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Environmental Impact Assessment Record of Determination

A92 Kirkcaldy Jct. SB

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a stretch of the A92 carriageway (southbound lanes) Kirkcaldy Junction, Kirkcaldy, Fife. The carriageway is presenting signs of continual deterioration with signs of crazing, cracking, potholes and fretting throughout the scheme extents. Addressing these defects will provide an extended pavement life and will improve road safety and ride quality. The scheme covers an approximate area of 11,000m^2.

Construction activities will entail the resurfacing of the A92 carriageway at Kirkcaldy Junction SB 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 aggregate, AC20 binder, 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;
- Wagon(s);
- Bitumen tank;
- Extrusion liner;
- Paint tanker;
- Paver; and
- Roller(s)

The proposed construction is programmed to be completed within this financial year (April 2024 to March 2025) for a duration of 14 days during night-time hours.

TM for the scheme will compromise of northbound lane closures on the A92 carriageway.

Location

The area of works is approximately 11,000m^2. The scheme is located within a semi-rural section of the A92 carriageway north of Kirkcaldy, Fife at the approximate National Grid References (NGRs) detailed below. The scheme location is illustrated in Figure 1:

- NT 25110 94693
- NT 23926 94312

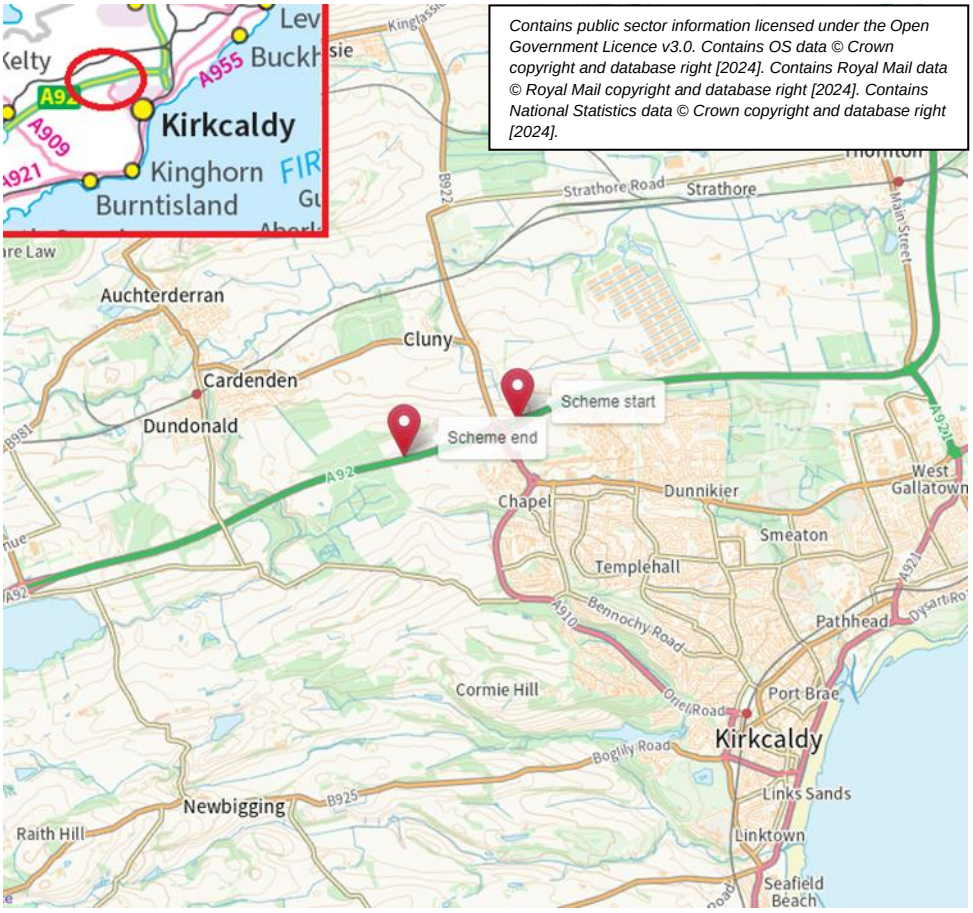

Figure 1: Scheme location.

Description of local environment

Air quality

The scheme is located within a semi-urban stretch of the A92. Baseline air quality levels are likely to be influenced by the A92 carriageway and surrounding agricultural and urban activities.

The Annual Average Daily Flow (AADF) in 2023 for the A92 carriageway within the scheme extents (estimated count point: 80086), accounted for 47,942 vehicles, with 3,711 of these being Heavy Goods Vehicles (HGVs).

No residential or non-residential properties or air quality sensitive receptors have been identified within 200m of the scheme extents.

Fife Council has not declared any Air Quality Management Areas (AQMAs) within 10km of the scheme extents.

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

Cultural heritage

Scotland's Environment Map has not identified any designated (such as Listed Buildings, Scheduled Monuments, World Heritage Sites etc.) culturally significant assets within 300m of the scheme extents. No undesignated (such as Canmores or Historic Environment Records (HERs)) culturally significant assets have been identified within 100m of 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 scheme is located within a semi-urban stretch of the A92. Approximately 50 residential properties have been identified within 300m of the scheme extents. Of these 50 properties, approximately five have sight of a section of the A92 carriageway. These properties are located on Glenlyon Road, Kirkcaldy and are located approximately 275m south of the scheme extents. The A92 carriageway within the scheme extents is screened from nearby visual receptors via vegetation (woodland and scrub) and the general 'cut' of the carriageway.

No landscape designations such as Garden Designed Landscapes (GDL) or National Scenic Areas (NSA) (NatureScot's Sitelink) have been identified within 1km of the scheme extents.

Historic Environment Scotland's HLAMap has highlighted the surrounding landscape to consist of a combination of urban areas, rectilinear fields and farms and plantation woodland.

Scotland's Landscape Character Type Map lists the landscape character type present within the scheme extents to be 'Lowland Hills and Valleys.' Scotland's Soil Map classifies the land as '2' with regard to the Land Classification for Agriculture.

Scotland's Ancient Woodland Inventory (AWI) has identified the Sunnyside Plantation ancient woodland (site ID: 13, 'Long-Established (of plantation origin))' located approximately 240m north of the scheme extents. This resource has also identified the Tullylumb/Beaton Wood ancient woodland (site ID: 14, 'Long-Established (of plantation origin))' located approximately 140m west of the scheme extents. No trees under a Tree Preservation Order (TPO) have been identified adjacent to, or within 300m 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 A92 carriageway within the scheme extents contains areas of low-lying vegetation, trees and scrub separating the carriageway from arable farmland. Scotland's AWI has identified the Sunnyside Plantation ancient woodland (site ID: 13, 'Long-Established (of plantation origin))' located approximately 240m north of the scheme extents. This resource has also identified the Tullylumb/Beaton Wood ancient woodland (site ID: 14, 'Long-Established (of plantation origin))' located approximately 140m west of the scheme extents. No trees under a TPO have been identified adjacent to, or within 300m of the scheme extents.

No designated European sites (NatureScot's site link) have been identified within 2km of the scheme extents. No hydrological or ecological connectivity is present between the scheme extents and any designated European sites. 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 identified the presence of Invasive Non-Native Species (INNS) including Japanese knotweed *(Fallopia japonica)* within 500m of the scheme extents. The Amey north east INNS Map resource has not recorded the presence of any INNS within 500m of the scheme extents. This resource has identified the presence of Transport Scotland Target Species including Common ragwort *(Senecio jacobaea)* and Rosebay willowherb *(Chamaenerion angustifolium)* within 500m of the scheme extents at the roadside.

It is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. In addition, the nature of the scheme is contained within the carriageway boundary involving like-for-like works within already engineered layers and as such a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

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

The National Soil Map of Scotland lists the soil present within the scheme extents to be that of mineral gleys.

Bedrock within the scheme extents is comprised of the 'Limestone Coal Formation - Sedimentary rock cycles, Clackmannan group type.' This type is formed of

sedimentary bedrock formed between 329 and 328 million years ago during the Carboniferous period (British Geological Survey Geology Viewer).

Superficial Deposits within the extents comprise of the following sedimentary deposits:

- Peat - Peat. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago 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, binder/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 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 in excess of £350k and therefore a Site Waste Management Plan (SWMP) will be produced.

Noise and vibration

Baseline noise levels are likely to be influenced by vehicle traffic from the A92 carriageway and residential/industrial activities. The AADF in 2023 for the A92 carriageway within the scheme extents (estimated count point: 80086), accounted for 47,942 vehicles, with 3,711 of these being HGVs.

Approximately 50 residential noise-sensitive receptors have been identified within 300m of the scheme extents with the closest of these being located approximately 220m north of the scheme extents at Dothan Cottages. No non-residential noise-sensitive receptors have been identified within 300m of the scheme extents. Natural and man-made screening exists along the A92 carriageway in the form of a tree line and the general cut of the carriageway.

Scotland's Noise Map indicates the daytime noise levels (Lden) to be between 60dB and 80dB within 100m of the A92 carriageway boundary. This resource indicates nighttime noise levels (Lnight) to be between 50dB and 70dB within 100m of the A92 carriageway boundary.

The works do not fall within a Candidate Noise Management Area (CNMA), as defined by the Transportation Noise Action Plan (Road Maps) Transportation Noise Action Plan (TNAP).

Population and human health

The A92 carriageway within the scheme extents is located within a semi-rural area of Fife, north of Kirkcaldy. This section of the A92 carriageway links the town of Kirkcaldy with the city of Dunfermline, combined with providing links to amenities for smaller towns and villages including Lochgelly, Cowdenbeath and Crossgates. The town of Kirkcaldy plays host to amenities including medical practices and schools of a greater abundance and complexity compared to smaller settlements such as Lochgelly, Cowdenbeath and Crossgates.

Approximately 50 residential properties have been identified within 300m of the scheme extents with the closest of these being located approximately 220m north of the A92 carriageway. Non-residential properties within 300m include agricultural properties and Home Farm View Public House and Grill.

The A92 carriageway within the scheme extents is not street-lit, contains no pedestrian footways, no crossover points and no bus stops. A layby is present (northbound) prior to the schemes western extent. No access roads or field access points are present within the scheme extents however, the off/on-slip to the Chapel Junction is present within the scheme extents.

Whilst no Fife Council Core Paths have been identified within the scheme extents, the following core paths have been identified within 300m of the works:

- R437 – Located approximately 250m north of the works at the scheme's western extent;
- R434 – Located above the A92 carriageway on the Chapel Junction overpass;
- R426 – Located approximately 20m south of the A92 carriageway at the scheme's eastern extent; and
- R425 – Located approximately 250m north of the scheme's eastern extent.

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 not identified any watercourses classified under the Water Framework Directive (WFD) within 500m of the scheme extents. Various unnamed, unclassified field drains have been identified adjacent to the A92 carriageway within the scheme extents including a drainage pond approximately 100m south of the scheme's eastern extent.

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

SEPA's Flood Map has indicated localised areas of the A92 carriageway within the scheme extents to be at a 'High' (approximately 10% each year) to Medium (approximately 0.5% each year) risk of surface water flooding. No areas of the area of works are at risk of river water flooding according to this resource.

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

The A92 carriageway within the scheme extents is not contained 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 is working towards a contractual commitment to have carbon neutral depots on the NE NMC network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

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.

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 carrying wastes and materials 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.
- Works have the potential to cause the spread of Transport Scotland target species including Rosebay willowherb and Common ragwort.
- The ancient woodland identified to the north and west of the scheme will be unimpacted by the works due to factors including distance and the containment of the works within the carriageway boundary.

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, works will temporarily be suspended until the animal has moved on. Any sightings will be reported to the Amey Sustainability Solutions team. The Sustainability Solutions team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- All works and storage of plant, machinery, vehicles and equipment will be restricted to the boundaries of the carriageway.
- All site lighting will be directed away from sensitive ecological receptors such as woodland and watercourses.
- Noise mitigation measures as outlined in the Noise and Vibration section and pollution control mitigations as outlined in the Road Drainage and the Water Environment section will be adhered to during the works.

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 (such as residential properties within 300m).

Mitigation

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

- TM for the works will involve a lane closures:
  - 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 prior to the scheme boundary is likely to be impacted by the scheme.
- Core paths do not traverse the scheme extents and will not be impacted by 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.
- 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.

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.

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 Environmental Scoping Assessment for the scheme, undertaken by the Amey Environment and Sustainability Team in July 2024.
- Consultation with Fife Council's Environmental Health team in July 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.

References of supporting documentation

1. Environmental Scoping Assessment. July 2024.

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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