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Environmental Impact Assessment Record of Determination

A92 Muirhead to Freuchie

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Project Details

Description

Resurfacing works are required to maintain the safety and integrity of a section of the A92 carriageway, between Freuchie and Muirhead in Fife covering an area of approximately 1ha. The pre-construction investigation has highlighted that various extents of fretting are present along the carriageway. Resurfacing is required in order to rectify these defects. Inlay depths will vary due to the high number of structural defects found throughout the site, with a mixture of surface course and binder inlays with deeper inlays where investigation dictates. Construction activities and the associated plant and machinery required are as follows:

- Implementation of Traffic Management (TM) and marking out site (TM plant);
- Removal of existing surfacing and milling to agreed depths (planer, wagon, lorries);
- Resurfacing to the existing road levels using TS2010 aggregate, AC binder, AC base (paver, roller);
- Reinstatement of road markings, linings, and studs (lorries/wagons and plant); and,
- Removal of TM.

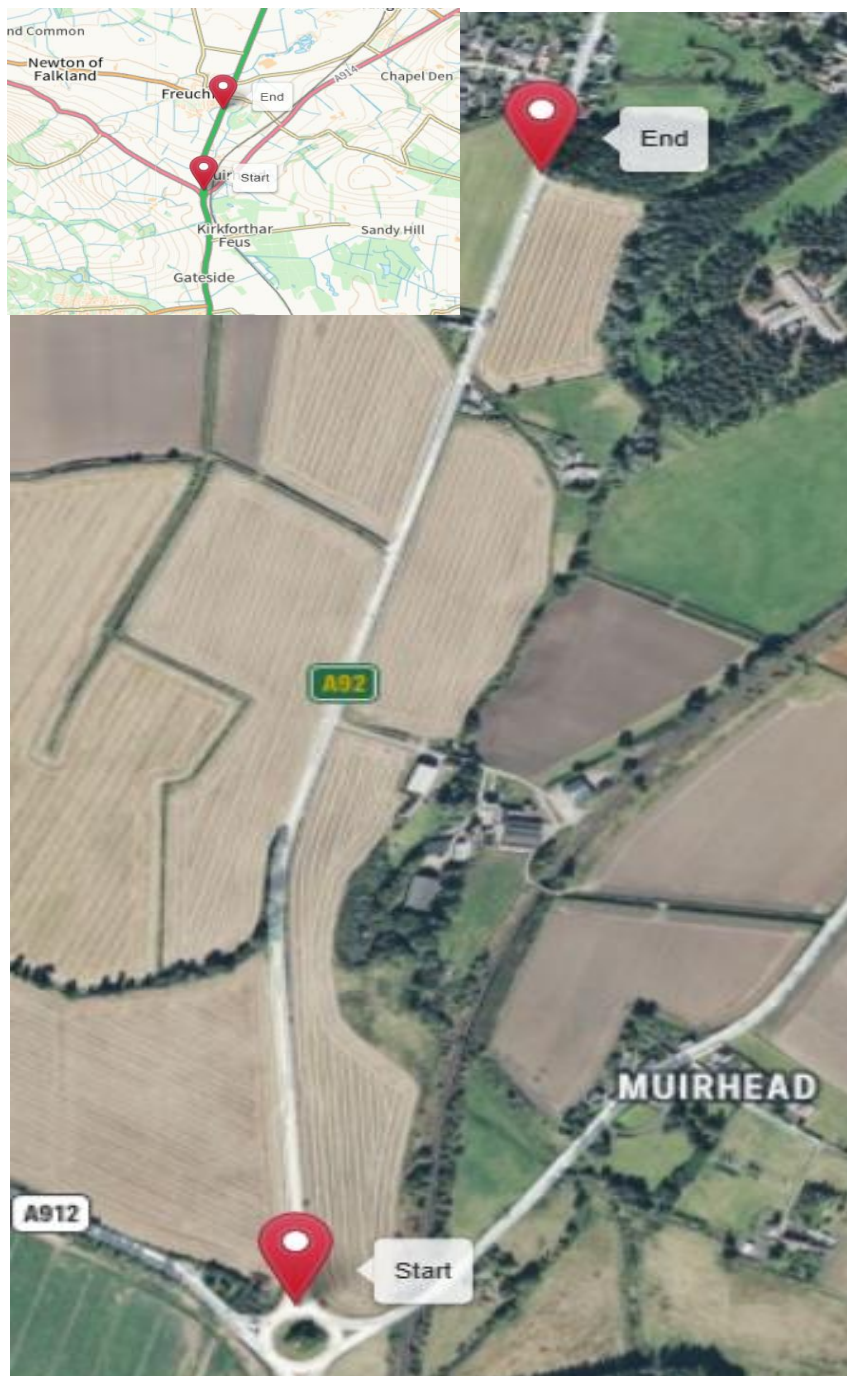
The proposed construction is programmed to be undertaken and completed within the 2026-2027 financial year during nighttime hours. The duration of works is still to be determined.

Traffic management required for construction activities will consist of road closure utilising a diversion route for travellers. This diversion will re-route traffic using the A914 to Cupar and the A91 to Melville Lodges roundabout. This diversion route will add an additional 30 minutes onto journeys.

Location

The scheme is located along the A92 carriageway between Muirhead and Freuchie in Fife covering an area of approximately 1ha. The scheme extents can be found at the following National Grid References (NGRs) (Figure 1):

- Scheme Start - NO 28480 05212
- Scheme End - NO 28718 06477



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Description of Local Environment

Air Quality

The scheme is located along the A92 carriageway between Muirhead and Freuchie in Fife (See *Figure 1: Scheme Location Map*). Local air quality is likely to be primarily influenced by traffic along the A92; however, secondary sources may include agricultural activities from the surrounding arable land and community activities within Freuchie. [Manual count point 10801](#), located approximately 760m north of the works along the A92, shows that in 2024, the Annual Average Daily Flow (AADF) for all motor vehicles was 9,489 with 674 (7%) of these being Heavy Goods Vehicles (HGVs).

There are approximately 60 residential properties, including farming residences, located within 200m of the scheme extents, the closest being Ashlea and Millwaters situated adjacent to the A92 carriageway. There are no non-residential sensitive air quality receptors apart from local Farms, including Forthar Mill Farm located 75m east.

Each Local Authority in the UK is responsible for reviewing and assessing air quality in their respective areas to ensure that the National air quality objectives are met. Where areas are failing to meet the National objectives, Local Authorities are required to declare an [Air Quality Management Area \(AQMA\)](#). Fife Council has not declared any AQMAs.

There are no [Air Quality Monitoring Stations](#) situated within 200m of the scheme extents. Furthermore, there are no sites registered on the [Scottish Pollutant Release Inventory \(SPRI\)](#) within 1km of the proposed area of works.

The Department for Environment, Food and Rural Affairs (DEFRA) UK [Ambient Air Quality Map](#) presents predicted background air pollutant concentrations across the UK. According to the 2024 dataset, background annual mean Nitrogen Dioxide (NO₂) concentrations within the proposed works area are below 3.2 µg/m³. This value is within National air quality pollution limits (40 µg/m³).

Cultural Heritage

A desk-based assessment has been undertaken using [Pastmap](#) online mapping tool. The study area covered a 300m radius for designated cultural heritage assets and a 200m radius for non-designated cultural heritage assets. Where an asset has been listed more than once, its highest statutory designation has been recorded.

No statutory cultural heritage features are located within the scheme footprint; however, one is located within 300m of the scheme:

- Freuchie Mill Category C Listed Building ([ID: LB8820](#)) which is a large 4-storey cornmill with 5-storey kiln having pyramidal roof located approximately 300m north-east at NGR NO 28988 06608.

Historic Environment Records (HERs) and National Record of the Historic Environment (NRHE) provide local and national level information on Scotland's historic environment. There are approximately seven located within 200m, with the closest being Forthar Mill Farm Bridge NRHE ([ID: 29825](#)) located approximately 120m east at NGR NO 2863 0582.

Landscape and Visual Effects

Landscape

The scheme extents are located within a rural area between Freuchie and Muirhead in Fife. The immediate scheme area is bordered by hedgerows and shrub vegetation along the carriageway verge. Tree cover is limited along the A92, with only a small pocket of woodland located adjacent to the northbound carriageway near the centre of the scheme. The wider landscape to both the east and west is characterised by open agricultural fields. The nearest built-up settlement is the town of Freuchie, situated approximately 70m to the north at its closest point. There are no historical or cultural landscape features within the scheme extents.

There are no [landscape designations](#), including National Scenic Areas (NSAs) or Gardens and Designed Landscapes, located within 500m of within sight of the proposed works. There are also no [Ancient Woodlands Inventories \(AWI\)](#) within 500m of the scheme extents provided.

Approximately 15 [Tree Preservation Orders \(TPOs\)](#) can be found within 500m, the closest being TPO E0107 located approximately 457m west of the scheme extents.

According to [Scotland's Landscape Character Type \(LCT\) Map](#), the LCT within the scheme extents can be classed as '[Lowland Hills and Valleys](#)' characterised by a series of low hills and valleys predominantly of boulder clay with outcrops of bedrock, the valleys closely associated with the main river systems and a number of burns draining to the coast. They form an expansive area including much of lowland Fife, between the volcanic uplands and Foothills and the coastal systems and comprising separate areas.

Visual

A footway runs alongside the A92 NB carriageway within the extents of the proposed works area. Users of this path will have views of the works. This footpath runs to and from Freuchie and connects footways linking to other towns such as Muirhead to the east.

Transient visual receptors include road users (motorists, public transport users) travelling along the A92.

Due to the lack of vegetation bordering the scheme extents and the flat topographic nature of the surrounding landscape and within the scheme extents, multiple residential properties will have sight of the construction activities. Properties located adjacent to the works and those along Fortharfield are expected to experience the greatest visual impact.

Biodiversity

Protected Areas

A desktop study using NatureScot's online research tool, [Sitelink](#), has not identified any European designated sites that have connectivity or lie within 2km of the scheme extents. This resource has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs), Local Nature Reserves or National Nature Reserves) within 200m of the scheme extents.

Invasive Plants

The [NBN Atlas](#) and Transport Scotland's Asset Management Performance System (AMPS) has not identified any Invasive Non-Native Species (INNS) or target species along the carriageway verge within the extents of the scheme.

Geology and Soils

Geology

[Bedrock geology](#) underlying the proposed scheme extents consists of Ballagan Formation-Claystone, siltstone and ferruginous dolostone. These sedimentary rocks are lacustrine or shallow-marine in origin. They are detrital, generally fine-grained (but can include layers of coarser material) and form beds of carbonate-rich deposits sometimes including precipitated beds of evaporites.

[Superficial deposits](#) within the works and surrounding area has been identified as being Till, Devensian-Diamicton which are glacial in origin and glaciofluvial sheet deposits-Gravel, sand and silt. These sedimentary deposits are glaciofluvial in origin.

There are no Local Geodiversity Sites, Geological SSSIs or any Geological Conservation Review Sites within 200m of the scheme extents or any that have connectivity to the proposed works area as highlighted by [NatureScot's Sitelink](#) online research tool.

Soils

According to [Scotland's Soils Map](#), the component soils within the scheme extents can be identified as brown earth derived from drifts mainly from Upper Old Red Sandstone. These soils can be found on undulating lowlands with gentle and strong non-rocky slopes.

Land Use and Contamination

The [national scale land capability for agriculture](#) within the works area can be classed as '2'. This land is capable of producing a wide range of crops.

Coring investigation have identified the presence of coal tar.

There are no [landfill sites](#) located within 1km of the scheme extents.

All works are contained to the engineered layers of the existing carriageway, resulting in limited potential for disturbance to geology and soils. As such, geology and soils has been scoped out of requiring further assessment in line with DMRB Guidance document LA 109: Geology and soils.

Material Assets and Waste

Materials

Warm-mix asphalt (WMA) will be used for the resurfacing works. Where practical, all materials will comply with Transport Scotland's amendment to the Specification for Highway Works, Clause 908TS Warm Mix Asphalt, which sets out performance requirements for WMA mixtures. WMA requires less heat, reducing energy use, making it more environmentally friendly in comparison to hot mix asphalt.

Other material required will consist of the following:

- Road studs;
- Vehicle fuel and oil, and;
- Road marking material.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, the binder and base courses used for resurfacing will contain a percentage of recycled material.

Wastes

Wastes are anticipated to be carriageway planings which will primarily be recycled at a licenced facility, thereby reducing the amount sent to landfill and promoting circular economy practices.

Coring investigations have identified the presence of coal tar. All special waste will be transported by a suitable licenced contractor and be accompanied by a correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.

The Environmental Authorisations (Scotland) Regulations (EASR) 2018 classes waste asphalt (uncontaminated) as a Low-Risk Waste Activity (LRWA) under '[LRWA 3 - Treating asphalt road planings in a milling machine](#)'. This means that uncontaminated road planings arising from the works do not require authorisation and will be fully recycled in accordance with SEPA's guidance on asphalt road planings.

Furthermore, the recycling of Asphalt Waste Containing Coal Tar (AWCCT) will be undertaken in line with SEPA's position statement on AWCCT (document ref WAS-PS-06). This includes ex-situ recycling which will always be considered as an option, particularly when there is AWCCT present.

The proposed scheme does not require a Site Waste Management Plan (SWMP).

Noise and Vibration

The scheme is located within a rural area where local noise and vibration levels are likely to be primarily influenced by traffic along the A92; however, secondary resources may include agricultural activities from the surrounding arable land and community activities within Freuchie. For AADF details, please refer to the Air Quality section above.

There are approximately 100 residential properties, including farming residences, located within 300m of the scheme extents, the closest being Ashlea residence and Millwaters residence situated adjacent to the A92 carriageway. The closest Farm is Forthar Mill Farm located 75m east. The only other non-residential sensitive noise and vibration receptor is Freuchie Bowling Club located approximately 254m north-west of the works area.

There are two residential properties, both located adjacent to the works area, that may be impacted by increased vibration levels.

According to [Scotland's Noise Map](#), modelled day-time noise levels (L_{day}) at the nearest receptors have been recorded to range between 54-66dB, whereas within the scheme extents, the noise level is approximately 71dB. Noise levels during nighttime hours (L_{nigt}) within the surrounding area ranges from 55-60dB whereas within the scheme extents noise has been recorded to be 65dB.

The works do not fall within any [city noise agglomerations](#) (e.g. Glasgow, Falkirk, Aberdeen, Dundee and Edinburgh). An agglomeration refers to an urbanised area where the population more than 100,000 people and a population density equal to or greater than 500 people per km². These areas are shown on a map or plan prepared and published by the [Scottish Ministers](#) displaying noise management areas and quiet areas.

One Candidate Noise Management Area (CNMA) has been identified within Fife by [Transport Scotland's Transportation Noise Action Plan \(TNAP\) \(2024-2028\)](#).

Population and Human Health

Due to the short-term, transient nature of the proposed scheme, a reduced buffer of 300m has been applied when assessing Population and Human Health impacts and mitigation requirements.

Community Land and Assets

The scheme extents are located within a rural area in Fife along the A92 carriageway. This section of the A92 carriageway provides connectivity between smaller settlements, including Freuchie and Muirhead, before linking these communities to larger urban centres such as Glenrothes and the city of Stirling. These smaller towns - particularly Freuchie - are predominantly characterised by residential areas and community facilities, including schools, places of worship, and recreational spaces. A wider range and greater concentration of such facilities are present within Glenrothes and Stirling.

There is one bus stop (ID: 34345828) located within the extents of the scheme along the NB carriageway. This bus runs routes multiple towns and cities such as St Andrews, Dundee City Centre and Cupar.

No laybys are located within the scheme extents.

Agriculture, Private Property and Housing

There are approximately 100 residential properties, including farming residences, located within 300m of the scheme extents, the closest being Ashlea residence and Millwaters residence situated adjacent to the A92 carriageway. There are multiple access/egress points to residential properties within the scheme extents, some of which are the sole entrance/exits to properties. These access points are located at NGRs NO 28658 06312, NO 28648 06249 and NO 28528 05866.

The closest farm is Forthar Mill Farm located 75m east.

There are also multiple access points to agricultural fields within the extents of the proposed works area.

Development Land and Businesses

Multiple businesses are located within 300m of the scheme extents with the only other key community asset being Freuchie Bowling Club located approximately 254m north-west of the works area.

Walkers, Cyclists and Horse-Riders (WCH)

One footway runs alongside the A92 NB carriageway within the extents of the proposed works area. Users of this path will have views of the works. This footpath runs to and from Freuchie and connects footways linking to other towns such as Muirhead to the east and forms part of Freuchie to Kirkforthar Feus Core Path (ID: R198). The only other [core path](#) within 300m is Freuchie Mill Core Path (ID: R199) located 164m north of the works.

The only [National Cycle Network Route \(NCNR\)](#) is NCNR 1 located approximately 164m north along the same route as the Freuchie Mill Core Path. This route is part of the long-distance Coasts and Castles route spanning the United Kingdom and the North Sea Cycle Route connecting the Forth Road Bridge at North Queensferry to Dundee, St Andrews, Arbroath and Aberdeen.

There are no [bridleways](#) located within 300m of the scheme extents.

Road Drainage and the Water Environment

Surface Water

There are no classified watercourses located within 500m of the scheme extents according to the [Water Framework Directive \(WFD\)](#).

Multiple smaller, unclassified watercourses are situated within 500m including Freuchie Brun which flows parallel to the works area approximately 70m east at the closest point.

Works are not located within a [Scottish Drinking Water Protected Area \(Surface\)](#).

Drainage along the A92 carriageway within the scheme extents consist of open-top gullies.

Flood Risk

According to [SEPA's Flood Risk Map](#), there are localised areas along the scheme extents that are predicted to experience a 'Low' to 'Medium' (0.1%-0.5% probability per annum) likelihood of surface water flooding.

Groundwater

The [WFD](#) has recorded that the groundwater within the scheme extents consists of Falkland groundwater (ID: 150606) which has been recorded to have an overall 'Good' quality in 2024.

Works fall within the [Scottish Government's Strathmore and Fife \(including Finavon\) Nitrate Vulnerable Zone \(NVZ\)](#). NVZs are areas designated as being at risk from agricultural nitrate pollution. Areas such as the Strathmore and Fife (including Finavon) NVZ either result or would likely result in a concentration equal or exceeding 50mg/l of nitrates in either surface or groundwater as a result of agriculture.

Climate

Carbon Coals

The Climate Change (Scotland) Act 2009 [Scottish Carbon Budgets Amendment Regulations 2025](#) sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for greenhouse gases including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

- 2026 - 2030: Average emissions to be 50% lower than baseline.
- 2031 - 2035: Average emissions to be 60% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline
- 2041 - 2045: Average emissions to be 94% lower than baseline

These budgets are legally binding and will be supported by a new Climate Change Plan, which will outline the specific policies and actions required to meet the targets.

Transport Scotland remains committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in

Scotland, representing for 37% nationwide, and Transport Scotland are committed to reducing their emissions by 50% by 2030. To support this, Transport Scotland's Fourth Carbon Management Plan is committed to reaching Net Zero emissions across corporate activities by 2027. This will contribute to achieving a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the NE NMC network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – North East.

Policies and plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance ([Guidance – Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) LA 101 and LA 104 were used to form this assessment.

Description of Main Environmental Impacts and Proposed Mitigation

Air Quality

Impacts

Construction

- 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:
- Construction activities, including excavation, carry a potential to produce airborne particulate matter, dust and generate emissions;
- Various plant, vehicles, and Non-Road Mobile Machinery (NRMM) will contribute to local dust, particulate matter and exhaust emissions.
- TM measures will likely cause congestion and elevated traffic related emissions during the works.
- Residents located along any diversion routes, may experience a temporary reduction in local air quality due to the increased volume of traffic.

Operation

- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

Mitigation

Mitigation measures will follow best practice from the Institute of Air Quality Management (IAQM), from the '[Guidance on the assessment of dust from demolition and construction](#)' (2024), including:

- Site layout will be planned (including plant and vehicles) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Materials that have a potential to produce dust, such as excavated material, will be removed from site as soon as possible, unless being re-used on site;

- Drop heights from conveyors and other loading or handling equipment will be minimised;
- Vehicles entering and leaving the work area will be covered/sheeted to prevent escape of materials during transport;
- Equipment will be readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

The following additional mitigation measures will be implemented:

- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.
- Plant, vehicles and Non-Road Mobile Machinery (NRMM) will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

No significant effects are anticipated and therefore no further assessment in accordance with DMRB Guidance document LA 105: Air Quality is required.

Cultural Heritage

Impacts

Construction

- There are no designated cultural heritage features within the scheme extents, and no land acquisition is required.
- All works are confined to the existing carriageway surface, and due to the limited nature and scale of the activities, significant vibration effects are not anticipated. Consequently, no impacts are anticipated on the listed building recorded.
- The non-designated assets listed are not expected to be impacted, as the works involve like-for like resurfacing with a transient short construction duration.
- Original construction of the A92 and associated infrastructure likely removed any archaeological remains. As such, the potential for unknown archaeology is considered low.

Operation

No operational impacts with regard to cultural heritage have been identified as a result of the proposed scheme.

Mitigation

The following mitigation measures will be in place throughout the period of works:

- All plant and machinery will be stored within the carriageway boundary where practicable.
- If any archaeological finds are discovered, the works will be suspended, and the relevant stakeholders will be contacted.

No significant effects are anticipated to cultural heritage. Therefore, in line with DMRB Guidance document LA 106: Cultural Heritage, no further assessment is required

Landscape and Visual Effects

Impacts

Construction

- Temporary visual impacts will be experienced by nearby receptors (such as residential receptors and those using footways) during construction due to plant, vehicle, machinery and operatives present throughout the proposed works.
- Construction activities will introduce a temporary change to the local landscape from the presence of construction plant, materials and traffic management. All landscape effects will be temporary and reversible.
- The landscape may be damaged should plant and vehicles be stored on soft verge.
- Users of the footpath and A92 carriageway will be temporarily visually impacted for the duration of the works due to construction activities.
- Visual receptors may be impacted by misdirected site lighting.

Operation

Once complete, the works will be in-keeping with existing road infrastructure and will not introduce significant new visual elements, with no significant visual effects anticipated.

Mitigation

The following mitigation measures will be in place:

- The site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.
- Works will avoid encroaching on land and areas where work is not required or not permitted, including for storage and parking.
- Plant, vehicles, and materials will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable). Should damage to the landscape occur, reinstatement will be carried out.
- Directional site lighting will be used to minimise visual impacts to the identified visual receptors.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works will not be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

Construction

- As part of the NMC, Amey, on behalf of transport Scotland, has been tasked with recording various target species, including common ragwort. Works carried out in the carriageway verge, are likely to result in the spread of this species through disturbance.
- An increase in noise levels from construction activities and misdirected site lighting has the potential to disturb any protected species within the scheme surroundings.
- The watercourses nearby pose a potential pathway to pollute aquatic habitats, particularly during milling operations and periods of heavy rainfall (see Road Drainage and the Water Environment section for further details).

Operational

No operation impacts on biodiversity are anticipated as the scheme will not have any ongoing effects or disturbance to the surrounding habitats.

Mitigation

The following mitigation measures will be in place:

- If a protected species is encountered, works will be paused and advice sought from Amey's Environmental Team.
- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any woodland areas and watercourses, to minimise disturbance to nocturnal species.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- Works will not cause the spread of common ragwort, if works are likely to result in the spread of this species through disturbance, Amey's Landscaping Team will be consulted.

With the above mitigation measures and best practice being adhered to, no significant effects on biodiversity are anticipated. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material Assets and Waste

Impacts

Construction

- The use of virgin aggregates within the scheme will contribute to the depletion of natural and finite geological resources.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- Use of TS2010 will reduce the usage of imported aggregates as it will prolong the period before future resurfacing is required and increase the use of a wider range of sustainable aggregate sources thus reducing greenhouse gas (GHG) emissions.

Operation

The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.

WMA requires less heat, reducing energy use, making it more environmentally friendly in comparison to hot mix asphalt.

Mitigation

The following mitigation measures will be in place:

- The proposed scheme does not require a Site Waste Management Plan (SWMP). Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. Where possible all materials will be reused throughout the network, if not possible they will be recycled locally at a suitably licenced waste management facility.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- Materials will be delivered on site when required.
- The Contractor is responsible for the management and disposal of road planings arising from the works. All waste will be managed in accordance with the [Environmental Authorisations \(Scotland\) Regulations 2018](#), under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy.
- Waste will be transferred to SEPA-authorized facilities by carriers with valid waste carrier registration. A waste transfer note (WTN) will be completed for removal of waste from site and retained for two years, in line with statutory Duty of Care requirements.
- All special waste will be transport by suitable licenced contractor and be accompanied by correctly completed special waste consignment note (SWCN) providing information about the waste, the producer and the person the waste is being handed to; the SWCN will be kept for three years, the Site Responsible Manager is responsible for ensuring these are retained onsite.
- Ex-situ recycling will be considered where AWCCT guidance allows as it reduces environmental risk associated with coal tar contamination and minimises the volume of waste requiring disposal.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and Vibration

Impacts

Construction

- Noise and vibration levels are expected to increase during nighttime construction hours for properties within 300m of the scheme. This is due to the use of heavy plant and machinery, such as rollers, and increased HGV movements.
- There will be an increase in noise and vibration levels, for properties within 300m of a diversion route, particularly those along the A914, during works due to the increase in vehicles.

Operation

- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors. TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby residential properties will benefit from improved road surfacing as a result of the scheme.
- As there are no changes to traffic volumes, speed, or any changes to road infrastructure it is anticipated that no permanent impacts on noise and vibration are anticipated upon completion of works.

Mitigation

Mitigation measures will follow the Best Practicable Means as outlined in British Standard (BS) 5228:2009+A1:2014. The standard provides specific detail on suitable measures for noise control in respect to construction operations, for example:

- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- A 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- The site supervisor will monitor the effects of noise and vibration levels during the works and make necessary working arrangements.

The following further mitigation measures related to noise and vibration will be in place:

- Amey's Environmental Team has notified Fife Council in advance of the works.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.
- The delivery of Amey's Noise and Vibration environmental briefing to all site operatives prior to the works.

With best practice mitigation measures in place, no significant effects on noise and vibration are predicted. Therefore, in line with DMRB Guidance document LA 111: Noise and vibration no further assessment is required.

Population and Human Health

Impacts

Construction

- Human health determinants such as noise, and air quality will likely experience temporary increases, however, due to the nature and scale of the works no discernible health impact is expected.
- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Land take is not required for this scheme therefore there will be no impact as a result of permanent or temporary land acquisition from private land, businesses, agriculture, Walkers, Cyclists or Horse riders (WCH) and/or community facilities as a result of the scheme.
- Access to residential properties may be impacted by the works due to TM.
- Bus stops will be closed during construction activities.

Operation

As works will be of a like-for-like nature, no operational impacts are anticipated.

Mitigation

The following mitigation measures will be in place:

- Local residents and road users will be informed of traffic management restrictions/arrangements and any expected travel delays will be publicised within

the local and wider area, in an effort to minimise disturbance to vehicular travellers.

- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Bus companies will be made aware of the works so that journeys can be planned to mitigate any delays. Temporary bus stops will be installed within the TM.
- Access to and from residential properties will be maintained as far as reasonably practicable. Where this is not possible, local access will be granted.

With best practice mitigation measures in place, no significant effects associated with Population and Human Health are predicted. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health, no further assessment is required.

Road Drainage and the Water Environment

Impacts

Construction

- Potential for spills, routine runoff, leaks or seepage of fuels and oils associated with plant to escape and/or leach into the watercourse if not controlled, which may negatively affect the surrounding water environment and surface/ground water quality.
- If not adequately controlled, debris and runoff from the works could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the drainage system, thus having a detrimental effect on the surrounding local water environment.
- Should flooding occur, this may delay the scheduled works.

Operation

As works will be of a like-for-like nature, no operational impacts are anticipated.

Mitigation

The following best practice and pollution prevention measures will be in place:

- All operatives will follow of [SEPA's Guidance for Pollution Prevention](#) (GPP) documents.

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur on (available 24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior to and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- All storage areas (fuels, machinery, plant, materials) where required will be located/stored:
 - Away (>10m) from surface water drainage systems; and
 - Away from areas that see high vehicular movement (as far as reasonably practicable) to prevent damage by collision or extremes of weather.
 - Fuels stored within a drip tray, bund or other form of secondary containment with at least 110% of the maximum volume of a single container
- Amey's Water Pollution Prevention environmental briefing will be delivered to all site operatives before works start.

With mitigation measures in place, no significant effects are anticipated on the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- Construction activities may result in GHG emissions being from vehicles, machinery, material use and production, and transportation.
- The use of WMA supports reduced whole-life carbon impacts through a reduced energy demand during production and enabling efficient construction at lower temperatures, compared to hot-mix asphalt (HMA).

Mitigation

The following mitigation measures will be in place:

- Where possible, materials and suppliers will be sourced locally to reduce GHG emissions associated with travel distance.
- Waste disposal will be directed to local licensed facilities.
- Plant, machinery and vehicles will not be left idling when not in use.
- Further actions and considerations for this scheme are detailed in the above Material Assets and Waste section.

With best practice mitigation measures in place, the residual significance of effect on climate is not considered to be significant. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

Construction activities are confined to the carriageway boundary, and maintenance is carried out on a like for like, basis. This will reduce the risk of major accidents or environmental disasters that could negatively impact the surrounding environment.

Improvement of the road surface following carriageway resurfacing works will enhance skid resistance, and thus overall road safety on completion of the scheme.

It has been determined that the project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment of Cumulative Effects

[Fife Council's Planning Portal](#) has not identified any extant planning applications surrounding the scheme extents that would result in any in-combination effects.

Amey's current [programme of works](#) has not identified any other works on the A92 that will be undertaken in conjunction with the scheme.

[The Scottish Road Works Commissioner](#) also does not identify any scheduled works that are set to take place within the scheme extents, within the same timescale, of the proposed works.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area. Considering the nature and scale of the maintenance works being undertaken, no cumulative or in combination effects are anticipated.

Assessments of the Environmental Effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the works.

The following environmental surveys/reviews/consultations have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Environment Team at Amey in May 2026.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

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:

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment. No impacts on the environment are expected during the operational phase as a result of works.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- No negative impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- At end of life, components will be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and verges (total area 1ha.) and as a result will not require any land take and will not alter any local land uses.
- Works are not located within a sensitive area or an area designated for its specific landscape character or quality.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment and drainage.
- Measures will be in place to ensure appropriate removal and disposal of waste and any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in-combination effects have been identified.

References of supporting documentation

The following environmental surveys/reviews have been undertaken:

- An ESA of the scheme, undertaken by the Environment Team at Amey in May 2026.

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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