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Environmental Impact Assessment Record of Determination

A92 Cardenden to Chapel Junction Northbound

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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 Cardenden and Chapel Junction (Jct), northwest of Kirkcaldy, Fife. The works will involve the removal of defects that have previously been identified on the A92 such as routine patches and cracks, and to remove old road surfacing that poses a risk to road users.

Construction will involve the installation of inlays at varying depths ranging between 30mm – 300mm, covering an area of approximately 20,000m². The required depths will be determined by the identified defects, with at minimum a surface course treatment using binders, and deeper remedial treatments applied where core samples indicate the need.

The existing surface will be planed to the required depths and then resurfaced using a paver to restore the material to its original thickness. A hot-applied bitumen sealant will be applied to the joints between the new and existing surfaces at both ends of the scheme. No verge works will be undertaken at this time.

Construction activities include:

- Implementation of Traffic Management (TM);
- Milling out of existing material by road planer;
- Loader used to collect and move excess material within work area;
- Waste material will be removed from site;
- New materials will be laid including: binder, bituminous asphalt and tack bond, and compressed using a road paver and compacted by a roller;
- Road joints will be sealed to prevent water ingress using a bitumen sealant;
- Mechanical sweeper to collect loose material;
- Road markings and road studs will be applied where necessary likely using thermoplastic; and
- TM removal.

The plant and machinery required will include:

- Roller wagon;
- Paver planer; and

- Mechanical sweeper.

The construction is programmed to be undertaken and completed within the 2026-2027 financial year, proposed for August 2026. The works are expected to take approximately 15 shifts to complete during nighttime hours, and traffic management will involve single lane closures controlled by a convoy system.

Location

The works are located on a 2.5km stretch of the A92 northbound between Cardenden and Chapel Jct, northwest of Kirkcaldy, Fife. The scheme can be found at the following National Grid Reference (NGRs) Points:

Start: NT 22476 93858

End: NT 24916 94616

Please also refer to Figure 1: Scheme Location Plan below, which illustrates the scheme extents.



Figure 1. Scheme Location Plan - Contains public sector information licensed under the Open Government Licence v3.0. Contains OS data © Crown copyright and database right [2026]. Contains Royal Mail data © Royal Mail copyright and database right [2026]. Contains National Statistics data © Crown copyright and database right [2026].

Description of local environment

Air quality

The scheme is located along the A92 between Cardenden and Chapel Jct, northwest of Kirkcaldy, Fife. A thin strip of deciduous trees, shrubs, and tall grasses directly border the majority of the scheme. However, embankments border both sides of the carriageway for a section of the scheme (approximately 900m in length). The wider area consists predominantly of agricultural fields with occasional pockets of woodland and a small number of scattered properties.

There are no residential properties within 200m of the scheme extents. Furthermore, there are no non-residential sensitive air quality receptors within 200m of the scheme. Only one building lies within 200m of the scheme extents, the Home Farm View restaurant located 110m south of the carriageway.

Baseline air quality in the area is primarily influenced by traffic using the A92, with additional contributions from agricultural activities. The nearest manual count point ([80086](#)), located along the A92 620m west of the scheme, recorded an Annual Average Daily Flow (AADF) of 48,463 in 2024, with 3,738 of these being Heavy Goods Vehicles (HGVs).

Fife Council have not designated any [Air Quality Management Areas](#) (AQMAs). This indicates that local pollutant levels such as Nitrogen Dioxide and Particulate Matter (NO₂, PM₁₀, PM_{2.5}) are currently within the acceptable limits set by the Scottish air quality objectives.

There are no sites registered on the [Scottish Pollutant Release Inventory](#) (SPRI) and no [air quality monitoring stations](#) are located within 1km of the scheme.

Cultural heritage

A desk-based assessment was undertaken using [Pastmap](#). A study area of 300m was used for designated cultural heritage assets. There is only one designated asset with proximity to the scheme, Chapel Home Farm is a Category C Listed Building (ID: LB45457) located 255m south of the carriageway.

A study area of 200m was used for non-designated cultural heritage assets of which there are five. Please see below:

- Cardenden – Flat Axe Head is a National Record of the Historic Environment (NRHE) (ID:358177) from the Bronze Age. It is located 65m south of the carriageway.
- Carden Tower is a NRHE (ID: 52960) from the Medieval period located 180m south of the carriageway.
- Sunnyside Farmstead is a NRHE (ID: 139326) located 95m north of the carriageway.
- Tullylumb Plantation is a NRHE (ID: 52984) located 165m south of the carriageway.
- Cardenden, Sunnyside Plantation is a NRHE (ID: 274540) located 105m north of the carriageway.

There are no World Heritage Sites, Scheduled Monuments, Battlefields, Conservation Areas, or Historic Environment Records located within proximity to the proposed scheme.

Landscape and visual effects

The scheme is located along the A92 between Cardenden and Chapel Jct, northwest of Kirkcaldy, Fife. A thin strip of deciduous trees, shrubs, and tall grasses directly border the majority of the scheme. However, embankments border both sides of the highway for a section of the scheme (approximately 900m in length). The wider area consists predominantly of agricultural fields with occasional pockets of woodland and a small number of scattered properties.

Due to the vegetation screening and the relatively rural setting of the scheme, only eight properties will have a view of the works. These properties are all located 250m south of the A92 on Glen Lyon Road. Two overbridges are also present at NT 22710 93968 and NT 24862 94588 where users may also have a view of construction works.

There are eight [Core Paths](#) located within 300m of the scheme:

- R437 runs parallel to the carriageway, located 50m north at its closest point;
- R434 crosses over the scheme at NT 24862 94588;
- R436 crosses under the scheme at NT 22571 93896;
- R490 is located 260m south of the scheme;
- R438 is located 110m north of the scheme;
- R441 and R425 are located 275m north of the scheme; and
- R426 located 120m east of the scheme.

There are no [National Cycle Network routes](#) or [Bridleways](#) within 300m of the scheme location.

According to [Scotland's Environment Web Map](#), there are no National Scenic Areas (NSAs) or Gardens and Designed Landscapes located within 500m of the scheme extents. However, there are two Ancient Woodlands located within 500m:

- Tullylumb/Beaton Wood (Wood ID: 34965) runs directly adjacent to the south of the scheme for approximately 640m; and
- Sunnyside Plantation (Wood ID: 34959) is parallel to the scheme approximately 100m north and runs for 1.45km.

Furthermore, there is one [Tree Preservation Order](#) (TPO) (reference: C0018) located 220m south of the scheme.

Scotland's [Historic Land Use Assessment Map](#) has highlighted that the land within the scheme has historically been used as '[Motorway and Major Roads](#)'. The land surrounding the scheme location has historically been used as '[Rectilinear Fields and Farms](#)', '[Plantation](#)', and '[Restored Agricultural Land](#)'.

The [Scottish Landscape Character Type \(LCT\) Assessment Map](#) shows the landscape within the scheme extents is [Lowland Hills and Valleys](#) (LCT 185). This LCT extends across most of Fife forming a series of low hills and valleys. The LCT is generally dominated by open arable fields and extensive areas of forestry. Towns within this LCT tend to be enclosed by low hills, however more urban and industrialised areas are present at various points.

Biodiversity

[NatureScot's Sitelink](#) resource indicates that there are no European designated nature conservation sites i.e. Special Protection Areas (SPA), Special Areas of Conservation (SAC), or Ramsar Sites located within 2km or sharing connectivity with the scheme extents. Sitelink has also not identified the presence of any national designations such as Local Nature Reserves (LNRs) or Sites of Special Scientific Interest (SSSI) within 1km of the scheme extents.

The NBN Atlas does not have any records of Invasive Non-Native Species (INNS) and target species within proximity to the scheme. Conversely, a review of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool has identified multiple instances of rosebay willowherb (*Chamerion angustifolium*) along the verges of the A92 within the scheme extents.

The scheme area and surrounding habitats were assessed by a senior ecologist using available desktop resources, and a site visit was scoped out. This decision was based on the works being confined to the carriageway boundary and not requiring any vegetation removal or works within the verge. As a result, the works are considered to pose a low ecological risk.

Geology and soils

[NatureScot's SiteLink](#) confirms that there are no Geological Conservation Review Sites (GCRS), geological SSSIs or Local Geodiversity Sites (LGS) within 500m of scheme extents. The nearest GCRS is Inveriel Quarry (ID: 9678) located 5.2km southeast of the scheme.

There are also no landfill sites within 200m of the scheme extents according to the Scottish Environment Protection Agency's (SEPA's) [Landfill sites and Capability Map](#).

[The British Geology Viewer](#) notes the soil geology within the scheme extents consists of the following:

Superficial deposits:

- Till, Devensian-Diamicton. These sedimentary deposits are glacial in origin and were formed in the Quaternary period.
- Glaciofluvial ice contact deposits-Gravel, sand and silt. These sedimentary deposits are glaciofluvial in origin and were formed during the Quaternary period.
- Peat-Peat. These sedimentary deposits are lacustrine and palustrine in origin and were formed during the Quaternary period.

Bedrock geology:

- Limestone Coal Formation. These sedimentary rocks are fluvial, palustrine and shallow-marine in origin and were formed during the Carboniferous period.

[Scotland's Soil Map](#) indicates that the soil within the scheme consists of 'Noncalcareous gleys'. Furthermore, the [national scale land capability for agriculture](#) can be classed as '2', capable of producing a wide range of crops and '3.2' capable of average production though high yields of barley, oats, and grass. This indicates that the ground surrounding the scheme cannot be classed as prime agricultural land.

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

The following materials will be required for construction:

- TS2010 surface course;
- AC20 Bituminous binder;
- AC32 Bituminous base;
- Vehicle fuel;
- Road marking materials;
- Road studs;
- Oil; and
- Lubricant.

Resurfacing will use Transport Scotland's TS2010 warm-mix asphalt (WMA) specification with AC binder and base layers. TS2010 surface course 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 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

All of the materials listed will contain a percentage of recycled material. For example, a proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10%-15% with up to 10% in surface course. The rest of the materials will come from primary sources.

The waste produced by the scheme will consist of road planings (inert bituminous materials), road markings, and studs. Following on-site coring investigations and testing, coal-tar was not identified within the surfacing of the carriageway within the scheme extent.

This scheme is in excess of £350K and therefore requires a Site Waste Management Plan (SWMP).

Noise and vibration

For baseline data on the scheme's immediate surroundings and wider context, please refer to '[Air Quality](#)'.

There are approximately 14 properties within 300m of the scheme extents, with the nearest situated approximately 210m south of the carriageway on Dean Park Crescent (NT 24849 94331). Due to the relatively rural setting of the surrounding area, no additional sensitive noise and vibration receptors are present within 300m.

Baseline noise and vibration in the area is primarily influenced by traffic using the A92, with additional contributions from agricultural activities. The nearest manual count point ([80086](#)), located along the A92 620m west of the scheme, recorded an AADF of 48,463 in 2024, with 3,738 of these being HGVs.

The [Transportation Noise Action Plan \(TNAP\) 2024 to 2028](#) and the [Agglomerations Noise Action Plan for Scotland](#) confirms that the scheme does not lie within a Candidate Noise Management Area (CNMA) or one of Scotland's five agglomerations (Aberdeen, Dundee, Edinburgh, Falkirk, and Glasgow).

According to [Scotland Noise Map](#), existing noise levels within the scheme extents range from approximately 72dB to 80dB (Lday) during daytime hours and from 65dB to 73dB (Lnight) at night. At the nearest identified receptor, a property located 210m south of the carriageway, baseline noise levels are recorded at approximately 55dB during the day and 48dB during the night. These values provide a representative indication of current acoustic environment in the area.

Population and human health

A study area of 300m was applied, reflecting the like-for-like nature of the works and their containment to the A92 carriageway boundary.

For baseline data on the scheme's immediate surroundings and wider context, please refer to '[Air Quality](#)'.

There are approximately 14 properties within 300m of the scheme extents, with the nearest situated approximately 210m south of the carriageway on Dean Park Crescent (NT 24849 94331). Due to the relatively rural setting of the surrounding area, no additional sensitive receptors are present within 300m.

There are eight [Core Paths](#) located within 300m of the scheme:

- R437 runs parallel to the carriageway, located 50m north at its closest point;
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- R436 crosses under the scheme at NT 22571 93896;
- R490 is located 260m south of the scheme;
- R438 is located 110m north of the scheme;
- R441 and R425 are located 275m north of the scheme; and
- R426 located 120m east of the scheme.

There are no [National Cycle Network routes](#), [Bridleways](#), or non-core paths within 300m of the scheme location.

There are no bus stops, street lighting, or access points to residential properties or community facilities within the scheme extents. However, there are two laybys present at NT 23085 94113 and NT 23802 94283. The latter being a police patrol vehicle waiting point.

Road drainage and the water environment

According to the [Scottish Environment Protection Agency's \(SEPA's\) Water Classification Hub](#), the closest watercourse is Den Burn (ID: 6310) which passes under the scheme at NT 22550 93885. This river has 'Moderate' ecological health according to the Water Framework Directive (WFD). In addition, there is an unnamed watercourse, a burn, located approximately 75m north of the carriageway. There are no further undesignated or unnamed watercourses within 500m of the works.

According to [SEPA Flood Maps](#), Den Burn and the unnamed burn has a 'High' likelihood (10% annually) of flooding. However, this does not extend into the scheme extents. There is also a section of the scheme (approximately 700m) that has a 'Medium' (0.5% annually) of surface water flooding.

Surface water runoff along the A92, within the scheme extents, is managed via filter drains and filter stones located on either side of the carriageway. [Groundwater](#) within the scheme consists of Dunfermline and Kirkcaldy Groundwater (ID: 150645) which has an overall 'Poor Ecological Health' according to the WFD.

The works do not fall within a [Nitrate Vulnerable Zone](#) (NVZ), indicating that the concentration of nitrates in the water is not at risk of exceeding levels set by the [European Commission's Nitrates Directive \(91/676/EEC\)](#). Furthermore, the works do not fall within a surface [Drinking Water Protected Area \(DWPA\)](#). This highlights how according to the [Water Environment \(Drinking Water Protected Areas\) \(Scotland\) Order 2005](#), there are no nearby surface water bodies that are designated for drinking water abstraction. The surface water within the scheme extents is also not intended to be used for drinking water. Consequently, there is no direct pathway for surface water pollution in the surrounding area to impact drinking waters. Importantly however, drinking water may still be abstracted from the ground under the scheme for which appropriate control measures will still be followed.

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 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 is working towards a contractual commitment to have carbon neutral depots on the North East Network Management Contract (NE NMC) network by 2028. Amey has 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

TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion along the A92. This may result in a temporary deterioration in local air quality. However, as works are overnight, the volume of traffic along the A92 at this time will be relatively minimal.

On site construction activities such as planing of the surface and mobile machinery movement have the potential to produce an increase in dust, emissions, and airborne particulate matter. This is likely to cause a slight and temporary deterioration in air quality within the local area.

The resurfacing activities are scheduled to occur during nighttime hours and will be of a relatively short duration. As such, any emissions of dust or vehicle exhaust will be temporary and localised. Given the limited scope and timescale of the works, no significant change in ambient air quality is predicted.

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 (cover or fence stockpiles to prevent wind whipping);
- Only cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction will be used, e.g. suitable local exhaust ventilation systems
- Drop heights will be minimised from conveyors and other loading or handling equipment;

- Vehicles entering and leaving the work area will be covered 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; and
- When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.

In addition, 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 also be adopted, and effective route preparation and planning will be undertaken prior to works. Finally, where possible, materials will be sourced locally, and surfaces will be swept where loose material remains following planing.

No significant effects are anticipated upon completion of the works, and no further assessment is required in accordance with DMRB Guidance document LA 105: Air Quality.

Cultural heritage

Impacts

Construction of the A92 carriageway is likely to have removed any archaeological remains that may have been present within the trunk road boundary. Therefore, the presence of unknown archaeological remains in the study area has been assessed as low.

Works involve a direct replacement of existing road surface that is contained within the carriageway boundary with no verge works, ensuring no impact to the cultural heritage assets listed above.

Works will temporarily impact the heritage setting of the area due to the presence of TM, plant, and machinery; however, this will only be for the duration of the works.

Mitigation

During construction, plant, vehicles, personnel, materials etc. will be contained to the hardstanding areas of the A92 carriageway as far as possible. Furthermore, the site will be kept clean and tidy throughout all stages of the works, with appropriate storage of materials, equipment, plant and waste.

If archaeological remains (ceramics, coins, bones, etc) or areas of discoloured soil are encountered during construction, the Amey Environmental team will be contacted, and works will cease until advice can be provided. Additionally, if the nature of the works changes, including if verge works become required, the Amey Environment team will be contacted prior to works commencing.

Provided control measures are adhered to, there are no cultural heritage assets within the surrounding area that are likely to be impacted. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage Assessment, no further assessment is required.

Landscape and visual effects

Impacts

Users of the two overbridges adjacent to the scheme extents, and the residential properties located 250m south of the A92 are likely to experience views of traffic management, plant, and construction machinery. Furthermore, two out of the eight Core Paths in proximity to the site will have a view of the works (R437 and R434). As the works are scheduled to take place during nighttime hours, pedestrian activity along the pathways surrounding the scheme is expected to be minimal at this time. As a result, any transient receptors are anticipated to experience a negligible visual impact.

Due to nighttime programming, temporary construction lighting may result in short-term disturbance for residential properties in close proximity to the works and users of the pathways. However, as the works are relatively minor, short in duration, and undertaken on a like-for-like basis, no permanent alterations to landscape features and views are anticipated.

There will be no impact on the ancient woodland or TPO in proximity to the scheme as the works do not require any vegetation clearance and will be contained to the carriageway boundary where no trees are present.

Mitigation

The scheme has been designed to retain the existing landscape character as far as possible, ensuring that the overall appearance of the area remains unchanged.

Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

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.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects identified with the works are unlikely to be significant. Furthermore, as the majority of works within view of sensitive receptors are like for like, no permanent impact is expected. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

Increased noise levels and potential light spill from construction lighting have the potential to disturb any protected species in the vicinity. However, as the works are short-term and transient in nature and given the low likelihood of protected species being present within the carriageway boundary, any impact is expected to be minimal.

No excavation or vegetation clearance is planned, and all materials and equipment will be stored on hardstanding areas. Therefore, there is limited potential to introduce or spread Invasive Non-Native Species (INNS) or target species including rosebay willowherb (*Chamaenerion angustifolium*).

Mitigation

Due to nighttime programming any artificial lighting required will be hooded and directed specifically at the work area to minimise light spill and disturbance to nocturnal species. In the event that any protected species are encountered during the works, all activity will cease immediately, and a member of Amey's Environmental Team will be contacted for further guidance. Furthermore, '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.

Toolbox talks will be given to all site operatives before construction works will commence.

As part of the NMC, Amey, on behalf of Transport Scotland, has been asked to keep a record of various target species, including rosebay willowherb. Works will not cause the spread of these species, if works are likely to result in the spread of these species through disturbance, the landscaping team will be consulted. Additionally, removal of any vegetation/habitats will not occur without prior notification to Amey's Environmental team where the appropriate method statements will be drafted.

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

Material assets and waste

Impacts

Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.

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, which will reduce the need for further materials and wastes. The use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions. Furthermore, the use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay

The works will result in contribution to resource depletion through use of virgin materials. Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.

Warm-mix asphalt (WMA) will be used as it reduces fuel and energy consumption and reduces GHG production during mixing and installing phases. WMA also increases the laying window and compaction of the material.

Mitigation

All schemes with an estimated bid greater than £350,000, which includes these works, will have a Site Waste Management Plan developed. This will detail how resource use and waste arising from the works will be managed throughout the scheme. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.

The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.

Environmental Authorisations (Scotland) Regulations (EASR) 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.

All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.

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. Furthermore, where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change. Once works are complete, all materials will be reused throughout the network, if not possible they will be recycled locally.

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 activities associated with the proposed works have the potential to generate noise and vibration at nearby sensitive receptors, including residential properties located with proximity to the A92. This may occur through the use of pavers, planers, roller wagons and other plant during nighttime working hours.

TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.

There are no anticipated impacts on noise and vibration following the completion of works.

Mitigation

Mitigation measures follow 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:

- Quiet working methods will be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations.
- 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.
- Operations will be sequenced to minimise simultaneous use of high-noise equipment, and a 'soft start' to works will be in place, whereby plant, machinery and vehicles are started sequentially as opposed to simultaneously. Additionally, No plant, vehicles or machinery will be left idling when not in use
- Plant and machinery will be regularly maintained to prevent excessive noise from worn parts or inefficient operation.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. Where night-works are to be undertaken, the noisiest works will be undertaken before 23:00 where possible.

In addition to the above, Fife Council's Environmental Health Department and residential properties within 300m have been notified of the works due to the nighttime programming. Amey's environmental briefing on Noise and Vibration will also be delivered to all site operatives before works start.

With best practice mitigation measures in place, no significant effects are predicted on Noise and Vibration as the works will be transient. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Impacts

Construction site lighting during nighttime hours could cause disturbance for residential properties in close proximity as well as users of the Core Paths surrounding the scheme. The Core Paths will remain open during the works.

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.

The laybys located adjacent to the carriageway will be temporarily impacted due to the works or the presence of TM. Furthermore, TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).

Vehicle travellers and nearby receptors will benefit from the improved road surfacing due to reduced road noise as a result of the scheme.

Mitigation

A letter drop will be undertaken for properties within 300m of the scheme, to notify all residential properties of the works. TM restrictions/arrangements and any expected travel delays will also be publicised within the local and wider area via radio and letterbox drop, in an effort to minimise disturbance to vehicular travellers and agricultural businesses in the local area.

The laybys will remain open and accessible throughout all stages of the works and any layby closures will be advertised in advance.

Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

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

As a section of the works is directly above a watercourse, construction activities may pose short-term pollution risks to the water environment through accidental spills of fuels, oils, chemicals, or road planings which could enter surface runoff, drainage systems and nearby surface watercourses. However, as the works involve resurfacing only, with no in-water works, no abstraction or transfers of water from, or discharges to a waterbody, the potential for a pollution incident within a waterbody is unlikely.

Additionally, if not adequately controlled, debris and run off 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 road drainage having a negative effect on the surrounding local water environment. Should flooding occur within the scheme extents, 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 following the works. Furthermore, 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 Amey control room will be contacted if any pollution incidences occur (available 24 hours, 7 days a week).

Weather reports will be monitored prior and during all construction activities and visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind. 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 operatives will follow of [SEPA's Guidance for Pollution Prevention](#) (GPP) documents and the delivery of Amey's Water Pollution Prevention environmental briefing will be given to all site operatives prior to the works.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual effect on the local water environment during construction is considered to be not significant. In accordance with DMRB Guidance document LA 113: Road Drainage and the Water Environment, no further assessment is required.

Climate

Impacts

Due to the small scale and short duration of the works, the scheme impacts are not expected to have significant effect on climate in the context of national carbon budgets.

However, construction of the scheme will result in the emission of GHGs. The use of fuel for plant and machinery during construction will require the exploitation of fossil fuels, while some materials required for the scheme will be from primary sources and require transportation to site. The nature of the proposed scheme requires HGVs resulting in local air quality degradation and GHG emissions, combined with combustion fuel usage.

Energy will be required for the scheme in the form of non-renewable fossil fuels for transport of materials and personnel, and for plant operation. The use of non-renewable fuels to power plant and machinery will be a contributing factor to GHG emissions.

The use of WMA will lead to a decrease in energy consumption and greenhouse gas emission due to the lower heating requirements, compared to HMA.

Mitigation

Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works, and vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.

The full extent of carbon emissions relating to these works is unknown until construction is complete. However, as the proposed scheme is of a relatively minor

nature with minor associated emissions, it has been determined that the scheme will not significantly influence Scotland's ability to meet its carbon budgets.

Consequently, with best practice mitigation measures in place, the residual significance of effect on climate is considered to be not significant. 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 of cumulative effects

A review of the [Scottish Road Works Commissioner's Interactive Map](#) and [Amey's current programme of works](#) confirms that no other roadworks are scheduled to take place at the proposed location or during the planned timeframe for the resurfacing works.

Additionally, a search on [Fife Council's Temporary Restrictions and Closures](#) and [Fife Council's Planning Map](#) has not identified any roadworks, or approved or pending planning applications that would conflict with 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.

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, there will be no significant effects on the environment.

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

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in April 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 one hectare in area.

The scheme is not situated in 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:

- 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.

- 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.
- 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 significant effects 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.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- Warm-mix asphalt (WMA) will be used as it reduces fuel and energy consumption and reduces GHG production during mixing and installing phases. WMA also increases the laying window and compaction of the material.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part within a sensitive area.
- Although a portion of the scheme is above a watercourse, with appropriate mitigation outlined above, the likelihood of pollution can be considered low.

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during nighttime hours with traffic management in place.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- The risk to major accidents or disasters is considered low.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Road planings will be recycled where possible, in accordance with Environmental Authorisations (Scotland) Regulations (EASR).
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications. Measures will be in place to ensure appropriate removal and disposal of waste.

References of supporting documentation

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environmental Team in April 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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Published by Transport Scotland, August 2026

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