

Annex A

Subject:

FW: A96 Dualling East of Huntly to Aberdeen - Action Group Presentation info

From:

Sent: 19 September 2019 11:39

To:

Subject: [External] A96 Dualling East of Huntly to Aberdeen - Action Group Presentation info

All,

Please find attached copies of the presentation given by the Action Group to the Cabinet Secretary at Parliament yesterday.

[REDACTED], I'll give you a call later to provide a debrief and to discuss any actions coming out of the meeting.

Kind Regards

[REDACTED]
Project Manager

Major Projects

T: [REDACTED]

transport.gov.scot


Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF



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Further information from
A96 Action Group for
Michael Matheson MSP
Cabinet Secretary for
Transport, Infrastructure and
Connectivity



Comparison of Online and Violet routes

	Online	Violet
Environmental impact	No change	High negative – ‘000s ha of prime agricultural land lost- no mitigation, loss of biodiversity, high flood risk, loss of setting and sense of place.
Climate change	5x less CO2e than violet over 30 yrs	5x more CO2e than online over 30 yrs
Historic Environment	No change – no impact	High negative impact- especially on setting – no realistic mitigation
Economic Impact	Positive – Supports new business growth in SW & LDP	High negative – business/job loss
Congestion in town	Reduced	Increased – Inverurie becomes a ‘roundabout’
Social Impact	Positive – improved connectivity	High negative – communities split
CPO/demolition	Very limited/none	High/Highly likely and desirable
Health impact	Positive – improved air quality , reduction in noise due to new road surfaces indicated by Transport Scotland, no change in light pollution	Negative – reduced air quality, increased noise and light pollution, for large number of people. Risk to school children & NMU on access roads. Risk to health/life from delays for Fire & Rescue service.
Cost	Less than Violet, partly defrayed by commercial developments	High cost
Benefit	High – could be delivered soon, lower cost, positive impact.	Low – long delay, high cost, negative impact.
Disruption to people	Moderate - short term	High - permanent






Examples of impact on environment and biodiversity

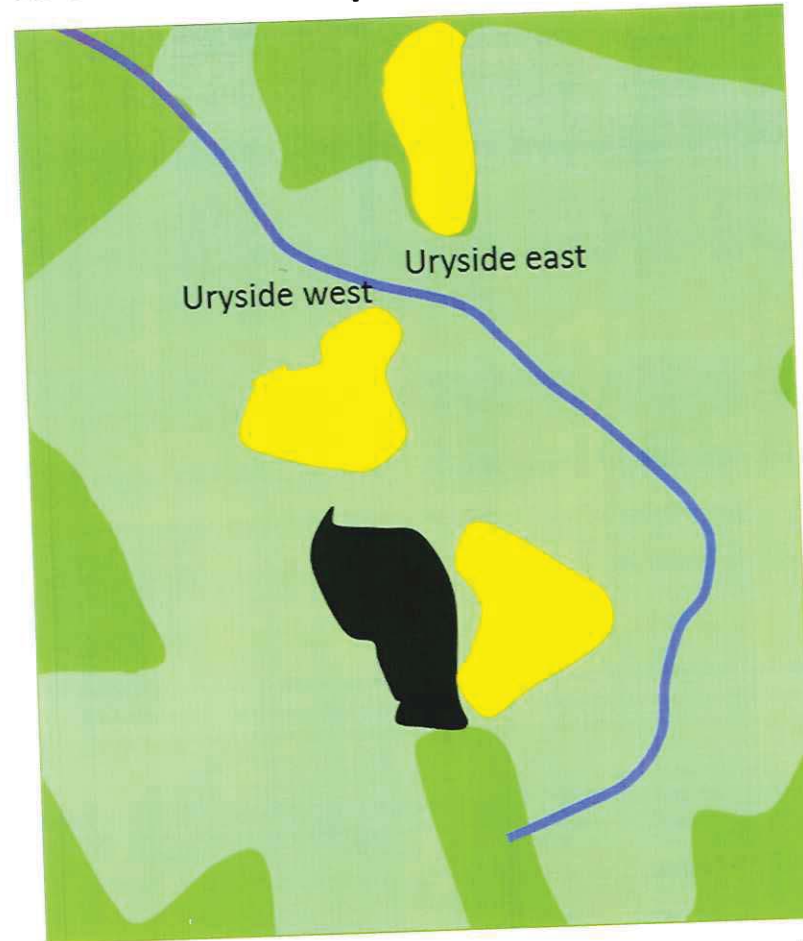
Violet route uses 100s of acres of prime agricultural land



The Land Capability for Agriculture system defines the best quality land for agriculture as prime land (**classes 1, 2, 3.1**). Prime agricultural land identifies high quality agriculturally productive land (especially arable land) and is important for food security in a changing climate.

Legend

-  2-Land that can grow a wide range of crops
-  3.1 Land that consistently grows high yields of a limited number of crops and/or moderate yields of a larger number of crops. Short grass leys are common
-  3.2 Land that has average production but can produce high yields of barley oats and grass. Grass leys are common



Approximate location of different quality of land according to LCA map.
Adapted from: http://map.environment.gov.scot/Soil_maps/?layer=5



Land set aside for conservation
(Aberdeenshire and East Moray Conservation
Project - 1998)

Biodiversity
All this biodiversity
is at one
conservation site at
Issacstown and will
be destroyed by the
Violet route.

Information on Freshwater pearl mussels from FOI enquiry.

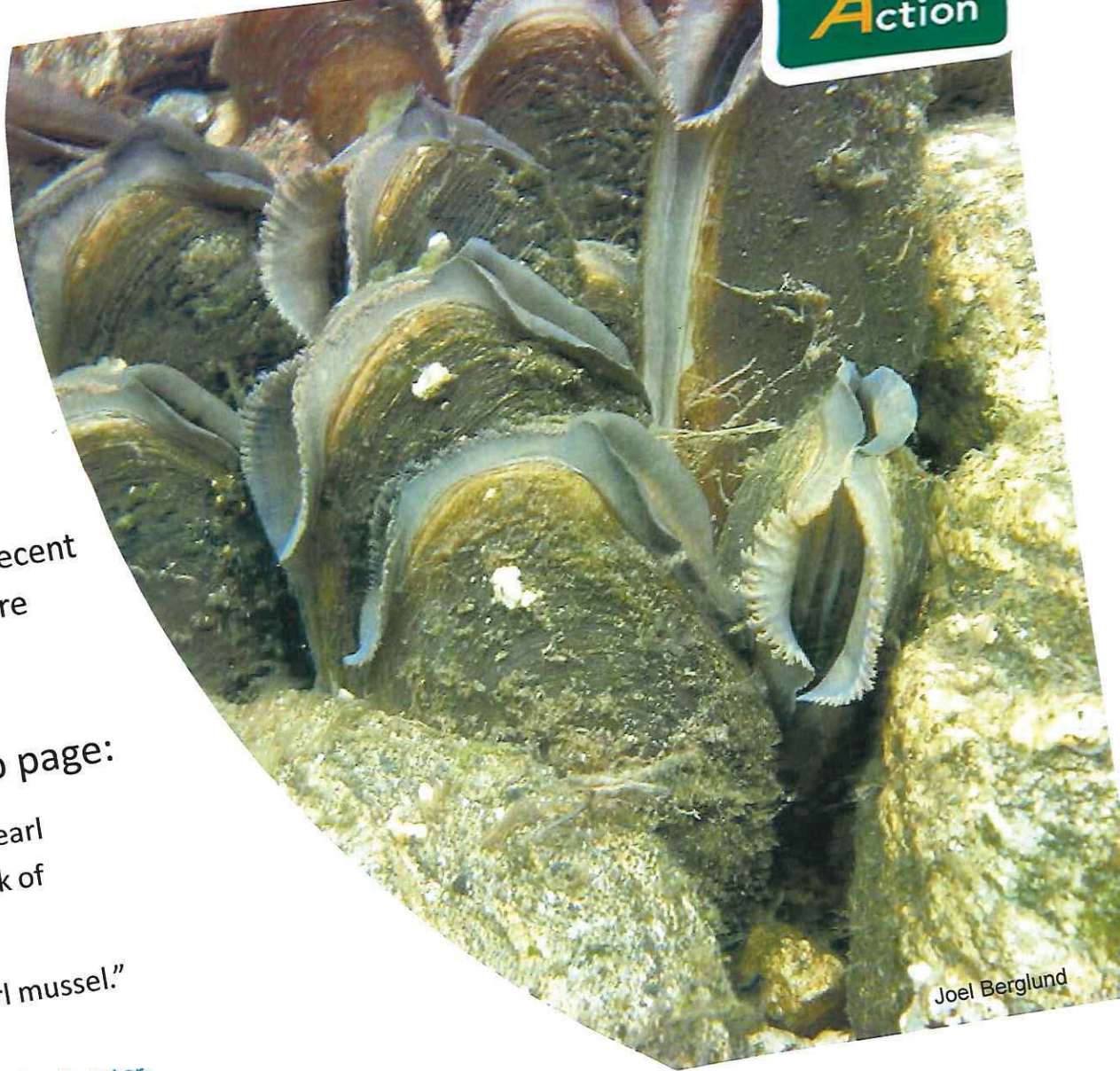
The river Don is a catchment where fresh water pearl mussels have been recorded historically. There are no recent survey records, but in the Storm Frank floods shells were found in the Don around Inverurie.

Statement on Scottish Natural Heritage web page:

“ We are leading efforts to help conserve the Freshwater pearl muscle, an important and iconic species that is on the brink of extinction in Scotland”

“It’s illegal to disturb, injure, take or kill a freshwater pearl mussel.”

<https://www.nature.scot/plants-animals-and-fungi/invertebrates/freshwater-invertebrates/freshwater-pearl-mussel>



Information taken
from Transport
Scotland's own
assessment:
Green:Violet
pairing assessments
Appendix-a
Violet route:
Comments relating
to environment and
biodiversity

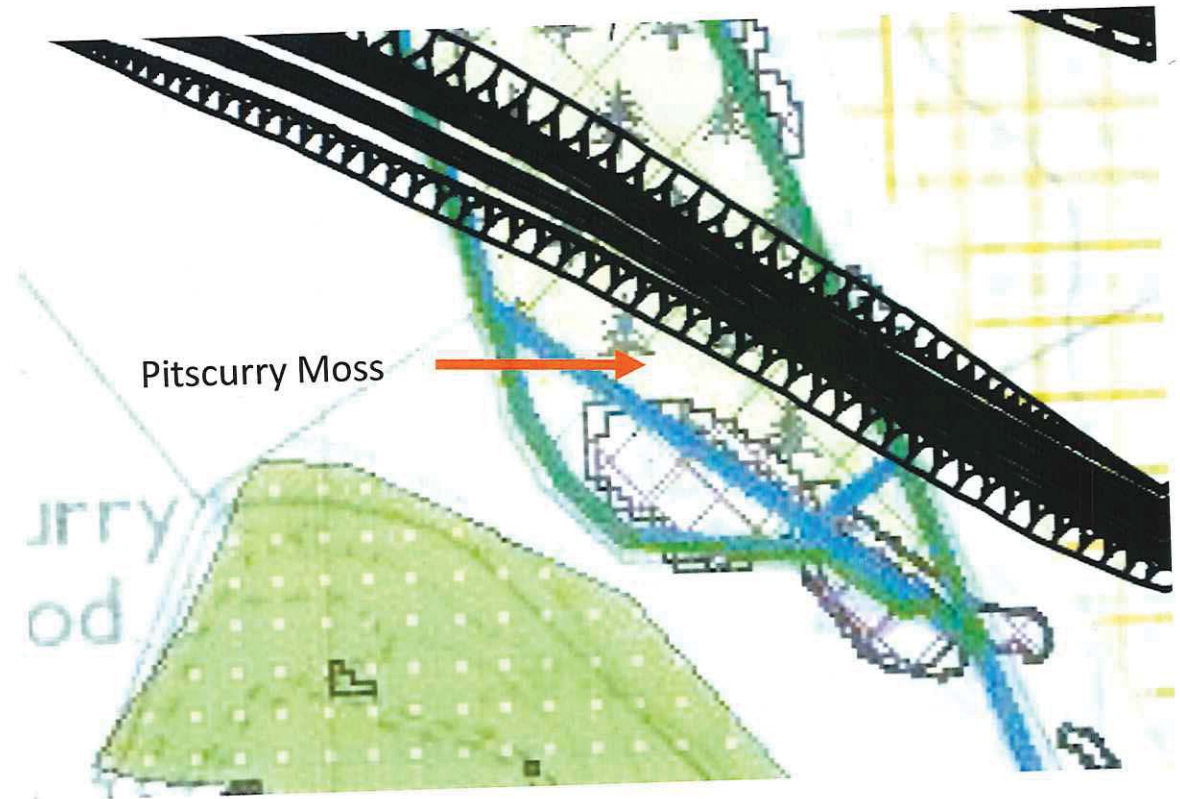
- Concern over the extent of agricultural land required and negative impact on the currently unspoiled natural environment.
- Route within undesignated areas of high landscape sensitivity. Area to the north of Pitcaple and is rich in features such as ancient woodland, cultural assets and SSSI's. Area between Inverurie and Oldmeldrum and features small copses of woodland with sparse population.
- There are three areas of ancient woodland impacted: 1 East of Hill of Den, 2 Hillcrest (Uryside junction) two separate areas of ancient woodland, 3 North of Boynds . Some loss of ancient woodland parcels north of Inverurie which are likely to support protected species.
- The Uryside Junction has long, steep embankments and is close to visual receptors at Hillcrest. Both junctions are located within an undesignated area of high landscape sensitivity. Setting of Keith Hall GDL, north eastern corner.
- Route encounters a small area of potential peat at Hillhead of Lethenty.
- Route crosses significant area of peat at Pitscurry Moss on embankment

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Violet route:
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- Embankment (approx. length 250m) up to 7m high on peat at Pitscurry Moss.
- Underbridge and embankments greater than 5m high over Lochter burn and associated floodplain, on alluvium and Glen Dye Silts. (structure length approx. 230m, embankment length approximately 750m) at Uryside junction.
- Cutting up to 15m deep between Burn of Durno and Pitscurry Moss through rock.
- Cutting and embankment greater than 10m on/through glacial till and rock required for Uryside junction, eastbound slip roads and junction connection. Westbound half of junction sits on Glen Dye Silts.
- Section of embankment (approx. 150m in length) up to 11m high on glacial till at Hillbrae.
- Embankment (approx. 200m in length) up to 12m high on rock at Hill of Selbie.
- Some embankments have potential for mitigation planting, however the presence of more linear stretches of woodland will not be in keeping with the existing landscape planting/local landscape character of the areas.

Information taken from Transport Scotland's own assessment:
Green:Violet pairing assessments Appendix-a
Violet route: Comments relating to environment and biodiversity

- Route cuts through Pitscurry Moss Local Nature Conservation Site (LNCS) which is a designated ecological site.
- Route crosses significant area of peat at Pitscurry Moss on embankment





Examples of Flooding: Kintore 2016

pie1978 <https://www.youtube.com/watch?v=IBW2Wadrr5w>



Flooding at Kintore





Flooding at Tavelty the site of the proposed viaduct.

Information taken
from Transport
Scotland's own
assessment:
Green:Violet pairing
assessments
Appendix-a
Violet route:
Comments relating
to flood risk

- Eight watercourse crossings are required, one of which is a named water body.
- Ides Burn – route crosses the edge of a wide area with approximately 325m of floodplain. High skew of the Ides Burn floodplain crossing Daviot junction. Tributary of Ides Burn floodplain is approximately 50m wide. A diversion of the Ides Burn would be required.
- At the Daviot junction the slip road on the southbound carriageway is located within the floodplain of the Ides Burn. The side road connecting the B9001 to northbound roundabout also crosses Ides Burn and its associated floodplain
- Lochter Burn floodplain approximately 85m wide, Uryside junction
- The route crosses five areas of mapped floodplain.
- Potential need for realignments of unnamed watercourses: Five locations with total of approximately 1,550m realignment length. At the Uryside junction an additional watercourse crossing is required.
- Bridge crossing of the Lochter Burn, approximately 1.43km upstream of the River Don.
- Large culverted crossing of the Ides Burn.



The economic impact.



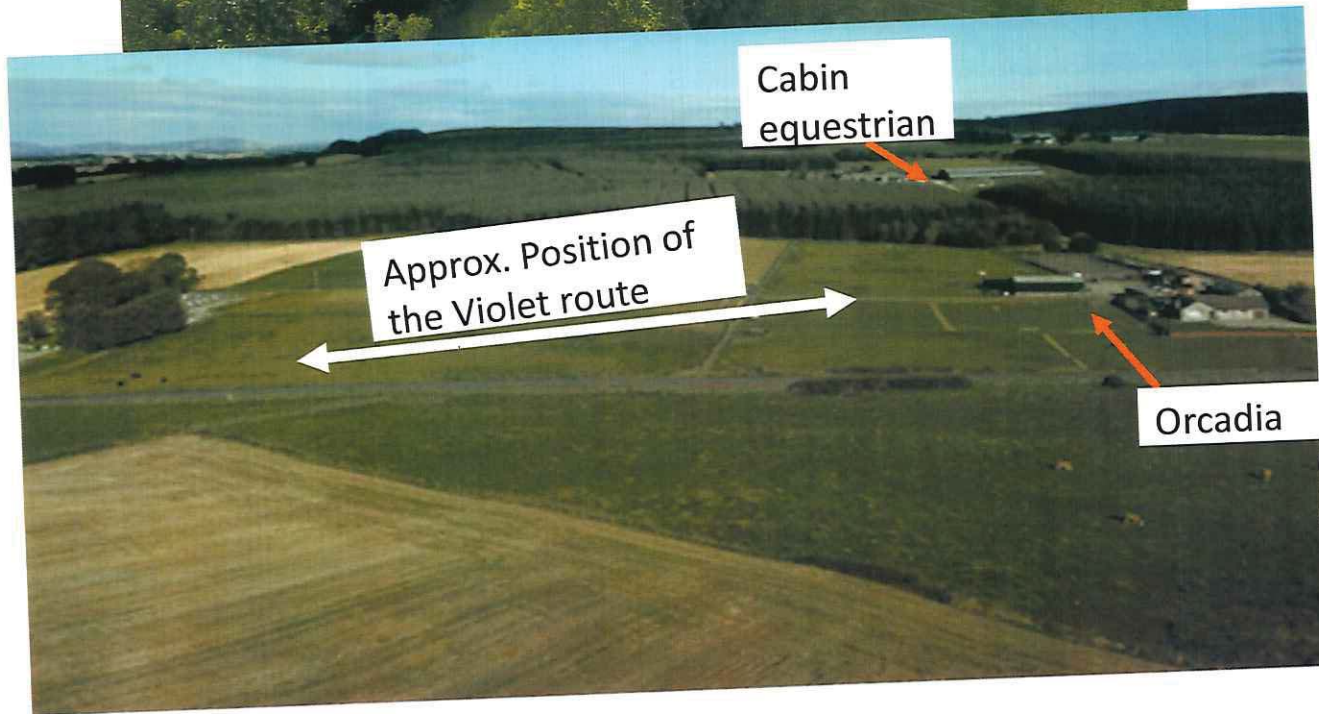
Loss of prime productive land
will have a negative economic
impact locally and regionally

- According to a report in 2016 the 'NE represents 16% of Scottish agricultural area, but retains big shares of Scottish production: almost half the crops, third of finishing cattle, two thirds of pigs, quarter of beef cows' (<https://www.aberdeenshire.gov.uk/media/15921/land-based-sector-web.pdf>)
- Hundreds of hectares of land which grow crops, produce cattle and are highly productive will be lost to the road.
- In addition, loss of uneconomic land due to segmentation with further reduce production of food and drink in the NE.
- This will impact locally and regionally, directly and indirectly through the supply

Farm segmentation

- This 100 acre farm is cut in half by the Violet route and loses land for the road.
- The viability of the remaining acres is unclear.





3 Equestrian Businesses impacted by the violet route (within approx. 3.0km); potential loss of up to 15 local jobs and impact on supply chain and national equestrian community

Information from
Transport Scotland's
own assessment:
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Appendix-a
Violet route:
Comments relating
to economic impact

- Concerns over economic impact to rural business and properties affected by the alignments
- One commercial property (ch 2600-2650) lies on extents of earthworks but likely that a structure required here.
- Transport Scotland Strategic Business Case (2014) shows (para 3 p37) that there will be less than a 1% increase in jobs in the Aberdeen area and minor impacts in the north and north east of Scotland.



Examples of impact on the Historic Environment and its setting



Bourtie House

Information from Transport Scotland's own assessment:

Green : Violet pairing assessments

Appendix-a

Violet route: Comments relating to impact on setting of historic environment

- Setting of Bourtie House (Category A Listed Building, LB2819) located to the north of the route.
- Principal views from the house are to the south overlooking areas of parkland and surrounding arable fields. Some screening of views from the house is provided by existing woodland/shelterbelts.



https://en.m.wikipedia.org/wiki/File:Bourtie_House,_front.JPG

Entry in Historic Environment Scotland Portal for Keithhall Designed Landscape

<http://portal.historicenvironment.scot/designation/GDL00232>



Summary

Date Added 01/07/1987	Local Authority Aberdeenshire	NGR NJ 79010 21292
	Parish Keithhall And Kinkell	Coordinates 379010, 821292

A good example of the late 18th century parkland design of Thomas White Senior. The woodland canopy makes an important scenic contribution and the ornamental gardens are of note.

Artistic Interest

Level of interest High

The design by Thomas White at Keith Hall is a significant example of his work and, in its present condition, the site has high value as a Work of Art.

Historical

Level of interest High

The distinct periods of development of the designed landscape and the association with the Earls of Kintore since 1663 give Keith Hall high Historical value.

Architectural

Level of interest Outstanding

The designed landscape provides the setting for Keith Hall which is listed A, giving it outstanding Architectural value.

Scenic

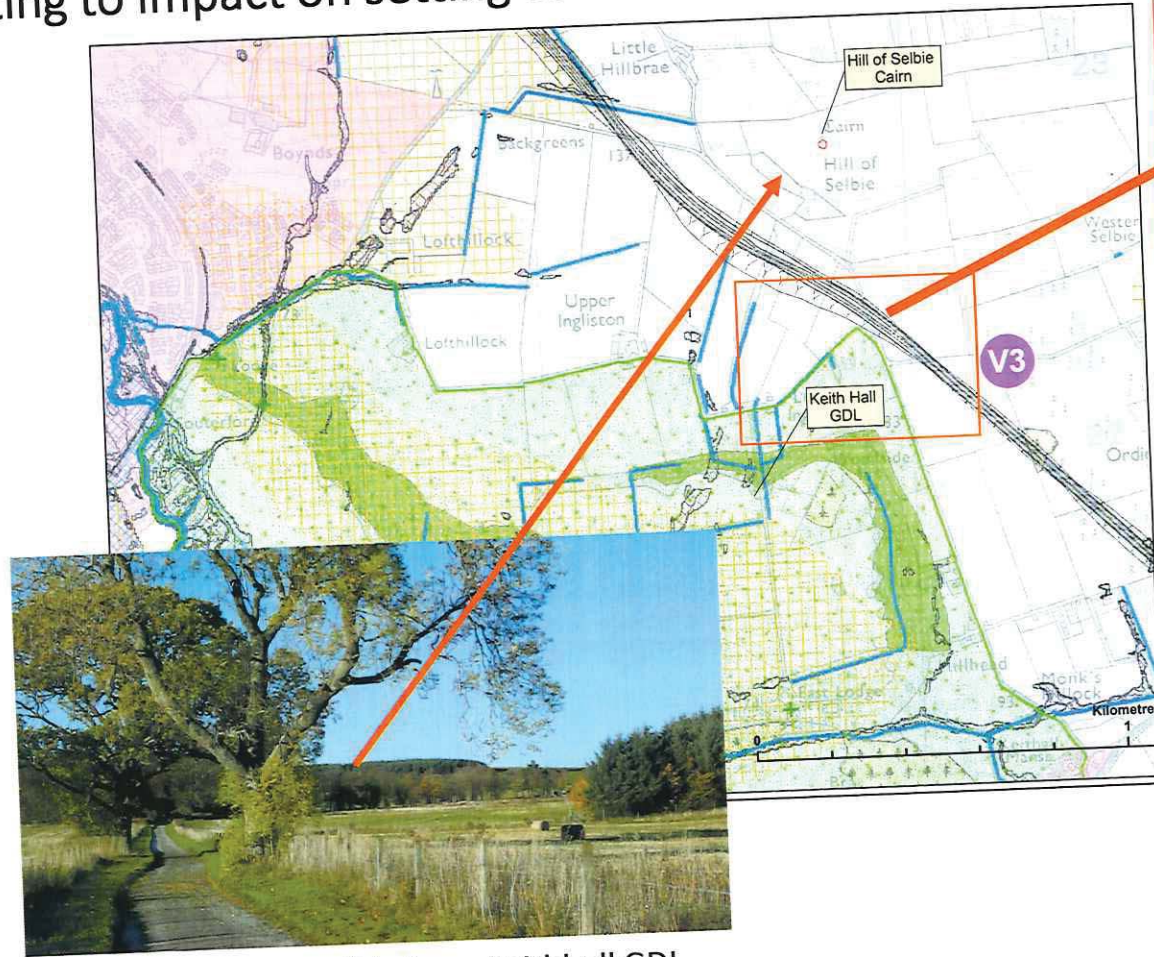
Level of interest Outstanding

The canopy of the woodland around the park contributes to the surrounding scenery and gives Keith Hall outstanding Scenic value.



Information taken from Transport Scotland's own assessment:
 Green:Violet pairing assessments Appendix-a
 Violet route: Comments relating to impact on setting of historic environment

Setting of Keith Hall Inventory GDL (GDL232) located to the west of the route. Views from the GDL look over parkland, with many views westwards towards the River Urie and Inverurie Town. An avenue dating from the 17th century leads south from the house and forms a key view. The route would be visible in views to the east from the GDL. The route is very close to the western edge of the GDL (approximately 50m), particularly at the north-eastern corner of the GDL. **Concerns over proximity to Keithhall.**



View towards Hill of Selbie from Keithhall GDL