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Environmental Impact Assessment Record of Determination

A92 Cardenden Viaduct Southbound

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A92 carriageway (southbound (SB) lanes) to the south of Cardenden, Fife. The carriageway is presenting signs of continual deterioration.

Construction activities will entail the resurfacing of the A92 carriageway with the activities as follows:

- Installation of Traffic Management (TM);
- Milling of carriageway to agreed depths;
- Resurfacing of the carriageway to existing road levels using TS2010 surface course, AC20 binder and AC32 base with targeted binder and deeper inlays in places;
- Reinstatement of road markings, linings and studs; and
- Removal of TM.

The following plant/machinery/vehicles may be used throughout the scheme:

- Planer;
- Wagon(s);
- Bitumen tank;
- Extrusion liner;
- Paint tanker;
- Paver; and
- Roller(s).

The works are scheduled to be completed within the 2025/2026 financial year (ending on 1st April 2026) for a duration of seven to ten nights, with works being undertaken during night-time hours.

TM for the scheme is likely to entail SB lane closures on the A92 carriageway with traffic diverted via the A92 carriageway northbound (NB) lanes.

Location

The scheme is approximately 12,585m^2 located within a rural section of the A92 carriageway to the south of Cardenden, Fife, at the approximate National Grid References (NGRs) detailed below:

- NT 23354 94166
- NT 22111 93647

The scheme location is illustrated in Figure 1:

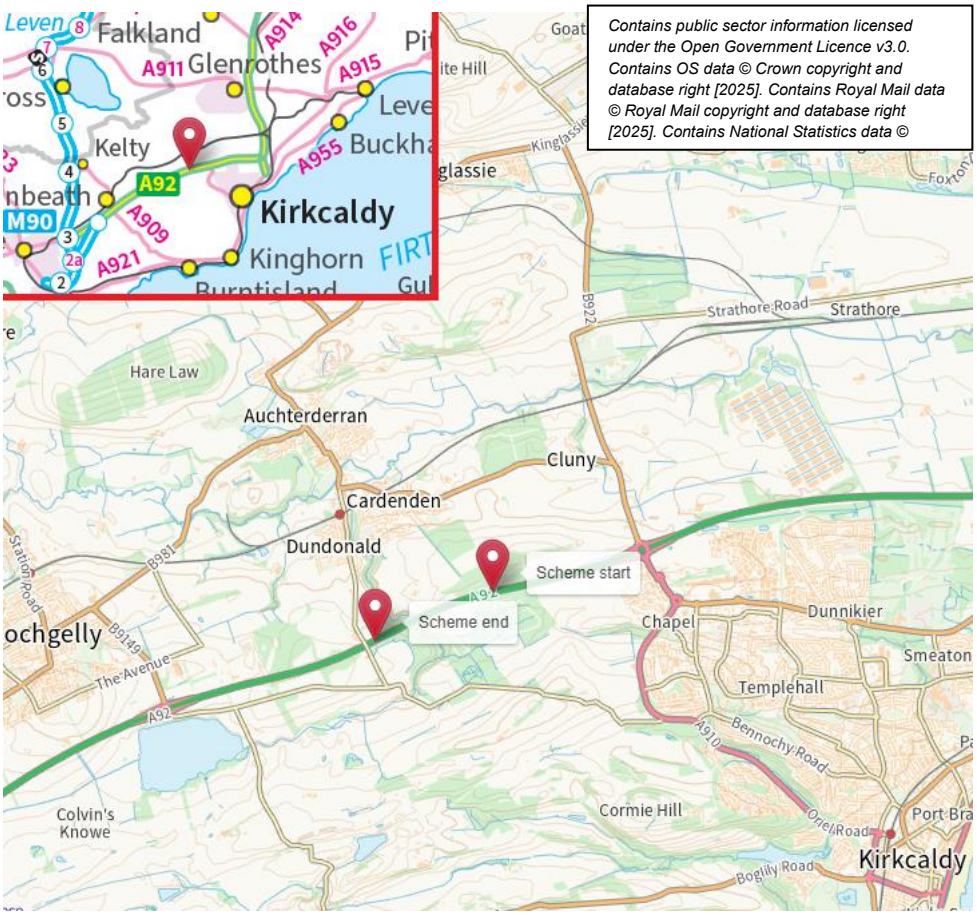

Figure 1: Scheme location.

Description of local environment

Air quality

Baseline air quality levels are likely to be influenced by vehicle traffic from the A92 carriageway and surrounding residential and agricultural activities. The Annual Average Daily Flow (AADF) in 2024 for the A92 carriageway, within the scheme extents (estimated count point ID: 80086), accounted for 48,463 vehicles, with 3,738 of these being Heavy Goods Vehicles (HGVs).

Five residential properties have been identified within 200m of the scheme extents with the closest located 140m north on Main Road. Two non-residential air quality sensitive receptors have been identified within 200m of the scheme entitled Remus B&B (hotel) located 190m northwest of the works area and Dunfermline District Radio Car Club located 40m south.

Fife Council has not declared any Air Quality Management Areas (AQMAs). No real-time air quality monitoring stations are present within 200m of the scheme extents.

The Scottish Pollutant Release Inventory (SPRI) has not identified any polluting facilities within 1km of the scheme extents.

Cultural heritage

Scotland's Environment mapping resource has not identified any designated culturally significant assets within 300m or non-designated culturally significant assets within 100m of the scheme extents.

As a result of this, and the works containment within the A92 carriageway boundary, it has been determined that the project does not carry the potential to cause direct or indirect impact to cultural heritage. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Landscape and visual effects

The area surrounding the scheme consists of sporadic residential properties, however, due to the presence of dense vegetation in the form of mature trees and scrub, combined with the general cut of the carriageway, no residential visual receptors are anticipated to have sight of the area of works.

Two Fife Council Core Paths have been identified with a view of the scheme extents:

- Auchtertool to Dundonald (path ID: R491) located approx. 100m west of the scheme extents via an overbridge; and
- Craigarter Plant Link (path ID: R436) traversing the scheme extents at its mid-point via an underpass.

No National Scenic Areas (NSAs) or Garden Designed Landscapes (GDLs) have been identified within 300m of the scheme extents (Scotland's Environment Mapping Resource).

Scotland's Landscape Character Type Map lists the landscape character type present within the scheme extents to be 'Lowland Hills and Valleys'. Scotland's Historic Land-Use Map lists the land surrounding the scheme extents as rectilinear farms and fields.

No trees under a Tree Preservation Order (TPO) have been identified within 300m of the scheme extents.

Biodiversity

The A92 carriageway verge within the scheme extents contains areas of dense, mature woodland and vegetation separating the carriageway from residential properties and agricultural land. Scotland's Ancient Woodland Inventory (AWI) has identified two areas of ancient woodland within 500m of the scheme extents:

- Tullylumb/Beaton Wood (Long-established (of plantation origin)) (site ID: 14), approx. 5m south; and
- Sunnyside Plantation (Long-established (of plantation origin)) (site ID: 13), approx. 160m north.

No designated sites of ecological importance (such as Special Areas of Conservation (SACs), Ramsar sites or Special Protection Areas (SPAs) have been identified within 2km of the scheme extents (NatureScot's Sitelink).

No other nationally designated sites (such as Sites of Special Scientific Interest (SSSI) or Local Nature Reserves) have been identified within 200m of the scheme extents.

The NBN Atlas resource has not identified the presence of any Invasive Non-Native Species (INNS) or Transport Scotland Target Species within 500m of the scheme extents. The Amey Environment NE INNS Map resource has not recorded the presence of any INNS within 500m of the scheme extents. This resource has indicated the presence of Transport Scotland Target Species common ragwort

(Jacobaea vulgaris) and rosebay willowherb *(Chamaenerion angustifolium)* within the verge of the A92 carriageway adjacent to the area of works.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource, and, in turn, a site visit was scoped out. The transient nature of the works combined with the requirement of the works to be contained within the pavement boundary has allowed for this conclusion.

Geology and soils

The scheme is not located within 200m of any Geological Conservation Review sites (GCRs), or SSSIs designated for their geological significance (NatureScot's Sitelink).

The National Soil Map of Scotland lists the soil present within the scheme extents to be that of mineral gleys. This resource states the surrounding land to be a '3.2' with regard to the Land Classification for Agriculture.

Bedrock Geology:

- Limestone Coal Formation - Sedimentary rock cycles, Clackmannan group type. Sedimentary bedrock formed between 329 and 328 million years ago during the Carboniferous period.

Superficial Deposits:

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period (western extents).
- Peat - Peat. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
- Glaciofluvial Ice Contact Deposits - Gravel, sand and silt. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

As a result of the works taking place strictly on made ground within the A92 carriageway boundary, it has been determined that the project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

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

- Bituminous surfacing (TS2010, AC20 binder and AC32 base);
- Road marking materials (thermoplastic road marking paint) and studs;
- Vehicle fuel;
- Oil; and
- Lubricant.

Wastes are anticipated to be planings from the carriageway surface course, with no coal tar recorded from coring logs within scheme extents. The Contractor is responsible for the disposal/recycling of road planings, and this will be registered in accordance with a Paragraph 13(a) waste exemption issued by the Scottish Environment Protection Agency (SEPA), as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

This scheme value is not in excess of £350k and therefore a Site Waste Management Plan (SWMP) is not required to be produced.

Noise and vibration

Baseline noise and vibration levels are likely to be influenced by vehicle traffic from the A92 carriageway and surrounding residential and agricultural activities. The AADF in 2024 for the A92 carriageway, within the scheme extents (estimated count point ID: 80086), accounted for 48,463 vehicles, with 3,738 of these being HGVs.

Within 300m, 12 residential properties have been identified with the closest located 140m north on Main Road. Two non-residential noise sensitive receptors have been identified within 300m of the scheme entitled Remus B&B (hotel) located 190m northwest of the works area and Dunfermline District Radio Car Club located 40m south.

Scotland's Noise Map has indicated modelled day-evening-night noise levels (Lden) in the areas surrounding the carriageway to be around 60-80 dB within 100m. Night-time noise levels (Lnight) surrounding the carriageway show levels of 50-70 dB within 100m. The scheme is not located within a Candidate Noise Management Area (CNMA) as defined within the Transportation Noise Action Plan.

Population and human health

The A92 carriageway within the scheme extents is located south of the town of Cardenden, Fife. This section of the A92 carriageway links smaller towns such as Cardenden, Lochgelly and Cowdenbeath with larger settlements such as the city of Dunfermline and the town of Kirkcaldy. Whilst these smaller towns play host to amenities and facilities such as educational facilities, medical facilities and care

facilities, a greater abundance and complexity of these facilities can be found within Dunfermline and Kirkcaldy.

The A92 carriageway within the scheme extents is not street-lit and contains no bus stops, no pedestrian footways and no access/egress points. A layby is present within the scheme's eastern extent. An overbridge and underpass containing footways are present within the scheme extents, traversing the A92 carriageway.

Three Fife Council Core Paths have been identified within 300m of the scheme extents:

- Auchtertool to Dundonald (path ID: R491) located approx. 100m west of the scheme extents via an overbridge;
- Craigarter Plant Link (path ID: R436) traversing the scheme extents at its mid-point via an underpass; and
- Cardenden to Kirkcaldy (Dogton) (path ID: R437) located approx. 40m north of the scheme extents.

No National Cycle Network (NCN) routes have been identified within 300m of the scheme extents.

Road drainage and the water environment

SEPA's Water Classification Hub has identified the Den Burn watercourse (site ID: 6310), classified under the Water Framework Directive (WFD) as being in 'Poor' condition flowing beneath the scheme extents. Multiple field and road drains are also present within 500m of the A92 carriageway within the area of works.

SEPA's Water Classification Hub has identified the groundwater conditions within the scheme extents (entitled 'Dunfermline and Kirkcaldy', site ID: 150645) as being in 'Poor' condition.

SEPA's Flood Map has identified the A92 carriageway within the scheme extents to be at a 'High' (approx. 10% each year) risk of surface water flooding. The immediate area surrounding the Den Burn watercourse beneath the scheme extents is listed as having a 'High' (approx. 10% each year) risk of river water flooding according to this resource.

The A92 carriageway within the scheme extents is drained via top-entry gullies and filter drains and is not within a Scottish Government Nitrate Vulnerable Zone (NVZ).

Climate

Carbon Goals

The Climate Change (Scotland) Act 2009, as amended by the 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 GHGs 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 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% 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, and Transport Scotland are committed to reducing their emissions by 75% by 2030 and to 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 North East Network Management Contract (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.

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

- On site construction activities carry the potential to produce airborne particulate matter, dust and generate emissions that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion.

Mitigation

- Best practice and measures as outlined in the 'Guidance on the assessment of dust from demolition and construction (January 2024)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
    - The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) 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 will be removed from site as soon as possible, unless being re-used on site (stockpiles will be covered or fenced to prevent wind whipping);
    - Cutting, grinding or sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
    - Drop heights from conveyors and other loading or handling equipment will be minimised;
    - Vehicles carrying wastes and materials will be covered when entering and leaving the work area to prevent escape of materials during transport;
    - Equipment will be readily available on site to clean any dry spillages and spillages will be cleaned up as soon as reasonably practicable after the event using wet cleaning methods; and
    - When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

No significant effects are predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Landscape and visual effects

Impacts

- There will be no operational impacts on visual receptors as works entail the like-for-like resurfacing of the A92 carriageway within the scheme extents.
- Those using the Fife Council Core Paths identified have the potential to be visually impacted by the scheme during construction due to the presence of TM, plant, vehicles, machinery and operatives.
- The general setting of the area may be impacted during construction due to the presence of TM, plant, vehicles, machinery and operatives.

Mitigation

- Works will be contained within the A92 carriageway extents.
- Asset installation will be of a minimal visual impact (if any due to the like-for-like nature of the scheme) and will be in keeping with the current setting of the A92 carriageway within the scheme extents.
- Visual screening will be used where possible to minimise visual impacts on surrounding receptors.
- Where possible, vehicles, plant and machinery will be stored out of sight from nearby visual receptors. All site areas will be well-kept and tidy.

The residual effect on landscape and visual effects is deemed to be neutral. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects no further assessment is required.

Biodiversity

Impacts

- During night-time programming, misdirected site lighting and additional noise could cause temporary disturbance to any surrounding nocturnal species.

- There is potential for protected species within the surrounding area and for the works to result in disturbance to these species.
- Due to the scheme being contained within the pavement boundary, the ancient woodland identified within 500m of the scheme extents and the Transport Scotland Target Species identified within the carriageway verge will not be impacted by the works.

Mitigation

- In the event that protected species are sighted, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the Amey ET&S team. The ET&S team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundaries of the carriageway.
- All site lighting will be directed away from sensitive ecological receptors such as woodland and watercourses.
- Noise mitigation measures as outlined in the Noise and Vibration section and pollution control mitigations as outlined in the Road Drainage and the Water Environment section will be adhered to during the works.
- Amey's environmental briefing on protected species will be delivered to operatives prior to the start of construction.

With mitigation measures in place, no significant effects are predicted on biodiversity. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

Impacts

- 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 this period.
- The works will result in contribution to resource depletion through use of virgin materials.
- GHG emissions will be generated by material production and transportation to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuels, a non-renewable source.

Mitigation

- 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.
- It is Amey policy to reuse or recycle as much waste material as possible. Where reuse is not feasible, waste material will be removed to a licenced waste facility.
- Where possible, different waste streams will be separated at the source.
- Waste will be stored in suitable containers and covered.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works. Waste contractors on-site will adhere to the duty of care with regards to the disposal of removed materials.
- Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. As such, road planings generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings' where possible.
- All waste will be transported by a suitable licenced contractor and will be accompanied by correctly completed waste transfer note.

With best practice mitigation measures in place, no significant effects are predicted on Material Assets and Waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby local amenity users will benefit from improved road surfacing as a result of the scheme.
- Noise heavy works will likely be required (temporarily) during night-time hours, which could cause disturbance for nearby sensitive receptors (such as residential properties within 300m).

Mitigation

- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.

- A soft start to the works will be undertaken, whereby plant/machinery will be turned on sequentially as opposed to simultaneously.
- Amey's environmental briefing on noise and vibration will be delivered to operatives prior to the start of construction.
- Amey's ET&S team has contacted Fife Council's Environmental Health Team to notify of the works and discuss any noise related concerns.

With best practice mitigation measures in place, and due to the works being of a minor, temporary, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration and no further assessment is required.

Population and human health

Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- TM for the works will involve lane closures and the re-routing of traffic. Nearby residents of surrounding settlements may experience travel disruption due to presence of TM, which may lead to increased journey lengths and times.
- There will be no permanent or temporary impacts on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- The layby present within the scheme extents will be impacted by the works.

Mitigation

- TM will be advertised upon approach and in advance of the scheme. When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Layby closures will be advertised in advance of the scheme and on approach.
- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).
- Due to night-time programming, properties within 300m of the scheme extents will be notified in advance of the works. Pre-notification will include details of proposed timings, and duration of the works.

With best practice mitigation measures in place, no significant effects on 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

- If not adequately controlled, debris and runoff from the works could enter surrounding surface water environment. In the event of heavy rainfall or a flooding incident, this debris may be mobilised and could enter the road drainage system, thus having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the surrounding water environment.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- 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 both during and following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This will 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 Amey control room will be contacted if any pollution incidences occur (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted frequently, 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.
- All storage of materials/fuel and any refuelling activities will be more than 10m away from any drainage inlet at all times and placed on a hardstanding surface.
- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- Amey's environmental briefing on water pollution prevention will be delivered to operatives prior to the start of construction.
- All site operatives will be made aware of the presence of the Den Burn watercourse prior to works commencing.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's Guidance for Pollution Prevention (GPPs), no significant effects are predicted 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

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel distance and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- 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 considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the carriageway structure, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

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 cumulative effects

The Scottish Road Works Commissioner's Interactive Map has not highlighted any works during the proposed timescale and at the location of the works.

Fife Council's Planning Portal has not highlighted any planning applications within the scheme extents at the time of the works in question.

Amey's current programme of works has not highlighted any other works on the A92 carriageway that will be undertaken in conjunction with the scheme.

No other nearby schemes which may result in a combined effect on nearby receptors have been identified.

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.

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment.

The following environmental reports and consultations have been undertaken:

- An Environmental Scoping Assessment of the scheme, undertaken by the Amey ET&S Team in August 2025.
- Consultation with Fife Council's Environmental Health team in August 2025.

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:

<u>Characteristics of the scheme:</u>

- 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.
- No in-combination effects have been identified.
- 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.

- 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.
- By removing the carriageway defects this will provide this part of the A92 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions, and positive operational impacts for road users.

Location of the scheme:

- Works are not anticipated to impact areas designated for their landscape character or quality and will not impact culturally significant designations present at the site due to its containment within the carriageway.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational adverse impacts are anticipated.

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 environment.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No in-combination effects have been identified.

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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