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Environmental Impact Assessment Record of Determination

A92 Approach to Tullis Russell Roundabout to Tofthill

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A92 carriageway within Glenrothes, Fife. The carriageway is presenting signs of continual deterioration.

Construction activities will entail the resurfacing of the A92 carriageway between the Tullis roundabout and Tofthill 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 source, AC20 binder and AC32 bituminous base;
- Reinstatement of road markings, linings and studs; and
- Removal of TM.

The following (but not limited to) 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 10 nights, with works being undertaken during night-time hours.

TM for the scheme will consist of carriageway closures on the A92 carriageway. A diversion route will be in place, with the A911 and B969 local carriageways being utilised. Only local access to the area of works will be permitted with all other traffic diverted.

Description of local environment

Air quality

Baseline air quality levels are likely to be influenced by vehicle traffic from the A92 carriageway and the surrounding residential/industrial activities. The Annual Average Daily Flow (AADF) in 2023 for the A92 carriageway within the scheme extents (estimated count point ID: 78591), accounted for 19,304 vehicles, with 1,114 of these being Heavy Goods Vehicles (HGVs).

Approximately 250 residential properties have been identified within 200m of the scheme extents with the closest located 15m west on Cutter Wynd. Non-residential air quality sensitive receptors have been identified within 200m of the scheme extents including Glebe Place Playpark (approx. 130m east) and Balbirnie House Golf Course (approx. 200m east).

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 identified the RWE Markinch Ltd. waste and water management facility located approx. 300m south of the works as a source of air pollution. The Tullis Russell facility (approx. 300m southwest, paper and wood production and processing) has also been identified within 1km of the scheme extents.

Cultural heritage

The Scotland's Environment Mapping resource has been utilised to ascertain the designated and undesignated culturally significant assets within proximity to the scheme extents (see Tables 1 and 2 below). Designated assets have been determined using a buffer of 300m, whilst undesignated assets have been determined using a buffer of 100m. Where a designation is duplicated, only the highest level of classification has been listed below.

Table 1: Designated cultural heritage assets within 300m.

Name and Designation	Reference Number	Description	Distance from Scheme
West Lodge, Balbirnie House, Balbirnie Park	LB16654	Category B Listed Building	10m east
Cadham Village	CA135	Conservation Area	10m west

Name and Designation	Reference Number	Description	Distance from Scheme
Balfarg Farmhouse with Boundary Walls	LB42966	Category C Listed Building	250m north
Balfarg Farmhouse, henge & standing stones 280m WSW of	SM2184	Scheduled Monument	260m west

Table 2: Non-designated cultural heritage assets within 100m.

Name and Designation	Reference Number	Description	Distance from Scheme
Blinkbonnie	306261	Canmore	20m west
Balfarg	29984	Canmore	30m west
Balbirnie Cairn	29980	Canmore	50m northeast
Balbirnie Collier Houses	106973	Canmore	70m west
Cadham, Cadham Road, Cadham Square	297341	Canmore	90m west

Landscape and visual effects

Due to the scheme's location within the town of Glenrothes, multiple residential properties have been identified within 300m of the works area. However, although properties are present within proximity to the A92 carriageway, dense, mature woodland is present between the majority of the works area and these properties, thus lessening the number of residential visual receptors present. Fife Council Core Path 'Balbirnie Bridle Track' (path ID: R414) has been identified at the scheme's northern extent running parallel to the A92 carriageway. It is likely that these core paths and other adjacent footways will have sight of the works area.

No National Scenic Areas (NSAs) have been identified within 500m of the scheme extents. A Garden Designed Landscape (GDL) entitled Balbirnie (Ref.: GDL00034) has been identified approx. 5m east of the scheme's southern extent, running parallel to the works area (Scotland's Environment Mapping Resource).

Scotland's Landscape Character Type Map lists the landscape character type present within the scheme extents to be 'Lowland River Basins'. Scotland's Historic Land-Use Map lists the land surrounding the scheme extents as a mixture of urban, industrial/commercial and designed landscape.

Tree Preservation Orders (TPOs) have been identified within 300m of the scheme extents with the closest being within the same footprint as the Balbirnie GDL, approx. 5m east of the scheme's southern extent.

Biodiversity

The A92 carriageway within the scheme extents contains areas of mature woodland within the verge, separating the carriageway from residential and industrial areas within the town of Glenrothes. Scotland's Ancient Woodland Inventory (AWI) has identified four areas of 'Long-Established (of plantation origin)' ancient woodland (site IDs: 14, 15, 16 and 18) with the closest of these entitled 'Mount Forest' being contained within the eastern verges of the scheme extents. The three other ancient woodlands are present 120m east, 360m east and 420m east respectively.

No designated European sites have been identified within 2km of the scheme extents (NatureScot's Sitelink). No nationally designated sites (such as Sites of Special Scientific Interest (SSSIs) or local/national nature reserves) have been identified within 200m of the scheme extents.

The NBN Atlas resource has not identified the presence of Invasive Non-Native Species (INNS) within 500m of the scheme extents. This resource has also not identified the presence of Transport Scotland Target Species within this parameter. The Amey Environment NE INNS Map resource has also not recorded the presence of any INNS within 500m of the scheme extents. This resource has, however, identified the presence of Transport Scotland Target Species rosebay willowherb *(Chamaenerion angustifolium)* within the verge adjacent to the scheme extents

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 brown earth. 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:

- 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 within 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 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 levels are likely to be influenced by vehicle traffic from the A92 carriageway and residential/industrial/commercial activities. The AADF in 2023 for the A92 carriageway within the scheme extents (estimated count point ID: 78591), accounted for 19,304 vehicles, with 1,114 of these being HGVs.

Approx. 300 residential properties have been identified within 300m of the scheme extents with the closest property located approx. 15m west on Cutter Wynd. Non-residential noise sensitive receptors have been identified within 300m of the scheme extents including Glebe Place Playpark (approx. 130m east), Balbirnie House Golf Course (approx. 200m east), Groves Place Playpark (approx. 230m east) and Glendarvel Playpark (approx. 280m, west).

Scotland's Noise Map has indicated modelled day-evening-night noise levels (Lden) in the areas surrounding the carriageway to be around 65-80 dB within 50m and around 55-65 dB between 50 and 100m. Night-time noise levels (Lnight) surrounding the carriageway show levels of 50-65 dB within 500m and <50 dB beyond this parameter. The scheme is located within a Candidate Noise Management Area (CNMA) (CNMA ID: 108) as noted within the Transportation Noise Action Plan.

Population and human health

The A92 carriageway within the scheme extents is located within the town of Glenrothes, Fife. This section of the A92 carriageway links Glenrothes with the town of Kirkcaldy and the city of Dunfermline. Whilst Glenrothes plays 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 in Kirkcaldy and Dunfermline.

Approx. 300 residential properties have been identified within 300m of the scheme extents with the closest property located approx.15m west on Cutter Wynd. Non-residential properties and areas of interest have been identified within 300m of the scheme extents including multiple playparks, Balbirnie House Golf Course, small local businesses and industrial premises.

The A92 carriageway within the scheme extents is street-lit, contains footways and contains a signal-controlled crossing point. No bus stops and no laybys are present within the scheme extents. Single access points to properties are present within scheme extents, as is access to the Tullis Russell roundabout and Cadham Road.

Fife Council Core Path R414 'Balbirnie Bridle Track' has been identified at the scheme's norther extent running parallel to the A92 carriageway. 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 Kennoway Burn / Black Burn watercourse (site ID: 6303, classified under the Water Framework Directive (WFD) as being in 'Poor' condition) approx. 115m east of the scheme extents. This resource

has also identified the River Leven watercourse (site ID: 6301, classified under the WFD as being in 'Poor' condition) approx. 165m southwest of the scheme extents.

SEPAs Water Classification Hub identified the groundwater conditions within the scheme extents (entitled 'Leven Valley and Fife Coastal', site ID: 150799) as being in 'Good' condition.

SEPA's Flood Map has indicated minor areas towards the northern extent of the scheme extents to be at a 'High' (approx. 10% each year) risk of surface and river water flooding.

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

Climate

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (GHGs) by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS 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, particularly on routes impacted by diversions.
- Due to the minor, transient nature of the scheme, no in-combination effects with regard to the polluting facilities identified above are anticipated as a result of the scheme. Distance and the general openness of the area with regard to air and pollutant dispersal has allowed for this conclusion.

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.

Cultural heritage

Impacts

- No potential direct impacts to non-designated features have been identified as a result of the scheme due to works being contained within the carriageway boundary and due to the general distance from the area of works to the assets.
- The potential for the presence of unknown archaeological remains within scheme extents is unlikely as original construction of the A92 carriageway would likely have removed any features of archaeological significance, and works are to be restricted to the existing pavement boundary.
- Noise and vibration levels during the works have the potential to impact the West Lodge, Balbirnie House, Balbirnie Park Listed Building and Cadham Village Conservation Area due to the presence of plant/vehicles/machinery of which have the potential to enhance normal background levels.
- Due to factors including the transient nature of the scheme and general distance, no impacts are anticipated on the Category C Listed Building and Scheduled Monument presented in Table 1.

Mitigation

- Should the nature of the works change, or additional excavation works be required, the Amey ET&S team will be contacted prior to works commencing.
- Due to the scheme being undertaken within proximity to designated culturally significant assets, consultation has been undertaken with the relevant regulatory bodies (Fife Council and Historic Environment Scotland (HES)) prior to works commencing.
- During construction, plant, vehicles, personnel, materials etc. will be contained to hardstanding areas within the carriageway boundary at all times.
- All site operatives will be made aware of the culturally significant assets identified within proximity to the scheme.

With mitigation measures in place, no significant effects are predicted on cultural heritage. Therefore, in accordance with DMRB Guidance document LA 106: Cultural Heritage, 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.
- The residential receptors identified and those using the Fife Council Core Path 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.
- Misdirected site lighting (where required) could cause temporary disturbance to any surrounding visual receptors.
- Due to the scheme's containment within the highway boundary and out with the boundary of the Balbirnie TPOs, no impacts are predicted on this designation.
- The scheme has the potential to impact the setting of the Balbirnie GDL with the presence of plant, machinery, vehicles and operatives.

Mitigation

- Works will be contained within the A92 carriageway extents.
- Site lighting will be directional and will be pointed away from nearby visual receptors.
- 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.
- Due to the scheme being undertaken within proximity to the Balbirnie GDL, consultation has been undertaken with HES prior to works commencing.

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 to be active within the surrounding area and for the works to result in disturbance to these species.
- Works have the potential to cause the spread of Transport Scotland target species including rosebay willowherb.
- Due to the scheme being contained within the pavement boundary, the ancient woodland identified within 500m of the scheme extents will not be impacted by the works.

Mitigation

- As part of the Network Management Contract, 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 a possibility arises wherein works are likely to result in the spread of these species through disturbance, the appropriate Amey landscaping team will be consulted.
- 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.
- Amey's environmental briefing on protected species will be delivered to operatives prior to the start of construction.
- 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.

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.

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 during night-time hours, which could cause disturbance for nearby sensitive receptors (such as residential properties within 300m).
- Noise impacts will be had from vehicle traffic along potential diversion routes as a result of the TM being implemented.
- The scheme is unlikely to permanently impact the CNMA present however, temporary increases in night-time noise levels are expected during construction.

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 to discuss potential diversion routes due to night-time programming.

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 road closures and diversion routes. 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 impact 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.

- Access roads and single access points to properties within the scheme extents will be impacted by the works due to the presence of TM.
- The Fife Council Core Path 'Balbirnie Bridle Track' will be impacted by the scheme due to the paths presence at the roadside, as will pedestrian footways running parallel to the scheme extents due to the presence of TM, plant, machinery, vehicles and operatives.

Mitigation

- TM including carriageway and potential core path / footway closures will be advertised upon approach and in advance of the scheme. Potential closures and diversions routes will be discussed in advance with the relevant Fife Council department by Amey.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Single access points will be maintained throughout the scheme.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- 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, duration of the works and alternative access/egress routes for those affected by temporary roadblocks/closures.

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 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.

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 June 2025.
- Consultation with Fife Council's Environmental Health team in June 2025.
- Consultation with Fife Council's Archaeology and Heritage team in June 2025.
- Consultation with Historic Environment Scotland in June 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 cultural significance or specific landscape character or quality.
- The scheme is not situated in whole or in part in a sensitive area.
- 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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Published by Transport Scotland, July 2025

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