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Environmental Impact Assessment Record of Determination

A68 Carters Bar to Chester`s Junction

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on the A68 carriageway. The works will consist of carriageway resurfacing and reinstatement of road markings for a length of approx. 1.3km (1.3ha).

Construction activities for the resurfacing procedure are as follows:

- Set up traffic management (TM) and mark out site,
- Milling of existing bituminous material by road planer,
- Jackhammer and compressor for breaking up surfaces not accessible by planer (e.g., around gullies),
- Loader/excavator used to collect and move excess material,
- Sweeper to collect loose material and provide clean laying surface,
- Milled out/excavated materials all taken off site,
- Tack/bond coat laid,
- Binder material laid and compressed by paver (where required),
- Material compacted using a heavy roller,
- Installation of one set of traffic loops,
- New bituminous surface course material laid by paver,
- Material compacted using a heavy roller,
- Mechanical sweeper to collect loose material,
- HGV for removal and replacement of material,
- Road markings and studs applied where necessary,
- Remove TM and open road.

The works are programmed to be completed within the 2025/2026 financial year with works expected to begin on 6th October 2025. Works will be undertaken over 13 nights (19:30 – 06:00), excluding Saturdays and Sundays. Traffic Management (TM) is currently programmed to be in the form of alternating single carriageway closure with temporary traffic lights.

Location

The scheme lies on the A68 carriageway immediately north of the Scotland / England Border, within Scottish Borders Council, and is surrounded by areas of woodland with agricultural land found in the wider area (Figure 1).

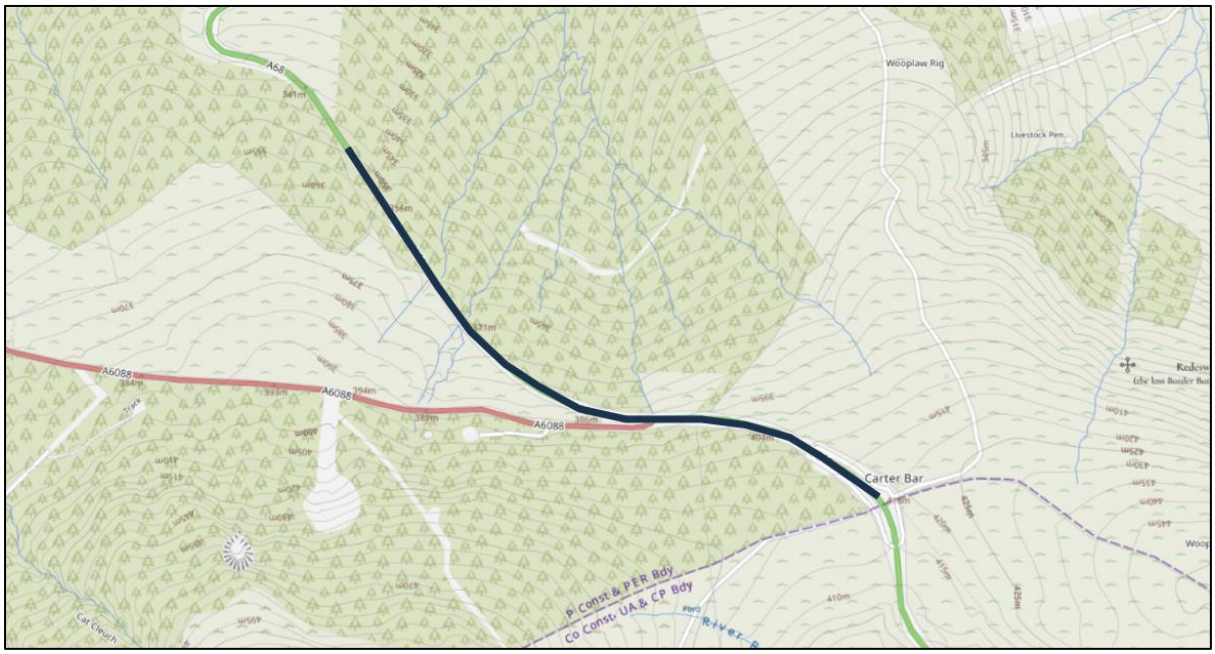

Figure 1. Extents of the Works. - Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

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 that the scheme extents are not located within an Air Quality Management Area (AQMA). Sites monitoring air quality in the wider areas records bandings to be within the 'green zone' (Low Index 1-3).

The scheme is located within the 'Scottish Borders' Council boundary area, which currently has no Air Quality Management Areas (AQMAs) within its administrative boundary. The closest AQMA, 'Musselburgh High Street', is located approx. 74km north 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 extents, within the last 10 years.

The baseline air quality within the scheme extents is primarily influenced by motor vehicles travelling along the A68 trunk road. Secondary sources are most commonly derived from motor vehicles travelling along local network road (A6088) and day-to-day woodland and agricultural land management activities.

Cultural heritage

The PastMap and Historic Environment Scotland (HES) online mapping tools records there are no cultural heritage assets located within 300m of the scheme extents.

There are two undesignated cultural heritage assets (UCHAs) located within 300m of the scheme extents. Only one is recorded as within the trunk road boundary scheme extents:

- Carter Bar Historic Environment Record (HER) - Classification: Road (Medieval).

The second recorded is located approx. 20m north of the scheme extents.

Construction of the A68 carriageway 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.

While a HER is present within the scheme extents the works will be restricted to the existing A68 carriageway boundary and depth and the potential for impacts to cultural heritage have been deemed negligible. As such cultural heritage has been scoped out of further environmental assessment.

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 'Southern Uplands with Forest - Borders' (no. 96) (Scottish Landscape Character Types), the key characteristics of which are:

- Large scale rolling landform with higher dome or cone-shaped summits.
- Dominant coniferous forest cover characterised by Sitka spruce plantations with occasional areas of pine and larch.
- Dispersed settlement pattern of farmsteads and forestry buildings, mainly within sheltered valleys.
- Scattered pockets of past land use from prehistoric to post-medieval times
- Simple, uniform character.
- Strong sense of enclosure, quietness and tranquillity.

Land use located within 300m of the scheme extents can be categorised as the following:

- Plantation,
- Rough grazing, and
- Motorway and Major Roads.

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

- 'Class 6.3' – Land capable of use as rough grazings with low quality plants.

Woodland within 300m of the scheme extents consists of:

- Approx. 29ha of conifer woodland which borders the southbound carriageway within the scheme extents.
- Approx. 201ha of conifer woodland which borders the northbound carriageway within the scheme extents.

In addition, one area of woodland registered on the Native Woodland Survey of Scotland is located within 300m. It relates to a 1.1ha section of regenerating woodland.

There are no areas of woodland registered on the Ancient Woodland Inventory Scotland and there are no trees covered by a Tree Preservation Order (TPO) with connectivity to the scheme extents.

The existing motorway is a prominent linear landscape feature. The motorway corridor, for example, has a distinct character shaped by fast-flowing traffic, road markings, safety barriers, signage and landscaping. The scale of the motorway detracts from the quality and character of the wider landscape.

Biodiversity

The NatureScot SiteLink online mapping records the scheme is not situated within 2km of, and does not share connectivity with, any 'European Site' designated for biodiversity features e.g., Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar.

There are no Special Site of Scientific Interest (SSSI), Local Nature Conservation Site's (LNCS) or Local Nature Reserves (LNRs) designated for biodiversity features have been identified within 300m of the scheme extents.

A search of the NBN online mapping tool records no plant species as listed within the Network Management Contract (NMC) within 2km of the scheme extents (within the last 10-years).

A search of the Asset Performance Management System (AMPS) online mapping tool records no invasive non-native species (INNS), invasive injurious weeds or invasive native perennials within the scheme extents (within the last 10-years).

The habitat immediately bordering the A68 carriageway consists of vast areas of plantation woodland, areas of arable land and made verges which undergo cyclic maintenance (e.g., grass-cutting, weed control, etc.). While there is high availability of roadside vegetation, the habitat immediately bordering the trunk road is assessed to be of reduced ecological value, due to the likelihood of trunk road disturbances from traffic flow and that the A68 trunk road limits the connectivity and continuity for species between their potential habitats on either side of the road.

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 or which share connectivity to the scheme extents.

The National Soil Map of Scotland online mapping tool records the generalised soil type beneath the scheme extents:

- Mineral gleys, and
- Peaty gleys.

The major soil group beneath the scheme extents:

- Gleys.

The British Geological Survey online mapping tool records that the superficial geology within the scheme extents is comprised of:

- Till, Devensian (Diamicton).

The bedrock geology in the scheme extents is recorded as:

- Ballagan formation - sandstone, siltstone and dolomitic limestone.

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

Given the restriction of the works to the A68 carriageway boundary, and the lack of earthworks, local geology and soils are unlikely to be affected by the proposed works. Therefore, geology and soils has been scoped out of further environmental assessment.

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Materials used will consist of:

- TS2010 10mm Site Class 1/3,
- AC20 Dense Binder 40/60,
- AC32 Dense Base 40/60,
- Tack/Bond coat,
- Paving grade bitumen,

- Thermoplastic road markings, and
- Embedded Road Studs.

The scheme is executed by the operating company as site operations e.g. 'As-of-Right' scheme of value less than £350,000. As a result, a Site Waste Management Plan (SWMP) is not required.

The scheme involves removal of the surface course and localised areas of binder and base. The main waste produced during the works will be 2800 tonnes of bituminous materials (European Waste Catalogue Code: 17 03 03) which will be removed from site, 11 tonnes of which is classified as hazardous material containing coal tar.

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 night-time noise level (Lnight) modelled within the scheme extents ranges between 60 and 65 decibels (dB) dropping to between 40 and 45dB at the nearest sensitive receptor (NSR) (residential) (Scotland's Noise Scotland's Environment).

The baseline noise and vibration in the scheme extents is primarily influenced by vehicles travelling along the A68 trunk road. Secondary sources are most commonly from day-to-day woodland and agricultural activities and from motor vehicles travelling along nearby local network roads (i.e. A6088).

Population and human health

There are no properties located within 300m of the scheme extents.

There is one bus stop (located at NT 69671 06899) within Carter Bay Layby bordering the northbound carriageway at the southern scheme extents. No other non-motorised user (NMU) facilities are present within the scheme extents.

Street lighting is absent throughout the scheme extents.

The A68, within the scheme extents, is a single carriageway with the national speed limit applying throughout. The Annual Average Daily Traffic (AADT) flow is low (2,550 motor vehicles (ID: ATC07020 2025).

Road drainage and the water environment

The Scottish Environment Protection Agency (SEPA) River Basin Management Plan online mapping tool records no classified surface waterbodies within 300m of the scheme extents.

Nine small minor unclassified surface waterbodies, considered to be minor tributaries, or drainage channels are located within 300m of the scheme: Details are as follows:

- Drain1 – is culverted beneath the trunk road within the scheme extents. The culvert extends approx. 7m beyond either side of the carriageway and is separated by a kerbline and roadside verge.
- Drain2 - is culverted beneath the trunk road within the scheme extents. The culvert extends approx. 10m beyond the SB carriageway and 15m from the NB carriageway and is separated by a kerbline and roadside verge.
- Drain3 - located approx. 10m northeast of the scheme extents.
- Drain4 - located approx. 110m northeast of the scheme extents
- Drain5 - located approx. 150m northeast of the scheme extents
- Drain6 - located approx. 160m northeast of the scheme extents
- Drain7 - located approx. 170m northeast of the scheme extents.
- Drain8 - located approx. 250m northeast of the scheme extents
- Drain9 - located approx. 280m northeast of the scheme extents

A search of the SEPA's Flood Map online mapping tool records that the trunk road within the northern scheme extents is recorded as having a medium to high likelihood (each year this area has a 0.5% to 10% chance of flooding) of surface water flooding each year.

A search of the Scotland's Environment (SE) online mapping tool determined that the motorway, within the scheme extents, lies on the 'Wauchope Forest' groundwater, which has been classified as 'Good'.

A search of the SE online mapping tool determined that the A68, within the scheme extents, does not lie within a Nitrate Vulnerable Zone.

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.

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A68, and construction works are programmed to be undertaken at night (13 nights). 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 renewed road surface 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 it 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

A temporary short-term increase in noise levels may cause disturbance to local wildlife. The works will, for example, require a range of ancillary plant, vehicles and NRMM which will emit noise and create potential disturbance. The works will also require delivery of materials and the presence of personnel to facilitate the improvements to the carriageway. However, the number of construction vehicles and construction operatives required onsite is low 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, and the scheme is of short duration (13 nights). The potential for significant species disturbance within the area of likely construction disturbance is therefore somewhat diminished.

No invasive non-native species (INNS) were identified within the study area. Additionally, works will be contained to the A68 carriageway and surrounding verges

as far as practicable, this coupled with mitigation measures detailed below will limit potential for the introduction of any INNS within the scheme extents.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation detailed above, the proposed works impacts on biodiversity throughout the construction period are therefore assessed to be temporary, minor adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated in relation to biodiversity.

Biodiversity mitigation measures:

- Where possible, artificial lighting used during night works will be sufficiently screened and aligned so as to ensure that there is no direct illumination of neighbouring habitat (e.g., locations adjacent to tree shelterbelt, woodland etc.) to ensure minimal impact on nocturnal species.
- Records of protected species have been identified within the surrounding area. As such, Toolbox Talk TTN-139 ‘Protected Species’ will be briefed to all staff prior to the commencement of works.
- The works are not permitted to disturb or destroy any active birds nests. If an active birds nest is identified onsite that will be impacted by works, BEAR Scotland’s 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, works will be temporarily halted until the animal(s) move at least 50m away from the construction site, or until BEAR’s 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 will be gradually increased over a period of 30 minutes to permit animals (including birds) to move away from the disturbance.
- All equipment stored onsite, if necessary, will be checked at the start of each workday to ensure mammal species are not present. Any storage containers/plant within the compound will also be secured overnight 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 are be undertaken out with the carriageway boundary,
  - there is any deviation from the agreed plan, programme and/or method of working,
  - nesting birds are found onsite.
- 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 e.g., the carriageway surfacing, and subbase will be carefully considered to minimise the requirements for importing primary material. Materials will also be derived from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion. Specifying TS2010 surface course also allows a wider array of aggregate sources to be considered when compared to typical stone mastic asphalt (SMA). As a result, the use of TS2010 should reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. The design life for the TS2010 surfacing is also estimated to be 20 years. The enhanced durability of TS2010 therefore reduces reoccurring routine maintenance and associated levels of traffic disruption to this section of road over the period.

Approximately 11 tonnes of bituminous material classified as hazardous due to the presence of coal tar is required to be removed and will be processed appropriately as detailed below.

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:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- 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.
- The Contractor is responsible for the recycling / disposal of non-hazardous road planings, and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA as described in Schedule 3 of the Waste Management Licensing Regulations 2011 (exemption number: WML/XS/2010709), the rules of which will be complied with.
- For removal of coal tar contaminated plannings the following will be undertaken:
    - Coal tar contaminated road planings will be classified as Special Waste.
    - Special waste consignment notes (SWCN) will be obtained from SEPA to allow the movement of the contaminated planings.
    - All waste will be appropriately segregated, with coal tar contaminated planings being kept separate from uncontaminated planings.
    - Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility and accompanied by a SEPA-issued consignment note or code. The approx. 11 tonnes being disposed of will be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes will be retained for a period of three years
    - SEPA will be notified at least 72 hours before (and no longer than one month before) Special Waste leaving site.
    - Waste will be transported in a safe and secure manner to prevent the release of contaminated material en-route.
- 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 for cold milling in preparation for carriageway resurfacing. Noise will also be generated by using breakers (jackhammers), chipping hammers, and rollers, etc.

However, the works are not located within a CNMA or CQA, and works will also be completed over 13 nights, with the aim being to complete the noisiest works by 23:00. In addition, there are no local residents within 300m of the scheme extents, the closest of which being approx. 1.5km west of the scheme. As such the potential for noise and vibration impacts are considered to be reduced.

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in the ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

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:

- The local authority environmental health department will be notified of nighttime working by BEAR Scotland's design engineer.
- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- 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 road users. Given that there are no residential properties within 300m of the scheme, the closest being 1.5km, the potential for impacts to local residents are expected to be largely limited to traffic management. However, TM will only be in place for 13 nights excluding weekends (when traffic flows will be at a minimum), as such no congestion issues are noted during the proposed construction hours. Providing mitigation measures detailed below and those listed within the noise and vibration section are adhered to, the impacts are assessed to be somewhat reduced.

There is one bus stop (located at NT 69671 06899) within Carter Bay Layby bordering the northbound carriageway at the southern scheme extents. However, given the nighttime working hours and TM restrictions, the impacts of this closure are likely to be low.

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 new carriageway surface.

Population and human health mitigation measures:

- Where appropriate, a communication strategy (e.g., social media, consultation with local authority and other stakeholders, letter drop (for night-time works), etc.) will be initiated to keep businesses informed of the proposed working schedule, particularly the times and durations of noisy construction activities. The communication strategy will also provide a 24-hour contact number for the BEAR Scotland Control Room.
- Advanced signage will be strategically placed on the trunk road to notify stakeholders of the road closure and diversion at least seven days in advance.
- 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.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEARs social media platforms.

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.

There are nine unclassified waterbodies, considered to be minor tributaries or drainage channels located within 300m of the scheme extents, however only three are located within 50m of the scheme extents, Drain1 to 3. Given the distance separating the remaining waterbodies from the scheme and provided mitigation detailed below are adhered to, the impacts are assessed to be somewhat reduced.

Additionally, no 'in-water' works are required, therefore there will be no change in the hydrological regime or water quality within surrounding waterbodies. All land outwith the trunk road boundary is also considered out-of-bounds to all construction staff during the works and there is no requirement for land take, site clearance or resources from within a waterbody. There is also no requirement for the abstraction or transfers of water from, or discharges to a waterbody. The potential for a direct pollution incident within a waterbody is also 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), 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:

- All site operatives will be made aware of the proximity of Drain1, Drain 2 and Drain3.
- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, 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 will not be permitted.
- The Contractor will implement measures to minimise the risk of sediment or accidental spillages entering the road drainage system e.g., prior to works commencing any roadside gullies within 10m of work activities will be protected (e.g., utilisation of drain covers or similar) to ensure full segregation of the works from the road drainage system. The Contractor will inspect these periodically to ensure that they have not been removed, damaged, or interfered with and they will be cleaned of silt and debris as necessary.
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- 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, 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 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 will have 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 major 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 areas of made ground on the A68 carriageway surface, with access to the scheme gained via the A68 mainline. 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

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

An online search of the Scottish Road Works Commissioner records that there are no additional works occurring within 300m of the scheme extents.

In addition, a search using Scottish Borders Council Planning Portal identified no planning applications within 300m of the scheme extents within the last two years.

Given the minor nature of the BEAR Scotland resurfacing works, no in-combination effects are expected.

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.

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 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) exceed 1ha.

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 like-for-like replacement of worn/damaged road surface, with all works restricted to made ground on the A68 carriageway surface
- 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 removing the carriageway defects, this 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 is not situated within 2km of, and does not share connectivity with, a European Site designated for biodiversity features e.g., SAC, SPA, Ramsar Site.
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- The scheme is not located within any areas designated for landscape interests.
- Land use will not change as a result of the works.
- The works do not require any private land acquisition.
- The scheme does not lie within any sites designated for geology or soils
- The scheme is not located within a densely populated area.

Characteristics of potential impacts of the scheme:

- The waste hierarchy will be followed to reduce waste to landfill.
- Works are programmed to take 13 nights to complete on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- 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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