



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A7 South of Chapelhill Junction

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on the A7 carriageway. The works will consist of carriageway resurfacing and reinstatement of road markings for a length of 917m (0.7ha).

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,
- 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 2024/2025 financial year with works expected to begin on 27th January 2024. Works are programmed to be completed over three nights (19:30 – 06:00). Traffic Management (TM) is currently programmed to be in the form of a full night time road closure with a signed diversion. Traffic will be diverted via Hawick, A6088, B6357, B7201 rejoining the A7 south of Canonbie.

Location

The scheme lies on the A7 carriageway adjacent to the hamlet of Branxholm, south of Hawick, within the Scottish Borders, and is surrounded by areas of agricultural land (Figure 1).

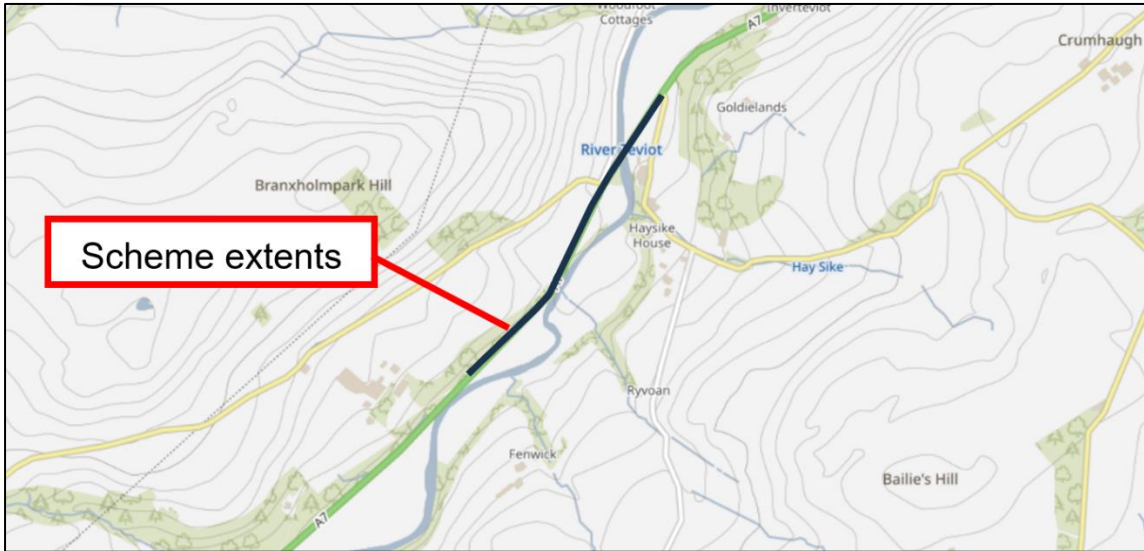


Figure 1. Extents of the Works. - Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

For properties within 300m of the scheme refer to “Population and Human Health”.

Air quality monitoring sites in the wider area record bandings in the ‘green zone’ (Low Index 1-3).

The scheme extents are located within the Scottish Borders Council, which has no [Air Quality Management Areas](#) (AQMAs) within its administrative boundary. The nearest AQMA, ‘High Street Musselburgh’, lies within the East Lothian Council administrative boundary approx. 60km north of the scheme and has been declared for nitrogen dioxide (NO₂).

There are no sites registered on the Scottish Pollutant Release Inventory ([SPRI](#)) for air pollutant releases which lie within 10km of the scheme.

Baseline air quality within the scheme extents is likely to be primarily influenced by traffic along the A7 carriageway. Secondary sources are most commonly derived from motor vehicles travelling along local network roads and day-to-day agricultural land management activities.

Cultural heritage

The [PastMap](#) and [Historic Environment Scotland](#) (HES) online mapping tools record that two listed buildings lie within 300m of the scheme. There is no connectivity between the scheme and the listed buildings (e.g., the nearest lies 200m east of the scheme).

Of lesser cultural heritage value, approx. 12 undesignated cultural heritage assets (UCHAs) lie within 300m of the scheme. Two UCHAs lie within the trunk road scheme extents and pertain to:

- Branxholm Bridge, Canmore - Classification: Road Bridge (20th Century)
- Branxholm Bridge, Historic Environment Record - Classification: Road Bridge (20th Century)

There is no connectivity between the scheme and the remaining UCHAs e.g., the nearest lies approx. 170m east of the scheme.

Construction of the A7 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.

Factor has no constraints that are likely to be impacted by the proposed works, given that the works will be restricted to the existing A7 carriageway. 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 scheme lies within the 'Pastoral Upland Fringe Valley' Landscape Character Type (no. 117) ([Scottish Landscape Character Types](#)). The key characteristics of this LCT are:

- Medium scale pastoral valley with flat floor enclosed by upland fringe pastures, often with rough grassland and moorland covered hills above.
- Smooth large scale landform modified in places by bluffs and moraine on valley floor, scree slopes or rock outcrops on valley sides.
- Narrow often wooded tributary side valleys.
- Broadleaf woodlands and scrub on bluff slopes and scattered trees along riverbanks, occasional coniferous plantations and shelterbelts on valley sides.
- Valley floor pastures enclosed by drystone dykes with occasional hedgerows, interspersed with occasional patches of scrub, coarse grass and rushes.
- Scattered villages, farmsteads and mansion houses with policy woodlands.

[Land use](#) within 300 m of the scheme is categorised into the following:

- Rough Grazing
- Plantation
- Managed Woodland
- Designed Landscape,
- Urban Area

The [national scale land capability for agriculture](#) classifies land surrounding the scheme as being:

- 'Class 4.2' – land capable of producing a narrow range of crops, primarily on grassland with short arable breaks of forage crops

- 'Class 5.2' – land capable of use as improved grassland. Few problems with pasture establishment but may be difficult to maintain.

Woodland in the study area is limited to comprised of:

- approx. 2.4ha of mixed mainly conifer woodland, which borders the northbound carriageway within the scheme extents. The woodland is registered on both the [Native Woodland Survey of Scotland](#), (NWSS) and on the [Ancient Woodland Inventory Scotland](#) (AWIS).
- approx. 5ha of conifer woodland, borders the southbound carriageway north of the scheme extents.
- approx. 4ha of broadleaved woodland, lies in several areas east of the scheme extents. Approx 2.5ha of which is registered on the NWSS and approx 1.5 of which is registered on the AWIS.
- approx. 1.6ha of conifer woodland, lies 160m west of the scheme extents

There are no trees covered by a Tree Preservation Order (TPO) within 300m of the scheme extents.

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

Biodiversity

The [NatureScot Sitelink](#) online mapping tools identifies that the River Teviot, a classified surface waterbody (ID: 5220) which forms part of the River Tweed Special Area of Conservation (SAC) (EU Site Code: UK0012691), is spanned by the trunk road within the scheme extents.

There are no other European Sites designated for nature conservation i.e. Special Protection Areas (SPA), Special Areas of Conservation (SAC), or Ramsar Sites, located within 2km of, or which share connectivity with the scheme extents.

There are no Local Nature Conservation Sites (LNCS) or Local Nature Reserves (LNR) designated for biodiversity features within 300m of the scheme extents.

An ecological survey was undertaken by BEAR Scotland on the 26th November 2024 to identify ecological constraints on site, to inform the need for any additional ecological surveys or licensing requirements in advance of the proposed works.

A search of the NBN online mapping tool records Giant Hogweed (*Heracleum mantegazzianum*), an invasive non-native species (INNS), within 2 km of the scheme extents. The nearest INNS was recorded 1.6km northeast of the scheme; however, the species is recorded as being treated and controlled in 2022 as part of the Tweed Invasives Project.

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

Ecology surveys undertaken 26th November 2024, noted Broad-leaved dock (*Rumex obtusifolius*), Creeping thistle (*Cirsium arvense*), both injurious weeds and Rosebay willowherb (*Chamaenerion angustifolium*) an invasive native perennial were noted within the carriageway verge within the scheme extents.

Habitat immediately bordering the trunk road tends to be of low intrinsic value because the existing road verge is subject to cyclic maintenance e.g., grass cutting, weed control, tree, and shrub cut-back etc. The roadside verges therefore comprise a homogenous species-poor semi-improved grassland alongside broadleaved tree and shrub shelterbelt. 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 (with its fast-flowing traffic). The presence of the trunk road also restricts continuity of, and connectivity between, habitats either side of the trunk road boundary.

Outwith the trunk road boundary, agricultural land surrounding the scheme forms a pattern of open and exposed fields containing predominantly arable land. The result of this intensive agricultural land management is to restrict the occurrence of semi-natural and natural vegetation types. Most field boundaries are post-and -wire fencing, with vegetative features further delineating field boundaries e.g., shrub hedgerow, rough grassland, ruderal herb stands, scrub and tree shelterbelt. Linear features at field boundaries have wildlife value, both as corridors in an intensively managed landscape, and as habitats for birds and small animals.

Geology and soils

The A7 within the scheme extents is not located within a [Geological Conservation Review Site](#) (GCRS), and there are no [Local Geodiversity Sites](#) (LGS) with connectivity to the scheme extents.

The [National Soil Map of Scotland](#) online mapping tool records that the Generalised Soil Type and Major Soil Group within the study area is Alluvial soils and Brown soils.

The [British Geological Survey](#) online mapping tool records that the superficial geology underlying the scheme extents is comprised of:

- Till, Devensian (diamicton).
- Alluvium (silt, sand and gravel).

The bedrock geology underlying the scheme extents is comprised of:

- Hawick Group (wacke).

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

Given that works are restricted to like-for-like replacement of the existing road surface within the carriageway boundary with no earthworks required, factor has no constraints that are likely to be impacted 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,
- AC20 dense binder,
- Bitumen emulsion,
- Hot bitumen,
- Cold bitumen sealant,
- Thermoplastic road markings, and
- Milled-in road studs.

As the value of the scheme is greater than £350,000, a Site Waste Management Plan (SWMP) is required for these works.

The scheme involves removal of the surface course and localised areas of base and binder course. Bituminous material (European Waste Catalogue Code: 17 03 02) will be removed from site, approx. 21 tonnes of which is classified as hazardous material containing coal tar.

Surveys indicate the presence of coal tar, any coal tar contaminated road planings will be classified as a Special Waste. Special waste consignment notes (SWCN) will be obtained from SEPA to allow the movement of the contaminated planings. Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility, and SEPA will be notified prior to Special Waste leaving site.

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).

There is no modelled noise data available for the study area ([Scotland’s Noise Scotland’s Environment](#)). However, given the rural nature of the area, and the low Annual Average Daily Traffic (AADT) flow, it is considered likely that noise levels will be low, with baseline noise levels mainly influenced by vehicles travelling along the trunk road. Secondary sources are likely derived from day-to-day agricultural activities.

Population and human health

The scheme is adjacent to the hamlet of Branxholm, south of Hawick, as such several residential properties lie within 300m of the scheme. Properties closest to the scheme are located 30m east of the trunk road and have no screening. The remaining receptors receive good screening provided by a combination of roadside tree shelterbelt, woodland, raised roadside embankment, topography, and distance from the scheme.

A local footpath borders the north and southbound carriageways at the northern scheme extents, as far as Branxholm Bridge. The footpaths are also a Core Path (CP ID:204). Additionally, two bus stops are located within the scheme extents, one on the northbound (NT 47586 12954) and one on the southbound (NT 47577 12922) side of the carriageway. There are no other non-motorised user (NMU) or community facilities with connectivity to the scheme.

Street lighting is absent throughout the scheme.

The A7, within the scheme extents, is a single carriageway with national speed limit applying throughout. The Annual Average Daily Flow (AADT) is low (3,154 motor vehicles (ID: 10717, 2023 data)) ([Road Traffic Statistics](#)) and is comprised of:

- 11 two-wheeled motor vehicles,
- 2,023 cars and taxis,
- 28 bus and coaches,
- 756 Light Goods Vehicles (LGVs), and
- 336 Heavy Goods Vehicles (HGVs)

There are no congestion issues noted on the A7 within the scheme extents during the proposed working hours.

Road drainage and the water environment

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

- River Teviot, (ID: 5220), is spanned by the trunk road within the scheme extents. The River Teviot is a waterbody in the River Tweed catchment of the Solway Tweed river basin district and has a main stem approx. 40.4 km in length. The River Teviot has been assigned a Water Framework Directive 2000/60/EC (WFD) overall status of 'Good ecological potential', an overall ecological status of 'Poor', and a status of 'Good' for fish barrier. The trunk road is flanked by a 1m high stone wall at this location.

Four small minor unclassified surface waterbodies, considered to be drainage channels or ponds lie within 300m of the scheme extents, all four waterbodies flow directly into the River Teviot. Details are as follows:

- Drain1 – lies approx. 200m east of the scheme extents.
- Hay Sike – lies approx. 95m east of the scheme extents.
- Drain2 – lies approx. 20m east of the scheme extents.
- Fenwick Burn – lies approx. 70m east of the scheme extents.

All the 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 Flood Map](#) online mapping tool shows that the trunk road within the southern scheme extents is at a high risk of surface water flooding (each year this area has a 10% chance of flooding).

A search of the [Scotland's Environment](#) (SE) online mapping tool determined that the trunk road, within the scheme extents, lies on the 'Teviotdale Sand and Gravel'

and 'Peebles, Hawick and Galashiels' groundwater, both of which have been classified as 'Good'.

A search of the [SE](#) online mapping tool determined that the trunk road, within the scheme extents, does not lie within a Nitrate Vulnerable Zone (NVZ).

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution](#)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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](#)). 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 a legally binding target of net-zero by 2045.

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 A7, and construction works are programmed to be undertaken at night (three 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 this must 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 A7 within the scheme extents spans the River Teviot, which forms part of the River Tweed SAC and SSSI with resurfacing works required on the bridge. As such a Habitats Regulations Appraisal (HRA) has been undertaken which could not rule out the potential for Likely Significant Effects (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.

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 improvements to the road surface, which could result in disturbance. 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 A7, furthermore, the scheme is of short duration (three nights) and will be undertaken on a rolling programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore somewhat diminished.

Injurious weeds broad-leaved dock and creeping thistle, and invasive native species rosebay willowherb have been recorded along the verge within the scheme extents, however given that the works are restricted to the carriageway boundary, there is no likelihood of impacting this species.

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:

- The River Teviot is designated under the River Tweed SAC (EU Site Code UK0012691). As such all personnel will be made aware of the sensitivity and protected status of the River Tweed SAC and SSSI.
- Appropriate mitigation measures, such as an edge protection system (EPS), to prevent debris and run-off from entering the River Teviot below will be implemented if assessed as required onsite. Any mitigation implemented will be periodically checked throughout the works to ensure they remain effective and intact.
- Artificial lighting used during night works will be sufficiently screened and aligned to ensure that there is no direct illumination of neighbouring habitat (e.g., The River Teviot, surrounding fields, hedgerows along A7 etc.) to ensure minimal impact on nocturnal species.
- 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 compounds), 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.
- Given the presence of rosebay willowherb, broad-leaved dock and creeping thistle along the verge within the scheme extents 'Toolbox Talk TTN-009 Working

with Injurious Weeds & Invasive Plants' will be briefed to all site personnel prior to the commencement of works.

- 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 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 must 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.

A SWMP will be partially completed by the Design Engineer and then will be issued to the Contractor to complete the contract delivery section. The SWMP will provide details of the following:

- The quantity and type of waste that will be produced.
- How waste will be minimised, reused, recycled, recovered, or otherwise diverted from landfill.
- How materials that cannot be reused, recycled, or recovered will be removed from site and consigned, transported and disposed of in full accordance with all relevant UK legislation.

Surveys indicate the presence of coal tar, any coal tar contaminated road planings will be classified as a Special Waste. Special waste consignment notes (SWCN) will be obtained from SEPA to allow the movement of the contaminated planings. Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility, and SEPA will be notified prior to Special Waste leaving site.

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:

- A SWMP will be completed by the Designer and Contractor as required.
- In the case of coal tar being present on site:
 - Any 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.
 - Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility.

- SEPA will be notified at least 72 hours before (and no longer than one month before) Special Waste leaving site.
- 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 reuse / 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/2008/112), the rules of which will be complied with.
- 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 their 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, use of rollers, etc. As a result, there is potential for noise and vibration effects to residential properties within the local area, the closest of which is located approximately 30m east of the scheme extents.

However, the works are not located within a CNMA or CQA, and works will also be completed over three nights, with the aim being to complete the noisiest works by 23:00. In addition, the proximity of road space suggests that residents have a degree of tolerance to noise and disturbance.

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 local residents and road users. However, TM will only be in place for three nights (when traffic flows will be at a minimum), as such no congestion issues are noted during the proposed construction hours.

Two bus stops are present within the scheme extents, which are likely to be temporarily impacted during the works. However, the works will be undertaken at night when public transport availability and use will be reduced. In addition, a footpath borders the A7 within the scheme extents, which may also be temporarily impacted, however pedestrian traffic is expected to be lower during the working hours. Mitigation measures detailed below will further reduce the potential for impacts to non-motorised road users (NMUs).

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:

- Given the proximity of urban development to the scheme extents, Toolbox Talk TTN-042 Being a Good Neighbour will be briefed prior to works commencing.
- Construction lighting will take into account the need to avoid illuminating surrounding properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- 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 local residents and/or 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, as well as the closure of the bus stops and footpath where necessary.
- 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.

The River Teviot is channelled below the A7 within the scheme extents, which feeds directly into the River Tweed. As such, unmitigated, there is potential for pollution/run-off to enter these watercourses during the works. However, 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 of the River Teviot.
- 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.

- Appropriate mitigation measures, such as an edge protection system (EPS), to prevent debris and run-off from entering the River Teviot below will be implemented if assessed as required onsite. Any mitigation implemented will be periodically checked throughout the works to ensure they remain effective and intact.
- The abstraction or transfers of water from, discharges to, or the washing of tools in the River Teviot is not permitted.
- 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 and the River Teviot, 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 the River Teviot, 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 must 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 A7 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the A7 carriageway surface, with access to the scheme gained via the A7 mainline. TM will employ a full road closure with signed diversion. NMU's will be appropriately accommodated within traffic management arrangements as required. 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.

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.

A search of the Scottish Road Works Commissioner's website ([map search](#)) has identified that no other road works are currently ongoing, or noted as being planned, on the A7 trunk road or surrounding roads in proximity to the scheme which will be undertaken at the same time.

Assessments of the environmental effects

The A7 South of Chapelhill Junction scheme spans the River Tweed SAC and as such, a HRA has been undertaken that has shown 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.

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/is not a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in whole or in part in 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 like-for-like replacement of worn/damaged road surface, with all works restricted to made ground on the A7 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 A7 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 an HRA has been undertaken which has confirmed that the works will not result in AESI on the qualifying features of the SAC.
- 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 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 three 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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