceous Rocks, Interbedded, which is sedimentary bedrock. Superficial geology within the scheme extent is recorded as Till, Devensian – Diamicton ([BGS GeolIndex](#)).

Soils recorded within the scheme are brown soils ([Scotland's soils](#))

Material assets and waste

The proposed works are required to comprise the stabilisation of the existing embankment through slackening the gradient of the slope. Materials used are anticipated to consist of:

- mortar,
- concrete,
- concrete edging kerbs,
- VRS safety barrier and P4 Terminal,
- filter and carrier drains,
- imported earthworks material,
- asphalt,
- asphalt binder sub-base,
- concrete traffic sign base,
- Terram T1000 or similar,
- Retaining Wall Modular Blocks - REDI-ROCK type R-60HM,
- R-60M and R-60B blocks or similar,
- In-situ Concrete,
- Geotextile Separator and Guardrail (Type P4 Pedestrian Parapet not exceeding 1500mm high straight or curved) drilled and fixed into blocks using resin anchors, 1050 or 1200 dia.
- Precast Concrete Chamber Ring,
- Chamber Steps,
- Brickwork or Precast Concrete Adjusting Unit to BS EN 1917 and BS 5911-3,

- Designation (i) Mortar Bed,
- Precast Cover Slab,
- D400 Cover and Frame with 600 square opening and Flexible Joints using Rocker Pipe,
- Fixing Lugs with Neoprene Rubber Gasket and Masonry Stud Fixing Bolts,
- A393 Mesh Reinforcement,
- t10 'L' Bars,
- ST2 Blinding Concrete and 225mm thick Uncoursed Random Ruble lining on 200mm thick ST2 Concrete Bed flush pointed with mortar.

Waste arisings will predominantly comprise of planings (pavement surfacing) and concrete/hard core. Excavated material will be reused as fill material where acceptable.

Noise and vibration

There are no designated Candidate Noise Management Areas (CNMAs) or Candidate Quiet Areas (CQAs) ([Scottish Government noise maps](#)) within proximity to the works location. The existing noise climate is influenced by the traffic on the existing surrounding infrastructure and anthropogenic activities in the surrounding area.

Population and human health

The scheme lies in the rural area, north of Jedburgh. There are eight residential properties within 300m of the scheme extents, with the closest located approximately 60m north of the scheme extents.

There are no National Cycle Network (NCN) cycle routes within the scheme extent ([OS Maps](#)). Core Path 10978 ([Nature Scot](#)) runs along the scheme extents.

The closest traffic count point (ID: 40733) is located within the scheme extents. In 2020, the number of vehicles recorded at this count point was 5201, of which 335 were heavy goods vehicles. It should be noted that due to the COVID-19 pandemic, the average annual daily flow (AADF) was lower in 2020 than 2019. In 2019, an AADF of 7472, of which 396 were heavy goods vehicles ([Road traffic statistics](#)).

Road drainage and the water environment

The scheme is located within Jedburgh (ID: 150664) groundwater waterbody, which was classified by Scottish Environment Protection Agency (SEPA) as having overall

status of 'Good' in 2020 ([SEPA](#)). This area is not considered as Drinking Water Protected Area ([Scottish Government](#)).

The scheme is located approximately 25m west of the Jed Water/Raven Burn (ID: 5231) at its closest point, and the unnamed tributary within the scheme extents feeds into the Jed Water/Raven Burn. Jed Water/Raven Burn (Kaim Burn confluence to Teviot Water) is a river in the River Tweed catchment of the Solway Tweed River basin district. The main stem is approximately 15.4 kilometres in length. Jed Water was classified by SEPA in 2020 as having overall status of 'Moderate' ([SEPA](#)).

There is a high likelihood of river and surface water and river flooding (each year this area has a 10% chance of flooding) within the scheme extents ([SEPA Flood Map](#))

Climate

The Climate Change (Scotland) Act 2009 (as amended) creates mandatory climate change targets to reduce Scotland's greenhouse gas emissions. BEAR Scotland has a Carbon Management Policy in place with the core aim of reducing the carbon footprint which is measured and report annually.

Policies and plans

- The Climate Change (Scotland) Act 2009 (as amended)
- Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR)
- Control of Substances Hazardous to Health (COSHH) Regulations 2002 (as amended)
- The Roads (Scotland) Act 1984
- Environmental Impact Assessment Regulations 2017
- Environmental Protection Act 1990

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed scheme works have the potential to temporarily cause local air quality impacts through the transportation of materials, and construction works. Given the scale and duration of the works, and in consideration of the below mitigation, the likelihood of significant impacts on air quality is considered to be low.

Mitigation includes:

- All plant, machinery and vehicles associated with the scheme must be maintained to the appropriate standards and must switch off their engines when not in use.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as much as reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Cement bags will remain closed when not in use to prevent cast-off to the surrounding environment.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials should be removed from site as soon as is practical.
- Good housekeeping will be employed throughout the work.

With the above mitigation measures in place, it is anticipated that any air quality effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this Record of Determination (RoD).

Cultural heritage

There are five designated cultural heritage assets (Listed Buildings) located within 300m, however no designated assets are located directly adjacent to the scheme, and as such, no designated cultural heritage assets will be impacted by the proposed scheme. One undesignated cultural heritage asset, Roxburgh – Jedburgh Branch Line, is located within the footpath within the scheme extents. While the proposed works will result in the footway width being temporarily reduced to allow the embankment works to be undertaken, the footway will be reinstated following the

works. The following mitigation measures will be implemented to minimise impacts of the proposed works on the cultural heritage assets:

- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Environment Team contacted for advice
- People, plant, and materials should, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it should be reduced as much as is reasonably practicable and ideally be limited to access on foot
- There should be no storage of vehicles, plant, or materials against any buildings, walls or fences

Considering the nature of works, distance from designated cultural heritage assets and mitigation implemented, no significant impacts on cultural heritage are anticipated. This receptor is not considered further in this RoD.

Landscape and visual effects

Land use will not change as a result of the works. There is potential for minor, temporary adverse impacts during works as a result of damage to roadside verges, littering, or obstructed views due to vehicles and machinery. Considering the nature of works and with the following mitigation measures in place, the likelihood of significant impacts on landscape and visual receptors is considered to be low.

Mitigation measures include:

- Throughout all stages of the works, the site must be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- The working area and site compound location will be appropriately reinstated following works.
- Works are to avoid encroaching on land and areas where work is not required or does not have permission to do so. This includes general works, storage of equipment/containers and parking.
- The site will be left clean and tidy following construction.

With the above mitigation measures in place, it is anticipated that any landscape and visual effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Biodiversity

The proposed works have the potential to cause temporary impacts on the local environment as a result of clearance of trees, vegetation and organic material from the extents of the works and potential dewatering of the drainage ditch on the south side of the culvert during the earthworks. The proposed scheme works also have the potential to cause noise and visual disturbance impacts. No works will be undertaken within the Jed Water and the unnamed tributary and drainage ditch provide no supporting habitat for populations of fish. Therefore it is concluded that there is no potential for the works to result in direct mortality, physical disturbance to any individual fish or alter the distribution of the fish species in the watercourse.

A Statement to Inform Appropriate Assessment has been undertaken and has concluded that the proposed works would result in No Likely Significant Effects (LSE) on the River Tweed SAC. Consultation with NatureScot has confirmed their agreement with this conclusion.

Two site visits with further bat activity surveys are planned for August which will inform any licence requirements for the proposed scheme. It is not anticipated that the results from these surveys would result in an assessment of significant effects. These site visits will inform further bat mitigation, which will be detailed in the SEMP. In addition, if a licence is required, works will adhere to the conditions of the licence.

The following mitigation measures will be put in place:

- The Contractor will utilise a Site Environmental Management Plan (SEMP), which will detail the mitigation to be implemented and how this will be monitored. The SEMP will include best practice construction methods and include the use of appropriate pollution controls and removal of all loose materials from the intertidal area.
- Where protected mammals are encountered or move within 50m of the active works, works will cease until the animal(s) move at least 50m away from the construction site or until the BEAR Scotland SE Environment Team can provide advice.
- All material, machinery, and equipment will be subject to checks for resting mammals daily prior to any works commencing to prevent entrapment or injury of any mammals.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for

mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.

- An NNS Management Plan has been produced and must be adhered to during construction of the proposed scheme.
- Before any tree felling, the bat activity surveys will be completed.
- Pre-works surveys for protected mammals will be undertaken.
- There is suitable habitat for breeding birds on site. If the main works are to be conducted within the breeding bird season (March to August inclusive), a breeding bird check will be required prior to works.

With the above mitigation measures in place, it is anticipated that any biodiversity effects associated with the proposed scheme are unlikely to be significant. This receptor is not considered further in this RoD.

Geology and soils

The scheme is not located within a GCRS. Construction activities shall require approximately 250-500m³ of excavation works for the benching of the existing embankment. Disposal of excavated material is discussed in the Material Assets and Waste section below. With mitigation measures in place, the likelihood of significant impacts on geology and soil are considered to be low.

- Excavated material will be reused.
- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) should be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

With the above mitigation measures in place, it is anticipated that any geology and soils effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Material assets and waste

There is potential for impacts as a result of resource depletion through use of new materials. However, materials will be sourced locally where possible and provided that the following mitigation measures are in place, the likelihood of significant impacts on material assets is considered to be low:

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications. Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging should be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

Waste acceptance criteria (WAC) soils testing was undertaken by Amey Consulting during a ground investigation in 2020 to determine disposal options for excavated materials. Sixteen samples were assessed and 14 of these were classified as “Non-Hazardous”. Two samples were classified as “Hazardous” waste due to the concentration of Total Petroleum Hydrocarbons. There is potential for impacts during works as a result of the improper storage or disposal of waste. However, provided the following mitigation measures are in place, the likelihood of significant impacts as a result of the works is considered to be low.

- The Contractor will produce a Site Waste Management Plan, which will be adhered to on site.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The Contractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All wastes and unused materials must be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier must have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation must be present on site and be available for inspection. A copy of the Duty of Care paperwork should be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g. waste carrier’s licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- If any hazardous or special waste is produced, this will be subject to the Special Waste Regulations 1996 and will be removed from site by a specialised waste carrier. Special waste will not be mixed with general waste and/or other

recyclables. Any contaminated ground as a result of the works will be removed and transferred off site as special waste.

With the above mitigation measures in place it is anticipated that any material assets and waste effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Noise and vibration

Construction activities associated with the proposed scheme works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works are anticipated to take place during daylight hours. Given the proximity to sensitive receptors, nature of the works, and in consideration of the below mitigation, the likelihood of significant impacts on noise and vibration levels is considered to be low.

Mitigation measures include:

- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- On-site construction tasks should be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms should be utilised during construction.

With the above mitigation measures in place, it is anticipated that any noise and vibration effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Population and human health

During works, activities undertaken on site may have temporary adverse impacts on local residents and road users as a result of vehicle noise and delays due to traffic management measures. Local residents will be informed of the proposed works via letter, which will contain a contact email address. The following mitigation measures will be put in place:

- A traffic management will be set-up during various phases of the works with a traffic light system in place on the southbound lane to allow the works to be undertaken in a safe manner. Traffic management plan will be developed in

accordance with Chapter 8 of the Traffic Signs Manual to reduce disruption to vehicle travellers.

- Traffic management will include appropriate provisions for non-motorised users of the road, such as pedestrians and cyclists, as the existing footway width will be temporarily reduced to allow the embankment works to be undertaken. Traffic management will be in place to allow for pedestrians to pass by safely.
- Footpath diversion will be accessible to people of all abilities.

With the above mitigation measures in place, it is anticipated that any population and human health effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Road drainage and the water environment

Works will be undertaken around the existing culvert (under the A68) for the unnamed watercourse and the adjoining drainage ditches. The A68 culvert shall remain in place and a new drainage system shall be put in place of the ditch, consisting of pipes from two road gullies to catchpits and from headwalls at either end of the drainage ditches to the culverted unnamed watercourse. If water is present in the drainage ditch on the south side of the culvert this will require dewatering, to keep the ditch as dry as possible during the earthworks. Current drainage is provided via a ditch at the foot of the embankment; however, the new system will be a carrier drain with catch pits. The works will not require Controlled Activities Regulations (CAR) licence as they are related to the maintenance of a road drain and so are covered by the General Binding Rules (GBRs). In addition, the unnamed tributary is a minor watercourse not shown on a 1:50,000 scale OS map and as such will not require CAR authorisation. As loss of containment of construction materials such as fuels and oils can have significant environmental impacts, appropriate containment measures will be in place during works, all hazardous material will be stored and handled in line with standard industry practice and pollution prevention guidance, and spill kits will be available on site with all staff appropriately trained in their use. The following additional mitigation measures will be put in place:

- Monitoring of all works will be undertaken by BEAR Scotland Engineer to ensure works are undertaken in compliance with approved method statements and best practice.
- A spillage control procedure must be in place and all staff should be trained on how to deal with spillages.
- Suitable spill kits must be present on site and staff should know how and when to use them.
- Storage of Control of Substances Hazardous to Health (COSHH) material, oil and fuel containers should be distanced more than 10m away from any watercourses.

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. These include General Binding Rule (GBR) 6, GBR9, GBR10B and GBR10D.
- Silt traps are to be deployed within the ditches during construction to avoid sediment discharging into the watercourses. A toolbox talk on silt and sediment containment, including the deployment and proper use of silt traps, will be prepared by the Contractor and delivered to all site staff as part of the site induction.
- The Contractor is required to produce an incident response plan for dealing with spills or environmental incidents. The incident response (contingency) plan will be put in place to minimise the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) and floating booms (designed to retain oil), will be available on site, quickly accessible if needed, and staff trained in their use.

With the above mitigation measures in place, it is anticipated that any road drainage and the water environment effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to its Carbon Management Policy.
- BEAR Scotland participate in CEEQUAL.

With the above mitigation measures in place, it is anticipated that any climate effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Vulnerability of the project to risks

There is a high likelihood of surface water and river flooding (each year this area has a 10% chance of flooding) within the scheme extents.

Traffic management will be set-up during various phases of the works with a traffic light system in place on the southbound lane to allow the works to be undertaken in

a safe manner and to allow for pedestrians to pass by safely. The proposed works are anticipated to last 6 weeks and would be undertaken during daytime hours.

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment cumulative effects

The proposed works are not anticipated to have significant effects. Due to the nature of the proposed works no cumulative effects are anticipated with any other developments within the vicinity. There are no planning applications within 300m of the proposed scheme ([Scottish Borders Planning Portal](#)). Any future BEAR Scotland schemes will be programmed to take into account already programmed works, and as such any cumulative effects will be limited. Overall, it is unlikely that the proposed works will have a significant cumulative effect.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section, there are no significant effects anticipated on any environmental receptors as a result of the proposed works. In addition, a Statement to Inform Appropriate Assessment was undertaken for the River Tweed SAC, and concluded there were no likely significant effects on this designated site.

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) are located 25m east of, and have a hydrological connection to, the River Tweed SAC which is sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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 works will last 6 weeks and will be completed during daytime hours.
- Containment of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Biosecurity measures to prevent the spread of NNS off site will be implemented.

Location of the scheme:

- The total working area is less than 1ha
- Although the works is located in the vicinity of the River Tweed SAC, no Likely Significant Effects are anticipated on the site.
- Land use will not change as a result of the works.
- The works will not result in altered views, and any visual impacts during the construction phase will be temporary and short-term

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include measures to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works.

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.



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

© Crown copyright 2022

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence> or e-mail: psi@nationalarchives.gsi.gov.uk

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, September 2022

Follow us:



transport.gov.scot



**Scottish Government
Riaghaltas na h-Alba
gov.scot**