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Environmental Impact Assessment Record of Determination

A92 Prior to Cowdenbeath Jct. NB

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A92 carriageway (northbound lane) to the south of Cowdenbeath, Fife. The carriageway is presenting signs of continual deterioration and addressing these defects will provide an extended pavement life and will improve road safety and ride quality.

Construction activities will entail the resurfacing of the A92 carriageway at Cowdenbeath (NB) with the activities as follows:

- Installation of Traffic Management (TM);
- Milling of carriageway to agreed depths;
- Resurfacing of the carriageway to the existing road levels using TS2010 10mm aggregate (site class 1 & 3), AC20 binder and AC32 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;
- Bitumen tank;
- Extrusion liner;
- Paint tanker;
- 2 CX excavator/pecker;
- Paver;
- Roller(s); and
- Wagon(s).

The proposed construction is programmed to be completed within the next financial year (April 2024 to March 2025) with works lasting approximately six days. The works are proposed to be undertaken during both daytime and night-time hours.

TM for the scheme will involve a full weekend contraflow system and the total areas of works is estimated to be approx. 11,800m^2.

Location

The scheme is located within a semi-urban section area of the A92 carriageway (NB), south of the town of Cowdenbeath, Fife. The National Grid References (NGR) of the scheme are detailed below, while the scheme location is illustrated in Figure 1:

- Scheme Start: NT 14393 89301
- Scheme End: NT 15486 89799

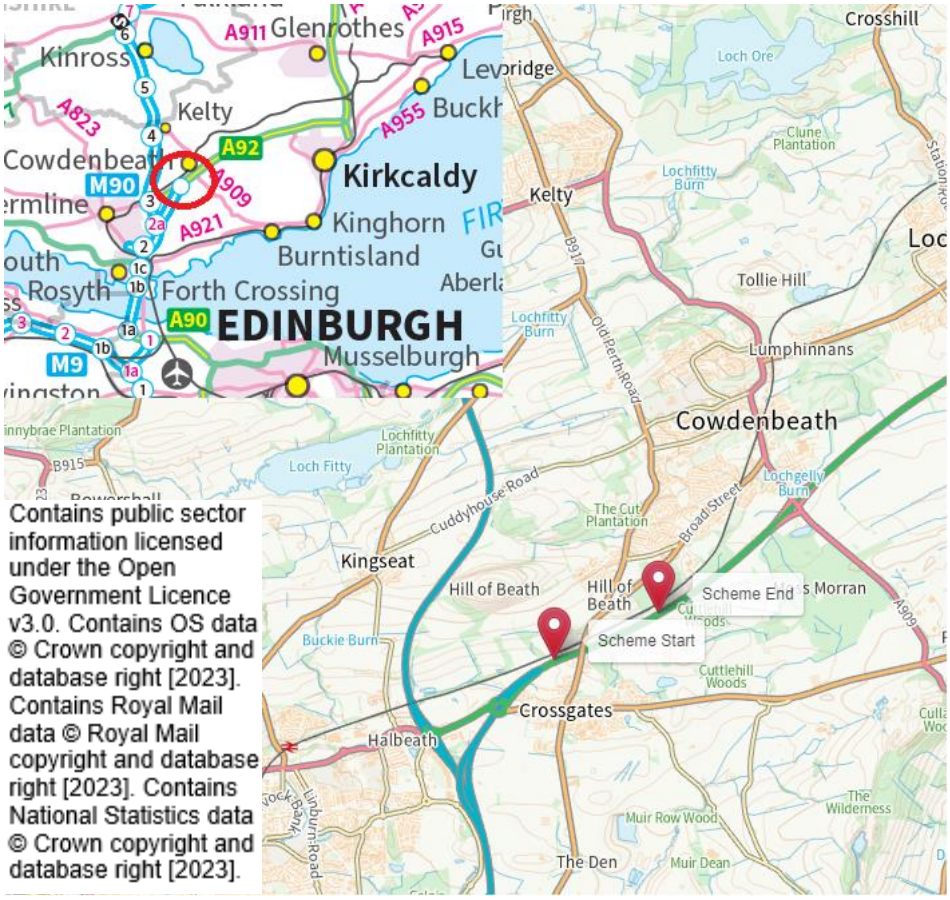

Figure 1: Scheme Location.

Description of local environment

Air quality

The scheme is located within a semi-urban section of the A92 carriageway, northeast of the town of Cowdenbeath, Fife. Local air quality is likely to be influenced by residential/commercial/industrial activities from the town of Cowdenbeath and vehicular traffic from the A92 carriageway.

Approximately 15 residential properties have been identified within 200m of the scheme extents with the closest of these being approx. 120m south of the A92 NB carriageway. There are no non-residential air quality receptors identified within 200m of the scheme extents.

In 2022, this section of carriageway was estimated to have an Annual Average Daily Flow (AADF) of 53,449 vehicles with 2,420 of these being Heavy Goods Vehicles (HGVs) (automatic count point 80085).

Fife Council has declared two Air Quality Management Areas (AQMAs):

- Bonnygate AQMA:
    - Located approx. 28.5km northeast of the scheme extents.
    - Declared for Particulate Matter of a diameter less than 10 micrometres (PM_{10}) and Nitrogen Dioxide (NO_2).
- Appin Crescent AQMA:
    - Located approx. 7.6km southwest of the scheme extents.
    - Declared for PM_{10} and NO_2.

No sites registered on Scottish Pollutant Release Inventory (SPRI) have been identified within 1km of the scheme.

Cultural heritage

A desktop study using the PastMap resource has identified the Crossgates Station Canmore (Ref.: 50853) approximately 95m north of the scheme. No other designated (within 300m) or non-designated (within 100m) culturally significant assets such as Battlefields, World Heritage Sites, Garden and Designed Landscapes and Conservation Areas have been identified within proximity to the scheme extents.

The scheme will be restricted to the carriageway boundary and views of and from the road will be temporarily impacted by the presence of TM, plant and vehicles during construction. This is predicted to be a slight temporary impact locally, with no permanent change to views or cultural heritage as a whole following the completion of works. As such, impact to cultural heritage has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Landscape and visual effects

The A92 carriageway within the scheme extents is partially visible from residential and agricultural properties at the schemes southern extent however, the 'cut' of the carriageway and natural screening including woodland and scrub limit the visibility of the carriageway from the surrounding residential areas.

The surrounding landscape has been classified as rectilinear fields and farms and urban areas using the HLA Map.

A desktop study using PastMap online interactive map and NatureScot's Sitelink resource has not identified any areas designated for their landscape quality within, or within 1km of the scheme extents.

NatureScot's Landscape Character Type mapping resource has indicated the landscape character present within the scheme extents to be that of 'Lowland Hills and Valleys.' Scotland's Land Capability for agriculture map lists the area surrounding the scheme extents as 3.2 on the land capability for agriculture class scale.

Scotland's Ancient Woodland Inventory (AWI) has identified an area of 'Long Established (of plantation origin)' ancient woodland surrounding the scheme's northern extent within, and beyond the verge areas of the A92 carriageway. No Tree Preservation Orders (TPOs) have been identified adjacent to, or within 1km of the scheme extents.

Views of, and from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are predicted.

The works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Biodiversity

The immediate area surrounding the scheme extents contains areas of low-lying vegetation (such as grasslands) and area of semi-mature woodland and scrub. A dense area of woodland entitled 'the Taft' has been identified to the south of the A92 carriageway within the scheme extents.

Scotland's AWI has identified an area of 'Long Established (of plantation origin)' ancient woodland surrounding the schemes northern extent within, and beyond the verge areas of the A92 carriageway. No Tree Preservation Orders (TPOs) have been identified adjacent to, or within 1km of the scheme extents.

A desktop study using NatureScot's Sitelink resource has not identified the presence of any designated European sites within 2km of the scheme extents. This resource has not identified the presence of national designations (such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves) within 1km of the scheme extents. No hydrological connectivity links the scheme extents to any European or nationally designated sites. The scheme does not meet any of the criteria regarding the requirement for a Habitats Regulation Appraisal (HRA).

The NBN Atlas mapping resource has not identified the presence of Invasive Non-Native Species (INNS) within the scheme extents however, this resource has identified the presence of Japanese knotweed *(Fallopia japonica)* and Himalayan balsam *(Impatiens glandulifera)* within 1km of the works. The Amey E&S NE NMC INNS Map has not identified the presence of INNS within (or within 1km) of the scheme extents however, this resource has identified the presence of the Transport Scotland target species Rosebay willowherb (*Chamerion angustifolium*) at the roadside adjacent to the scheme extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resources. The works are of a transient nature and works are to be contained within the carriageway and in turn, a site visit was scoped out. The nature of the works has resulted in the assessment that no significant effects are likely and, as a result, an ecological site survey has been scoped out.

Geology and soils

The National Soil Map of Scotland lists the soils surrounding the scheme extents as brown earth.

A desktop study using NatureScot Sitelink has not identified any Geological Conservation Review Sites (GCRS) or SSSI's designated for their geological features within 2km of the scheme extents.

A desktop study using the British Geological Survey Map has identified the local geology types as the following:

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 the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the project does not carry the potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated and geology and soils has been scoped out of requiring further assessment.

Material assets and waste

Table 1: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	• Bituminous surfacing materials (TS2010 binder/base); • Vehicle fuel; • Road marking materials and studs; • Oil; and • Lubricant.	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. 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

Activity	Material Required	Origin/ Content
		usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

Table 2: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	Road planings (inert bituminous materials);	Uncontaminated road planings generated as a result of the works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

Activity	Waste Arising	Disposal/ Regulation
		Due to the general size, nature and cost of the scheme, a Site Waste Management Plan (SWMP) will be required for the scheme

Noise and vibration

Baseline noise levels surrounding the scheme extents are likely to be influenced by road traffic from the A92 carriageway combined with noise from the nearby Fife rail network and residential/agricultural activities. Approximately 50 residential properties have been identified within 300m of the scheme extents with the closest of these being approximately 120m south of the A92 NB carriageway. No non-residential noise sensitive receptors have been identified within 300m of the scheme extents.

In 2022, this section of carriageway was estimated to have an AADF of 53,449 vehicles with 2,420 of these being HGVs (automatic count point 80085).

Modelled day-time noise levels (Lden) surrounding the A92 carriageway at the scheme extents show levels of 65-75 dB within 50m and 60-65 dB within 70m, whilst modelled night-time noise levels (Lnight) show 55-65 dB within 70m and 50-65 dB within 130m. The scheme does not fall within a Candidate Noise Management Area (CNMA).

Population and human health

Approximately 100 residential properties have been identified within 500m of the scheme extents. The properties are located within the towns of Cowdenbeath (north) and Crossgates (south). With regard to non-residential properties, the towns of Cowdenbeath and Crossgates contain public amenity and human health facilities such as medical practices and educational facilities. The A92 carriageway within the scheme extents links the settlements of Dunfermline and Kirkcaldy with other major settlements within Fife such as Cowdenbeath.

The A92 carriageway within the scheme extents is not street-lit, contains no pedestrian footways, contains no access/egress points and contains no bus stops. No national cycle routes are present within 500m of the scheme extents. A layby is present (NB) within the scheme extents. Fife Council Core Path R561 runs above the carriageway along the B981 carriageway whilst other core paths including LP151

(100m north), R559 (75m north) and LP152 (60m north) have also been identified within Cowdenbeath in proximity (over 200m distance) to the scheme extents.

Road drainage and the water environment

A desktop study using the SEPA Water Classification Map has identified the Lyne Burn watercourse (site ID: 6907) flowing beneath the A92 carriageway within the scheme extents. This watercourse is classified as having 'Moderate Ecological Potential' under the Water Framework Directive (WFD). Various unclassified and unnamed watercourses and field drains have been identified within 500m of the scheme extents.

SEPA's Flood Mapping system has identified the A92 NB carriageway to be at a 'High' (approx. 10%) risk of surface water flooding at sporadic locations throughout the scheme extents each year. No areas of the A92 carriageway within the scheme extents are at risk of river water flooding.

The A92 carriageway within the scheme extents is drained via a mixture of verge-side filter drainage and top-entry gullies.

The scheme is not located within a Nitrate Vulnerable Zone as defined by the Scottish Government.

Climate

Carbon Goals

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

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

Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Monitoring, Management and Opportunities

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

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

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

Policies and Plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry a 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.
- The scheme will not impact the AQMAs declared by Fife Council due to distance and the general temporary and minor nature of the works.

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 will be used 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 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.

- 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.

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.
- Due to the works being contained within the carriageway boundary, no impacts are anticipated on the ancient woodland present.
- Works have the potential to cause the spread of Transport Scotland target species including Rosebay willowherb.

Mitigation

- As part of the Network Management Contract, Amey, on behalf of transport Scotland, have been asked to keep a record of various target species, including Rosebay willowherb. Works will not cause the spread of this species, if works are likely to result in the spread of this species through disturbance, the appropriate Amey landscaping team will be consulted.
- In the event that protected species are sighted on site, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the E&S Team. The E&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 outlines 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 the 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 fuel, 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 recycling 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.
- A SWMP will be completed for the scheme.
- 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 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.

Mitigation

- The noisiest works will be completed before 23:00hrs where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- Rubber linings will be used in, for example, chutes and dumpers to reduce impact noise.
- The use of a soft start to the works, whereby plant/machinery is 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 E&S Team has contacted Fife Council's Environmental Health Team to notify of the works 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. Further impacts regarding noise and vibration can be found in the Noise and Vibration section (above).
- TM for the works will involve a full weekend contraflow:

    - Nearby residents of surrounding settlements may experience travel disruption due to presence of TM, which may lead to increased journey 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 to the layby present within the scheme boundary is likely to be impacted by the scheme.
- Fife Council Core Paths are unlikely to be impacted by the scheme due to its containment within the A92 carriageway boundary and their distance from the works.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- 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 on approach to the scheme extents.
- Site specific control measures regarding noise and vibration 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.
- There is potential for the Lyne Burn watercourse to be adversely impacted by the scheme via pollution events such as chemical/material leakage.

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 operatives working on site will be informed of the location of the Lyne Burn watercourse prior to works commencing.
- 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.
- Bunds will be provided around drums up to 205 litres with 25% of their capacity.
- Bunds will be provided around bulk storage to a capacity of 110% of the stored fuel/oil.
- Amey’s environmental briefing on water pollution will be delivered to operatives prior to the start of construction.

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 relevant proposed developments or planning applications during the proposed timescale and at the location of the works.

Amey's current programme of works has not highlighted any other works on the A92 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 surveys/reviews/consultations have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Amey Environment and Sustainability Team in January 2024.
- Consultation with Fife Council's Environmental Health team in January 2024.

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 located within an area designated for its 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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