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Environmental Impact Assessment Record of Determination

A68 Townfoot Deck Refurbishment

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out deck refurbishment works along with a small package of concrete repairs to the south abutment on the A68 Townfoot bridge. The works will consist of refurbishing the bridge deck and concrete repairs.

The construction activities for the deck refurbishment are as follows:

- Set up TM and mark out site.
- Mill out carriageway surface and bridge deck expansion joints down to deck level.
- Remove all waterproofing.
- Break out defective concrete on bridge deck.
- Reinstate concrete.
- Install waterproofing, carriageway surfacing and bridge deck expansion joints.
- Break out defective areas of concrete on the parapet edge beams.
- Remove TM.

The works are currently programmed to commence within the 2025/2026 financial year, with the deck refurbishment works proposed to commence on 22nd or 29th September 2025. The deck refurbishment works are expected to be completed over a duration of approx. six weeks as day works (08:00 – 16:00). TM will involve single-lane closures with traffic light control however, an exact TM design is yet to be established.

Location

The scheme lies on the A68 carriageway within Jedburgh in the Scottish Borders and is predominantly bordered by residential and business properties. The A68 Townfoot Bridge spans Jed Water within the scheme extents (Figure 1).

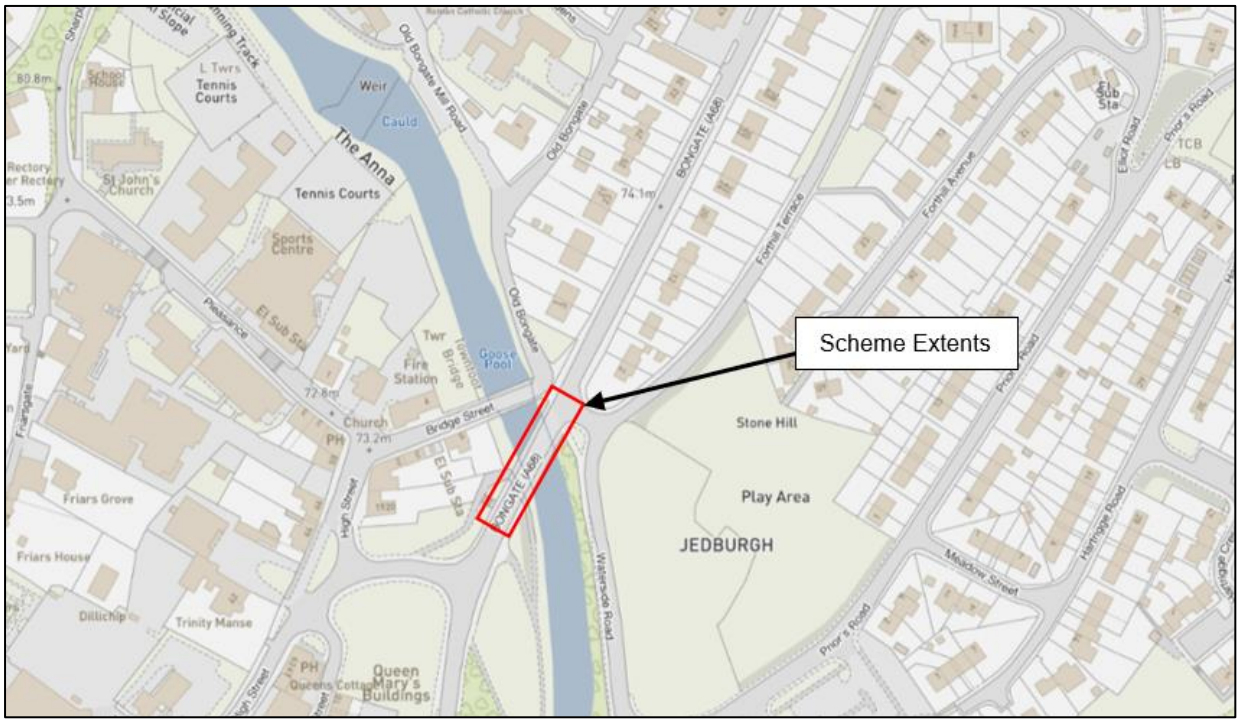

Figure 1: Extent of the works - Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

Properties within 300m of the scheme – refer to 'Population and Human Health'.

A search of the Air Quality in Scotland online mapping tool records air quality zones in the wider area record bandings in the 'green zone' (Low Index 1-3).

The scheme lies within the boundary of Scottish Borders Council which has no Air Quality Management Areas (AQMAs) within its administrative boundary. The closest AQMA, 'High Street, Musselburgh', lies approx. 60.1km northwest of the scheme extents and is declared for nitrogen dioxide (NO_2).

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) for pollutant releases to air within 10km of the scheme within the last 10 years.

Baseline air quality in the study area is mainly influenced by vehicles travelling along the trunk road. Secondary sources are derived from vehicles travelling along the local road network and day-to-day woodland and agricultural land management activities.

Cultural heritage

The PastMap and Historic Environment Scotland (HES) online mapping tools records that the scheme extents lie within Jedburgh Conservation Area (CA). Additionally, one scheduled monument and approx. 60 listed buildings lie within 300m, the closest of which is:

- Bridge Street, Townfoot Bridge Listed Building (LB:35467) located approx. 6.7m north of the scheme.

Of lesser cultural heritage, many undesignated cultural heritage assets (UCHAs) lie within 300m of the scheme extents (i.e., in excess of 100), two of which are located within close proximity:

- Jedburgh, General Historic Environment Record (HER) lies within the scheme extents.
- Jedburgh, Bridge Street, Townfoot Bridge National Record of Historic Environment (NRHE) (ID: 231447) and HER lies approx. 6.7m north of the scheme.

Construction of the A68 carriageway and bridge is likely to have removed any archaeological remains that may have been present within the carriageway boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low.

Landscape and visual effects

The scheme is not situated within a National Park (NP) or National Scenic Area (NSA).

The Landscape Character Type (LCT) within the study area is 'Woodland Upland Fringe Valley' (no. 119). The key characteristics of which are:

- Small scale, intimate, enclosed character.
- Strong visual containment.
- Deeply-incised river channels with frequent cliffs and steep slopes.
- Heavily wooded valley floors and lower valley sides.
- Contrasting open rolling slopes at higher levels above rivers.
- Generally tranquil, unspoilt character.

Land use within 300m of the scheme is categorised into the following:

- Recreation area.
- Urban area.
- Medieval town.

The national scale land capability for agriculture classifies land surrounding the scheme as being:

- 'Class 3.1' - Land capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range. Short grass leys are common.

There are three areas of lowland mixed deciduous woodland recorded on the Native Woodland Survey of Scotland within 300m of the scheme extents:

- Approx. 1.6ha lies approx. 44m northwest of the scheme.
- Approx. 2ha lies approx. 218m west of the scheme.
- Approx. 1.2ha lies approx. 272m south of the scheme.

There are no areas recorded on the Ancient Woodland Survey of Scotland database within 300m of the scheme extents and there are no trees covered

individually by a Tree Preservation Order (TPO) with connectivity to the scheme extents. However, all trees within the Jedburgh CA are protected.

The existing A68 Townfoot single carriageway bridge is a prominent linear landscape feature. The road corridor, for example, has a distinct character shaped by low-flowing traffic, road markings, safety barriers, signage, landscaping, etc.

Biodiversity

The NatureScot Sitelink online mapping tool identifies that the River Tweed Special Area of Conservation (SAC) is spanned by the A68 within the scheme extents.

In addition, the works fall within the buffer zone of the qualifying features of Din Moss – Hoselaw Loch Special Area of Protection. The site is located approx. 18.2km northeast of the scheme extents.

There are no Sites of Special Scientific Interest (SSSI), Local Nature Conservation Sites or Local Nature Reserves (LNRs) designated for biodiversity features within 300m of, or which share connectivity with the scheme.

A search of the NBN online mapping tool records four invasive non-native species (INNS), as listed within the Network Management Contract, within 2km of the scheme extents (in the last 10-years):

- Japanese knotweed (*Reynoutria japonica*).
- Himalayan balsam (*Impatiens glandulifera*).
- Giant hogweed (*Heracleum mantegazzianum*).
- Rhododendron (*Rhododendron ponticum*).

The closest record pertains to Himalayan balsam, approx. 0.6km north of the scheme extents (recorded in 2015).

There are no records of injurious weeds or invasive native perennials listed in the Network Management Contract within 2km of the scheme extents (within the last 10-years).

A search of the Asset Management Performance System (AMPS) online mapping tool records no INNS, injurious weeds or invasive native perennials within the scheme extents.

Footpaths border the bridge within the scheme extents, and it is spanned by the River Tweed SAC with it lying directly south of the scheme. Habitats to the south of the scheme consist of managed grassland, trees and some ornamental planting.

These habitats bordering the roadside tend to be of low intrinsic value because they are subject to cyclic maintenance e.g., grass cutting, weed control, tree, and shrub cut-back etc. Roadside vegetation generally offers low ecological habitat value due to its limited scale, fragmented nature and high potential for disturbance owing to cyclic trunk road landscape maintenance, and the proximity of the trunk road. The presence of the trunk road also restricts continuity of, and connectivity between, habitats either side of the trunk road boundary. Residential properties lie directly north of the scheme and beyond the habitats and waterbody to the south and west of the scheme.

Outwith the trunk road boundary, the scheme extents are largely surrounded by residential and business properties with a large area of grassland on a hill to the east of the scheme.

Geology and soils

The A68 within the scheme extents is not located within a Geological Conservation Review Site (GCRS) and there are no Local Geodiversity Sites (LGS) within 300m of the scheme extents.

The National Soil Map of Scotland online mapping tool records that the scheme extents are of no generalised soil type or major soil group and are considered as 'Built-up Land'.

The British Geological Survey online mapping tool records that the superficial deposits within the scheme extents are:

- Alluvium – Silt, Sand and Gravel.

The bedrock geology within the scheme extents is recorded as:

- Stratheden Group and Inverclyde Group (Undifferentiated) – Sandstone [Subequal/Subordinate] Argillaceous Rocks, Interbedded.

There is no evidence if historical industrial processes or the storage of hazardous materials that could have given rise to significant land contamination within the scheme extents.

The works are not located within an area designated for geological features and will be restricted to the A68 Townfoot Bridge structure. As such there is no potential for impacts to geology and soils and this topic has been scoped out of further assessment.

Material assets and waste

The proposed works are required to refurbish the bridge deck.

Materials used for the deck refurbishment will consist of:

- Concrete.
- Bridge deck waterproofing.
- Surfacing (binder and surface courses).
- Bridge deck expansion joint material (APJ).

As the value of the scheme is less than £350,000, a Site Waste Management Plan (SWMP) is not required for the deck refurbishment works.

The 32m scheme involves refurbishment of the bridge deck. Works are minor in nature and as such, there will be no change to the existing maintenance regime on the A68 trunk road.

Noise and vibration

Receptors – refer to 'Population and Human Health'.

Works are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Areas (CQA).

The day-time modelled noise level (Lday) within the scheme extents ranges between 60 and 65 decibels (dB) with levels remaining within this range at the nearest noise sensitive receptor (NSR) (residential property) (Scotland's Noise Map).

Baseline noise and vibration in the study area is mainly influenced by vehicles traveling along the trunk road. Secondary sources are derived from vehicles travelling along the local road network.

Population and human health

The scheme lies within a highly residential area and is therefore surrounded by residential properties and some business properties, the closest of which (residential) lies approx. 20m east of the scheme extents. Additional residential areas also lie approx. 30m north of the scheme and 110m south. Properties closest to the scheme to the east, north and south are not screened from the bridge deck. However, properties not immediately visible (both residential and business) within 300m are at least partially screened from the scheme by intervening properties.

In addition, the following properties lie within 300m of the scheme extents:

- Jedburgh Free Baptist Church lies approx. 40m east of the scheme.
- Jedburgh Fire Station lies approx. 64m west of the scheme.
- The Immaculate Conception Roman Catholic Church lies approx. 150m northwest of the scheme.
- Spread Eagle Hotel lies approx. 292m southwest of the scheme.

Street lighting is not present directly on the A68 within the scheme extents but is continuous from the north and south of the scheme.

Core Path (CP1) is spanned by the A68 within the scheme extents following a path along Jed Water before crossing below the bridge and following the footpath alongside High Street and across Bridge Street. Core Path 1 connects to Core Path 107 to the south of the scheme extents, crossing Jed Water via Canongate Bridge. Footpaths also border both carriageways along the A68 within the scheme extents.

The A68, within the scheme extents is a single carriageway with a current speed limit of 30mph applying. The Annual Average Daily Traffic (AADT) flow is low (2,929 motor vehicles) (ID: 729, 2024)) (Road Traffic Statistics) and is comprised of:

- Two pedal cycles.
- 48 two wheeled motor vehicles.
- 2,024 cars and taxis.
- 44 buses and coaches.
- 603 light goods vehicles.
- 210 heavy goods vehicles.

Road drainage and the water environment

The Scottish Environment Protection Agency (SEPA) River Basin Management Plan online mapping tool records one classified waterbody within 300m of the scheme extents:

- Jed Water / Raven Burn (Kaim Burn confluence to Teviot Water) is a river within the River Tweed catchment of the Solway Tweed river basin district (ID: 5231), which is spanned by the A68 within the scheme extents. The main stem is approximately 15.4km in length and it has been classified as being in 'Moderate' condition.

Two unclassified waterbodies lie within 300m of the scheme extents:

- An issue lies approx. 220m west of the scheme and is separated from the scheme by residential properties.
- Little Cleuch lies approx. 298m west of the scheme and is separated from the scheme by residential properties.

These waterbodies are too small (in terms of catchment area) to be classified as a main stem waterbody by SEPA under the WFD.

A search of the SEPA's Flood Map online mapping tool records that the Jed Water beneath the scheme extents is at a high risk of river flooding (i.e., each year this area has a 10% chance of flooding). The A68 itself however is not noted as being at risk of surface water flooding within the scheme extents.

A search of the Scotland's Environment (SE) online mapping tool determined that the trunk road, within the scheme extents, lies on the 'Jedburgh' and 'Teviotdale Sand and Gravel' groundwaters, both of which have been classified as 'Good'.

The scheme extents do not lie within a Nitrate Vulnerable Zone (NVZ).

Climate

The Climate Change (Scotland) Act 2009 ('The Act'), and its subsequent amendment under the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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 the above noted legally binding target of net-zero by 2045. 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).

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) and Transport Scotland's Environmental Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects).

Description of main environmental impacts and proposed mitigation

Air quality

During the construction phase, activities undertaken on site could potentially have some minor localised and short-term air quality impacts in proximity to the works. The construction phase will, for example, require a range of ancillary plant, vehicles, and non-road mobile machinery (NRMM) which will contribute to local dust and air pollutants. The main sources are likely to be dust generated by cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for impacts to local air quality.

However, considering the nature and duration of the scheme, along with implementation of mitigation detailed below, the proposed works' impacts on local air quality levels during the construction period are assessed to be temporary, negligible adverse in magnitude.

Upon completion of the works, no residual air quality impacts are anticipated.

Air quality mitigation measures:

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.
- Ancillary plant, vehicles and NRMM will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities that have the potential to impact local air quality are occurring. In the unlikely event that unacceptable dust or exhaust emissions are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.

Cultural heritage

The scheme extents lie within Jedburgh CA and in close proximity to a listed building. Given the proximity of the listed building approx. 6.7m north of the scheme, unmitigated, there is potential for impacts to this cultural heritage feature. However, providing the works are restricted to the existing A68 carriageway boundary and depth and with mitigation measures detailed below implemented, the risk of impacting these features and the CA is considered to be negligible.

Furthermore, construction of the A68 road corridor is likely to have removed any archaeological remains that may have been present within the trunk road boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low.

Considering the nature, duration, size, and scale of the scheme, and with the implementation of mitigation detailed below, the proposed works impact on cultural heritage are assessed to be low in magnitude.

Upon completion of the works, no residual impacts on cultural heritage are anticipated.

Cultural heritage mitigation measures:

- Site operatives will be made aware of the location and sensitivity of Jedburgh CA and the listed building with connectivity to the scheme.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made / engineered ground (as much as is reasonably practicable). Where access out with made/engineered ground is required for the safe and effective completion of the scheme, the area will be reduced as much as is reasonably practicable and ideally will be accessed on foot.
- If a change to the construction programme onsite is required that necessitates earthworks or vegetation clearance, BEAR Scotland's Environmental Team will be contacted.

Landscape and visual effects

During construction there will be a short-term impact on the landscape character and visual amenity of the local area due the presence of construction plant, a site compound, vehicles, and TM. However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made / engineered ground on the A68 carriageway. As such, the visual impact of the works will be somewhat reduced.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation detailed below, impacts on landscape and visual effects are assessed as temporary, negligible adverse in magnitude.

Upon completion of the works, no residual impacts on landscape and visual effects are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a refurbished bridge deck being the only discernible change.

Landscape and visual effects mitigation measures:

- The site will be monitored regularly for signs of litter and other potential contaminants, and litter will be removed before and after works take place.
- The site will be left clean and tidy following construction.
- Where possible, construction vehicles will not be left in places where soil or vegetation can be damaged. If damage to road verge occurs this will be lightly cultivated or graded (upon completion of the works) to allow natural recolonization by local species and promote integration with existing landscape character.

Biodiversity

The A68 within the scheme extents lies directly north of Jed Water / River Tweed SAC. In addition, the works fall within the buffer zone of one of the qualifying features of the Din Moss – Hoselaw Loch Special Protection Area (SPA). As such, a Habitats Regulations Appraisal (HRA) screening has been undertaken which ruled out Likely Significant Effects (LSE) on Din Moss – Hoselaw Loch SPA, however, could not rule out the potential for LSE on the River Tweed's SAC qualifying features. An Appropriate Assessment (AA) was therefore undertaken which concluded that following the implementation of mitigation measures, the works would not result in an adverse effect on site integrity (AESI) to any of the qualifying features.

While INNS (snowberry) was identified during the site survey, the closest finding was identified approx. 100m downstream of the scheme and therefore the works will not be at risk of resulting in the spread of this species. Of lower concern, invasive native perennial species rosebay willowherb *(Chamaenerion angustifolium)* has been recorded along the verge of the riverbanks, however given that the works are restricted to the A68 Townfoot bridge, there is no likelihood of impacting this species.

A temporary short-term increase in noise levels may cause disturbance to local wildlife if present in the vicinity of the works. Disturbance to local wildlife may occur through the use of plant, vehicles and NRMM which will emit noise and create vibrations. In addition, the works will also require delivery of materials and the presence of personnel to facilitate the deck refurbishment, which could result in

disturbance. However, the number of construction vehicles and construction operatives required onsite is moderate, given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A68. The potential for significant species disturbance within the area of likely construction disturbance is therefore somewhat diminished.

Biodiversity mitigation measures:

- All site personnel will be made aware of the location and sensitivity / protected status of the River Tweed SAC.
- Given the presence of protected species within 2km of the scheme extents, Toolbox Talk TTN-139 'Protected species' will also be briefed to all staff prior to the commencement of works.
- The works are not permitted to disturb or destroy any active bird nests. If an active bird nest is identified onsite that will be impacted by the works, the Environmental Team will be 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.
- Site personnel will remain vigilant for protected species and will not approach or touch any animals seen on site. Any sightings of protected species will be reported to BEARs Environmental Team. Should a protected species be encountered or move within 50m of the active works (including laydown areas), works will be temporarily halted until the animal(s) move at least 50m away from the construction site, or until BEARs Environmental Team can provide advice.
- The Contractor will employ 'soft start' techniques for all noisy activity to avoid sudden and unexpected disturbance during works. Each time the activity is started up after a period of inactivity, the noise levels must be gradually increased over a period of 30 minutes to permit animals (including birds) to move away from the disturbance.
- All equipment stored onsite will be checked each workday to ensure mammal species are not present. Any storage containers/plant within the laydown area will also be secured to prevent exploration by mammal species. Any areas where an animal could become trapped (e.g., storage containers) will also be covered at the end of each working day.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). If during works unforeseen access to the surrounding environment is required, works will cease in this area and BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects.
- BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects if:
    - unforeseen site clearance is required.

- unplanned works must be undertaken out with Townfoot bridge.

- there is any deviation from the agreed plan, programme and/or method of working.

- nesting birds are found on site.

- BEAR Scotland's Control Room will be contacted if there is a pollution incident.

Material assets and waste

Minimising impacts arising from construction materials are focussed upon making the most efficient use of materials onsite to reduce the need for imported primary materials and minimise the creation and disposal of waste through (i) reduction, (ii) re-use, and (iii) recycling. Potential impacts have been assessed for both the construction and operational phases of this scheme. It is anticipated that most material impacts are likely to arise during construction, though long-term residual impacts could occur post construction during the operational phase e.g., during the disposal of materials arising from routine maintenance operations.

However, the detailed design will reduce the requirements for primary materials and materials will also be derived from recycled, secondary, or re-used origin as far as practicable with the design specifications to reduce resource depletion.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, the proposed works impacts on material assets and waste throughout the construction period are therefore assessed to be temporary, negligible adverse in magnitude. Upon completion of the works, no residual impacts are anticipated on materials or waste.

Material assets and waste mitigation measures:

- Good materials management methods (e.g., 'just-in-time' delivery) will be implemented wherever possible.
- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or waste are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. Waste transfer notes and/or waste exemption certificates (if required) will also be completed and retained.
- Designated areas will be identified within which all materials and personnel, including construction compounds, where necessary, will be contained to limit environmental disturbance during construction works. This will include a designated area (if required) for segregation and reuse of waste materials.
- The selection of areas for materials stockpiling will avoid sensitive locations such as road drainage. Stockpiled materials with leachate potential, for example, will

be stored away from road drainage to prevent cross-contamination with other materials, wastes, or groundwater.

- Materials will be stored with the appropriate security to prevent loss, theft, or vandalism.
- All temporary road signs and traffic cones will be removed from site on completion of works.
- Wastewater from welfare facilities (if required) will be subject to effluent treatment followed by tanker removal.
- If hazardous substances are used onsite, each substance will be subject to assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. Hazardous substances will also be clearly labelled, and disposed of, in line with relevant waste regulations. Special waste will also not be mixed with general waste and/or other recyclables.

Noise and vibration

Activities undertaken on site could potentially have some localised and short-term noise impacts in proximity to the works. The road works will, for example, require a range of ancillary plant, vehicles and NRMM, generating noise through the use of percussive hand tools etc., and as a result there is potential for noise and vibration effects to residential properties within the local area, the closest of which lies approx. 20m east of the scheme.

However, the works are not located within a CNMA or CQA and the duration of the deck refurbishment works will be approx. six weeks as day works (08:00 – 16:00). In addition, the proximity of road space suggests that residents have a degree of tolerance to noise and disturbance.

Considering the likely sources of noise and vibration, with the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, it is unlikely that noise and vibration associated with the works will lead to significant impacts, disruption and/or complaints. The proposed scheme is therefore anticipated to result in temporary, minor adverse noise impacts.

Noise and vibration mitigation measures:

- Wherever possible, careful consideration will be given to the siting and orientation of particularly noisy items of NRMM so that it is located away from surrounding properties, as far is possible. Activities which have the potential to produce excessive noise will be undertaken away from surrounding properties, if possible.
- If unacceptable noise is emanating from the site the operation will, where possible, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) repositioning equipment, (d) changing

the method of working etc. Corrective actions will be actioned through the non-conformance reporting procedure, which ensures a root-cause analysis is carried out on each incident. The non-conformance procedure also ensures that appropriate corrective and preventative action measures are agreed and implemented in a timely fashion with all parties, and are recorded and actioned through to closeout, and fully auditable and traceable.

- Ancillary plant, vehicles and NRMM with directional noise characteristics will (where practical) be shut down in intervening periods between site operations.
- The use of paving breakers (jackhammers), chipping hammers, etc. will be avoided (except where there is an overriding justification), and if used will be fitted with mufflers or silencers of the type recommended by the manufacturer.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All ancillary plant, vehicles and NRMM used onsite will have been regularly maintained, paying attention to the integrity of silencers and acoustic enclosures.
- All compressors will be 'sound-reduced' models fitted with properly lined and sealed acoustic covers which will be kept closed when in use.
- HGV, site vehicles and NRMM will be switched to the minimum setting required by HSE and, where possible, will utilise 'broadband non-tonal' or 'directional sound reversing' alarms. Speed limits will also be reduced through the works.

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents and road users with TM being in place for at least six weeks, with the majority of the works expected to be undertaken during the day, as such, there is potential for congestion issues during the works.

The core path located below the A68 within the scheme extents is likely to be impacted by the abutment works and will require a temporary closure. Additionally, the core path directly below the western side of the bridge may be partially impacted due to its proximity to the bridge, however there will be no requirement to completely close this footpath. In addition, given the availability of alternative walking routes and with mitigation measures detailed below implemented on site, impacts to road users and non-road users are expected to be minimal.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation described above, impacts on population and human health are assessed as temporary, minor adverse in magnitude.

Upon completion of the works, there will be a positive impact in relation to population and human health due to the improvement of usability and safety provided by the refurbished bridge deck.

Population and human health mitigation measures:

- A communication strategy (e.g., social media, consultation with local authority and other stakeholders etc.) will be initiated to keep local residents and businesses informed of the proposed working schedule, particularly the times and duration of noisy construction activities. The communication strategy will also provide a 24-hour contact number for the BEAR Scotland Control Room.
- Given the proximity of residential properties Toolbox Talk TTN-042 Being a Good Neighbour will be briefed to staff prior to the commencement of works.
- Advanced signage will be strategically placed on the trunk road at least seven days in advance to notify road users of the road closure and diversion.
- Scottish Borders Council will be informed of the requirement to temporarily impact the core path below the A68 Townfoot Bridge during concrete repairs to the abutment at least four weeks prior to the footpath closure.
- Where necessary, NMUs will be accommodated within TM arrangements to ensure their safe passage through the site.
- A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

Road drainage and the water environment

During resurfacing works, there is potential for temporary adverse impacts on the water environment. Potential changes in water quality e.g., from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain) during works have the potential to have a direct or indirect effect on surrounding waterbodies such as Jed Water.

However, all works will be restricted to the A68 Townfoot bridge and there will be no requirement to enter any watercourse as such there is limited risk for direct impacts. Furthermore, the potential for direct or indirect pollution incident to a waterbody is considered unlikely e.g., experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard best working practice is adopted (e.g., adherence to SEPA GPPs, utilisation of drain covers or similar, etc.), water quality is protected.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, the proposed works impacts on the road drainage and water environment are assessed as temporary, negligible adverse in magnitude.

Upon completion of the resurfacing works, no residual impacts are anticipated in relation to the road drainage and water environment.

Road drainage and the water environment mitigation measures:

- Site operatives will be made aware of the location and proximity / sensitivity of Jed Water.
- If any works are identified that would require entering a waterbody, BEAR Scotland's Environmental Team will be contacted (before works commence) to allow consideration of potential environmental effects.
- The abstraction or transfers of water from, discharges to, or the washing of tools in surface waterbodies identified will not be permitted.
- During hydro-demolition (if required) the following will be implemented:
    - SEPA Authorisation will be gained prior to the discharge of treated hydro-demolition wash water.
    - All works will be undertaken in line with the Water Environment (Control Activities) (Scotland) Regulations 2011 Registration Authorisation and the conditions of the awarded authorisation. A copy of the authorisation will also be kept on site at all sites.
    - Prior to works commencing, a bund will be created below the work area to contain the runoff water from the hydro demolition works and allow it to be pumped onto the treatment process. Before the hydro-demolition works commence, clean water will be sprayed into the encapsulated area to check its effectiveness / robustness. The hydro-demolition works will not commence until this is found to be satisfactory.
    - Water from hydro-demolition will be discharged at less than or equal to 10,000 litres (10m3) per day. Any wastewater used daily above 10,000 litres (10m3) will be stored on site and discharged at an appropriate time not exceeding 10,000 litres (10m3) per day.
    - All water to be used onsite will be delivered by bulk tanker and be of potable quality.
    - Once in operation, the waste-water produced will be contained within the encapsulation. Waste-water will be collected in the sump and pumped to a bin using a sub pump positioned within the bund, with a second pump in the bin to transfer the water to the Siltbuster HD Unit (positioned on the bridge) for the treatment phase. The solid waste will be removed manually where at all possible. The solids falling into the encapsulation will be removed by hand, as and when required.
    - Once the waste-water has been pumped onto the bridge, it will then undergo a two-phase treatment using the Siltbuster HD Unit, which is specifically designed to treat waste-water from hydro-demolition operations. The system will firstly remove suspended solids to an acceptable level and secondly neutralise the high pH by using a fully automated CO_2 dosing process to neutralise the alkalinity. The suspended

solids in the discharge will have a pH in line with the conditions of the granted authorisation.

  - The waste-water that has been treated by the Siltbuster will then be disposed of in line with the granted SEPA Registration.
  - Hydro-demolition works will avoid heavy rainfall periods which could affect the performance of the Siltbuster HD Unit.

- All site personnel will be made aware of site spillage response procedures and in the event of a spill, all works associated with the spill will stop, and the incident reported to the Site Supervisor. Small spills that did not leave the site boundary and are cleaned up without material environmental harm or residual environmental impact would most likely not be required to be notified to SEPA or other authorities. However, all such incidents will be recorded and reported to BEAR Scotland's Environmental Team. In the event of a 'serious incident', SEPA will be notified without delay. Such notification will include: (i) the time and duration of the incident, (ii) a description of the cause of the incident, (iii) any effect on the environment as a result of the incident, and (iv) any measures taken to minimise or mitigate the effect and prevent a recurrence.
- All waste, vehicles, ancillary plant, NRMM and fuels will be stored in the compound(s) or laydown area and will be secured and located, if space is available, at least 10m from drainage entry points and Jed Water, in order to comply with GPP 5 'works and maintenance in or near water'. Refuelling will only be undertaken at designated refuelling areas (e.g., on hardstanding, with spill kits available, and >10m from Jed Water, and drainage entry points, where practicable). Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required. Only designated trained and competent operatives will be authorised to refuel plant. Generators, and other ancillary plant and NRMM, where there is a risk of leakage of oil or fuel, will have internal bunding or a secondary containment system placed beneath them that meets 110% capacity requirements. Containment systems will also be emptied regularly. All waste, vehicles, ancillary plant, NRMM and fuels will also be stored in a manner that ensures they are protected from damage by collision or extremes of weather.
- Regular visual pollution inspections of the designated laydown area and work site (particularly near road drainage entry points) will be conducted (e.g., site walkover by engineer or Site Supervisor), especially during periods of heavy rain.
- All vehicles and NRMM onsite will have been regularly maintained, paying attention to the integrity of oil tanks, coolant systems, gaskets etc. A checklist will be present to make sure that the checks have been carried out.

Climate

BEAR Scotland, working on behalf of Transport Scotland, undertake carbon monitoring of projects and operational activities. Emissions from activities are recorded using Transport Scotland's Carbon Management System. BEAR Scotland also undertakes resource efficiency activities to manage and reduce emissions contributing to climate change. The works will also extend the maintenance intervals

required for future works. In doing so, the service life of the trunk road is also extended.

During works there is potential for impacts as a result of the emission of greenhouse gases through the use of equipment, vehicles, and NRMM, material use and production, and transportation of material/waste. However, considering the nature, duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be negligible and adverse in magnitude.

Upon completion of the proposed scheme no residual impacts are anticipated on the climate.

Climate mitigation measures:

- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gases emitted as part of the works.
- BEAR Scotland will adhere to its Carbon Management Policy.
- Where possible, waste will be removed to local waste management facilities.

Vulnerability of the project to risks

There will be no change to the likelihood of flooding on the A68 within the scheme extents upon completion of the works.

Works are restricted to the A68 Townfoot bridge, with access to the scheme gained via the A68 mainline. TM will involve single-lane closures with traffic light control. Furthermore, while a core path is located within the scheme extents, mitigation measures will minimise impacts as far as is possible. As such, the proposed works' impacts on road traffic accidents are assessed to be of negligible magnitude.

A Site Environmental Management Plan (SEMP) will be produced by BEAR Scotland which sets out a framework to reduce the risk of adverse impacts from construction activities on sensitive environmental receptors. The Contractor will comply with all conditions of the SEMP during works and may be subject to audit throughout the contract.

Considering the above, the vulnerability of the project to of major accidents and disasters is considered to be low.

Assessment cumulative effects

Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

In addition, a search using Scottish Borders Council 'Simple Search' identified seven planning applications within 300m of the scheme within the last two years (Table 1).

Table 1: Planning Applications within 300m (in last two years)

Scheme Reference	Description	Status	Distance
23/01056/LBC	Erection of replacement garage	Approved subject to conditions	Approx. 219m north
24/00340/CON	Complete demolition of 1 no. building (ROSLA building)	Approved – Conditions and Informatives	Approx. 103m northwest
24/00619/FUL	Change of use to form short term holiday let accommodation	Approved subject to conditions	Approx. 147m southwest
22/002010/LBC	Alterations to first, second and attic floors and the entrances to the building at ground level to form flat	Approved subject to conditions	Approx. 210m southwest
23/01499/FUL	Alterations to coach house to from ancillary accommodation	Approved subject to conditions	Approx. 282m southwest
24/00076/LBC	Installation of internal wall insulation	Approved subject to conditions	Approx. 232m southwest
23/00125/FUL	Partial change of use from offices and alterations to form two dwellinghouses	Approved – Conditions and Informatives	Approx. 266m southwest

While it is not possible to gain an understanding on the timing or duration of the above planning applications, all applications with the exception of 24/00340/CON, relate to small scale works, which if progressed at the same time as the planned BEAR Scotland deck refurbishment, would not be expected to result in any in-combination impacts given the distance separating the works.

A search of the Scottish Road Works Commissioner's website (map search) has identified that a separate deck refurbishment scheme, A68 Galadean, is expected to be undertaken at the same time as the A68 Townfoot. However, the A68 Galadean

works are located approx. 25km north of the scheme and as such are not expected to result in any cumulative impacts.

Assessments of the environmental effects

The A68 Townfoot bridge scheme spans the River Tweed SAC and lies within the buffer zone for one of the qualifying species of Din Moss – Hoselaw Loch SPA and as such, a HRA has been undertaken. The HRA ruled out the potential for LSE on the Din Moss – Hoselaw Loch SPA and has assessed that there is sufficient information and assessment evidence to conclude that the proposed scheme, with the implementation of mitigation and control measures, will not result in any AESI to the River Tweed SAC. Consultation will be undertaken with Transport Scotland and NatureScot with regards to the outcome of the AA.

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.

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) span the River Tweed SAC which is a 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:

- Works are restricted to the worn / damaged bridge deck and abutment, with all works restricted to the A68 Townfoot bridge.

- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- By refurbishing the bridge deck, this will reduce the rate of the delamination process to the concrete and will provide this section of the A68 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- Any potential impacts of the works are expected to be temporary, short-term, not significant, and limited to the construction phase.

Location of the scheme:

- The scheme spans the River Tweed SAC however, a HRA has been undertaken which has confirmed that the works will not result in AESI on the qualifying features of the SAC.
- The scheme is located within Jedburgh Conservation Area, however, consultation with the Scottish Borders Heritage and Design Officer confirmed there were no concerns with the proposed works.
- The scheme is located approx. 6.7m south of Bridge Street, Townfoot Bridge Listed Building.
- The works do not require any private land acquisition.

Characteristics of potential impacts of the scheme:

- The waste hierarchy will be followed to reduce waste to landfill.
- Land use will not change as a result of the works.
- The scheme is located within a densely populated area, the centre of Jedburgh.
- Deck refurbishment works are programmed to take approx. six weeks as day works (08:00 – 16:00).
- With good practice pollution prevention measures implemented onsite, there is a negligible risk of a pollution event e.g., compliance with the SEMP.

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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