



Aberdeen Western Peripheral Route

Report on Public Consultation (March – April 2005)

November 2005

Working in Partnership



on behalf of



Executive Summary

The purpose of the public consultation process was to:

1. Inform local people of the progress to date on the AWPR
2. Seek the views of the public on the impacts of the route options

The public consultation was **not** a referendum on the options.

The design and assessment work already undertaken had highlighted a number of sensitive issues where the route crosses the River Dee Valley. In recognition of this, a strategic review of alternative corridors was carried out. The results of this strategic review also formed part of the presentation to the public and views were sought on the likely impacts of the various route options.

The remainder of the Murtle Route, from Kingswells to the A90 (north), is common to all of the route options.

The consultation was carried out using a series of exhibitions at various locations throughout the North East of Scotland. This is described in chapters 1 & 2.

This enabled the general public to view, understand and consider the key issues for each of the options and to put forward their comments on an Aberdeen Western Peripheral Route.

An estimated 4,000 people attended the 20 staffed and 10 un-staffed exhibitions. Following these events, representations were received from approximately 7,600 individuals, businesses or organisations. Approximately half of the responses received were from outside the Aberdeen City and Aberdeenshire Council local authority areas.

- 44% of the responses were from outwith the AB postcode area.
- Of the responses received that expressed a preference for any route the greatest numbers (768) were in favour of the Murtle Option with the fewest (70) in favour of the Milltimber Brae option.
- Of the Responses received that expressed a preference against any route the greatest numbers (3946) were against the Murtle Option.
- A significant number of comments sheets were received as standard replies the greatest number of these (3040) was in connection with Camphill although 80% of these were from outside the AB postcode area. The second largest number (498) was in connection with Peterculter Golf Club and the third largest (396) were from Friends of the Earth.
- Individual comments sheets were analysed for specific comments. The biggest issue is the impact that any of the routes would have on the Camphill Communities.
- In descending order of importance the issues raised were; detrimental impact on community (2723 – Murtle); noise (1006 – Murtle); protection of green belt (921 – non specific); development (827 – non specific); cost (711 – Peterculter); least effect on traffic (666 – Peterculter). In addition 250 responses mentioned the possibility of an Eastern Peripheral Route.

There were a number of issues raised in relation to the Murtle Route. These issues will or have been considered and where possible amendments will or have been made to the proposals to remove or mitigate the issues raised. This is described in detail in chapter 3.

Areas where issues were identified and further consideration given include:

- A90(N) junction at Blackdog
- Local roads at Parkhill
- A947 junction
- Craibstone golf course
- Alignment at Derbeth Farm
- Kingswells North junction
- Alignment at Countesswells Woods
- Alignment at Hillhead Road
- Impact on Camphill communities
- Location of the A90(S) junction

Consideration of the comments received identified a number of general issues that were attributable to all of the alternative routes, however, there were also specific issues identified for each route. There is a numerical analysis of this given in chapter 4.

The views provided were considered in the decision making process and where applicable, will be used to further develop a preferred alignment design.

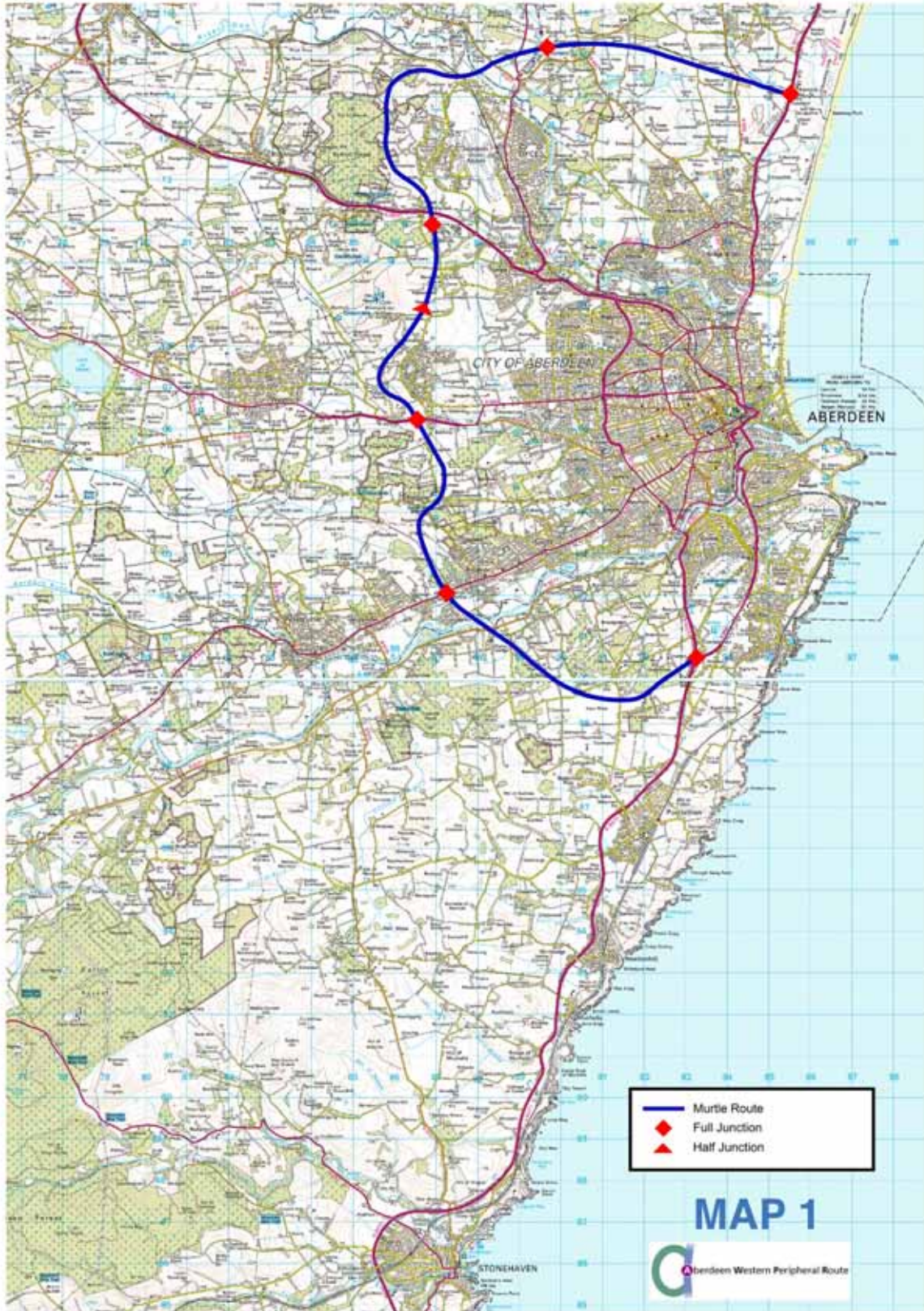
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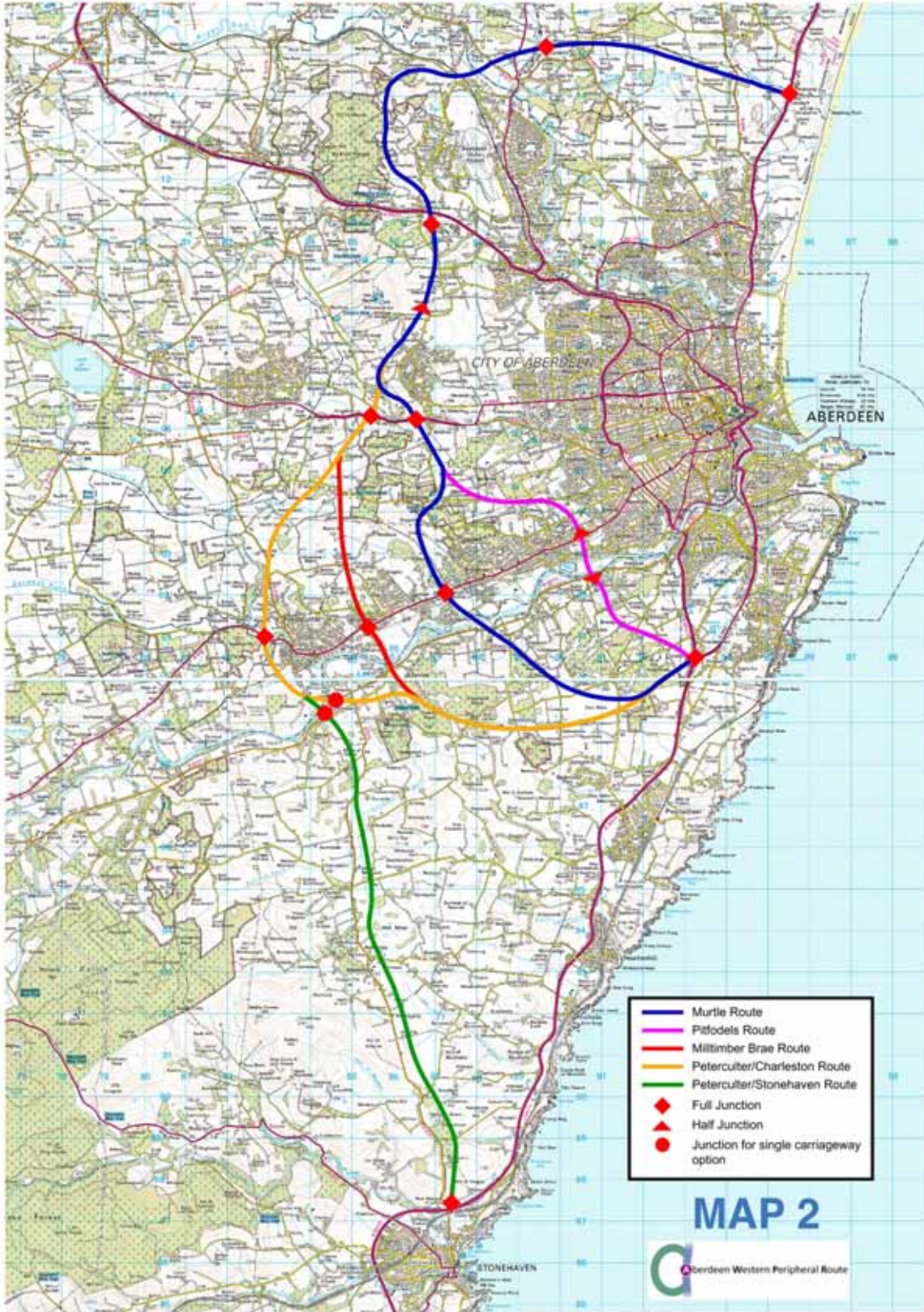
APPENDIX A Exhibition Date Notes

APPENDIX B Details of responses from businesses and organisations*

* This is not included in the published document to preserve confidentiality



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Aberdeen Western Peripheral Route

Report on the public consultation 10 March 2005 – 29 April 2005

CHAPTER 1: Consultation Process

Introduction

- 1.1 This report summarises the feedback received during and after a series of public exhibitions on the Aberdeen Western Peripheral Route (AWPR) carried out on behalf of the Scottish Executive, Aberdeen City Council and Aberdeenshire Council.
- 1.2 The consultation was held between 10 March 2005 and 29 April 2005.
- 1.3 The consultation was held to provide information to the public on the continuing development of the Aberdeen Western Peripheral Route (AWPR). Public views were sought on the likely impacts and remedial measures that could or should be applied. The route which is to be taken forward will be the one which provides the best balance between the benefits which can be achieved and the impacts that will be generated.
- 1.4 The design and assessment work had highlighted a number of sensitive issues where the route crosses the River Dee. In recognition of this, a strategic review of alternative corridors was carried out. The results of this strategic review also formed part of the presentation to the public and views were sought on the various route options.
- 1.5 The consultation will form part of the Aberdeen Western Peripheral Route STAG (Scottish Transport Appraisal Guidance) assessment and will be used to assist decision makers in their consideration of the 'preferred route'.

Background

- 1.6 The AWPR is one of the key components of the proposed Modern Transport System for the North East of Scotland. The MTS was developed through evaluation of a series of options, and is made up of an integrated set of proposals aimed at improving transport both within and to/from the North East of Scotland. These include bus priority measures; park and ride facilities; local and strategic road improvements; local and strategic rail improvements; freight and harbour improvements and airport improvements. The process of development for the MTS included public consultation, and details of the final MTS proposals were published in 2003.
- 1.7 The MTS has been developed by the North East Scotland Transport Partnership (NESTRANS), which is a partnership between Aberdeen City Council, Aberdeenshire Council, Scottish Enterprise Grampian and Aberdeen and Grampian Chamber of Commerce.

- 1.8 The AWPR will provide a link between the A90 Stonehaven Road and the A90 Ellon Road, passing west of Aberdeen. It is a key project that will facilitate the implementation of other elements of the MTS. It is intended to permit through-traffic, including heavy goods vehicles, to by-pass Aberdeen, and provides a distributor route for cross city traffic removing this traffic from the central core, heavily trafficked existing trunk roads and unsuitable rural routes. This will allow improved provision for buses, cyclists and pedestrians within the Aberdeen area. It will also provide links with the proposed park and ride sites and rail freight terminals. Aberdeen lies at the intersection of several major roads, including the A90 and A96 Trunk Roads. The resulting need for traffic travelling across Aberdeen to do so through the heart of the city contributes to congestion, diversion of traffic to unsuitable urban and rural roads, disruption to local people and impacts on the effective operation of Aberdeen's established public transport systems.
- 1.9 Historically, the AWPR has been developed in two sections:
- The Southern and Western Leg, between A90(S) and the A96
 - The Northern Leg, between A96 and A90(N)
- 1.10 Options for the Southern and Western Leg were evaluated by Grampian Regional Council in the mid 1990's, and a preferred corridor recommended to Aberdeen City Council and Aberdeenshire Council in 1996. This corridor was later endorsed by both local authorities.
- 1.11 Options for the Northern Leg were evaluated jointly by Aberdeen City Council and Aberdeenshire Council, through NESTRANS, in 2002, leading to endorsement of the preferred corridor by both authorities in 2003.
- 1.12 The Scottish Executive agreed to jointly fund the further development and construction of the whole of the AWPR with Aberdeen City Council and Aberdeenshire Council in 2003.
- 1.13 Following completion of the funding agreement, Aberdeen City Council were appointed as Managing Agent for the AWPR, and subsequently the Managing Agent appointed Jacobs Babbie as principal design consultant in October 2003.

Current Status

- 1.14 Since that date, work has been undertaken to refine the route within the endorsed corridor, including consultations with local and statutory parties, ground investigation, environmental surveys, and evaluation of engineering, traffic and economic issues. This work has resulted in a number of changes to the route, but always confining any alignment amendments to remain within the preferred corridor.
- 1.15 During the design process it was evident that the AWPR crossing of the River Dee would be a sensitive issue. In recognition of this, a strategic review of alternative corridors, crossing the River Dee, was carried out using currently available information. This work is largely concentrated on route corridors primarily identified by Grampian Regional Council in the early 1990's.

- 1.16 The series of public exhibitions presented proposals for the preferred corridor, and also provided a strategic overview of the alternative options for the southern and western leg of the route corridor, and the issues associated with these options.
- 1.17 The exhibitions outlined the background to the development of proposals for the AWPR, provided details of the northern (A96 to A90 north) leg of the route corridor, and provided information on the alternative options that have been assessed for the southern and western (A90 south to A96) leg of the route corridor.

The “Preferred Corridor” as presented at the Exhibitions

- 1.18 The “preferred corridor” is the Murtle Route for the southern and western leg, and the northern leg, which is common to all options. See Map 1.
- 1.19 The corridor starts at Charleston on the A90, crosses the River Dee at Blairs College, crosses the A93 at Murtle Estate and passes east of Countesswells Woods. It then crosses the A944 and passes west of Kingswells, before crossing the A96 west of Dyce, and passing north of Kirkhill. From there it crosses the River Don at Goval and the A947 at Parkhill Mill Lade, and connects to the A90 at Blackdog Industrial Centre.

Alternative Route Options

- 1.20 Five route corridors have been considered for the southern and western leg, which extends from the A90 south of Aberdeen to the west of Kingswells. All of these corridors require crossings of the River Dee, the A93 and the A944. Four alternative crossing points to the Murtle route at the River Dee, and two alternative connection points with the A90 have been identified. The alternatives (see Map 2), in order from east to west, are:
 - **Pitfodels**, commencing at Charleston on the A90, crossing the River Dee at Pitfodels, passing between Garthdee and Cults, traverses both Baird’s Brae and Countesswells Road, connecting to the preferred corridor east of Countesswells Woods.
 - **Murtle**, commencing at Charleston on the A90, crossing the River Dee at Murtle, passing west of Beildside and east of Countesswells Woods, as mentioned above and was the preferred corridor presented at the exhibitions.
 - **Milltimber Brae**, commencing at Charleston on the A90, crossing the River Dee at Milltimber, and traverses Milltimber Brae, passes west of Countesswells Woods and across the A944, and connecting to the preferred corridor west of Kingswells.
 - **Peterculter/Charleston**, commencing at Charleston on the A90, crossing the River Dee at Peterculter Golf Club, passing west of Peterculter and west of Countesswells Woods and across the A944 and connecting to the preferred corridor west of Kingswells.
 - **Peterculter/Stonehaven**, commencing at Stonehaven on the A90, runs parallel and east of Netherley Road, crossing the River Dee at Peterculter Golf Club, passing west of Peterculter crosses the A944 and connecting to the preferred corridor west of Kingswells.

- 1.21 The five alternative options for the southern and western leg of the route corridor have been considered by an evaluation of key issues, based on outline design and information available from existing data sources. Cost estimates for the routes as a whole, with each of the alternative southern and western legs, have been prepared on a consistent basis, and were presented as out-turn costs, with a range representing possible risks and opportunities. Traffic information on all routes has been prepared using a strategic multi modal transport model, called the Aberdeen Sub Area Model (ASAM).

Information made available at the exhibitions

1.22 Exhibition drawings

- 1.22.1 For each alternative route corridor there were plan drawings. These drawings were split into two halves horizontally across the page. The bottom half displayed a coloured aerial plan view of the alignment, the top half displayed the same alignment but highlighted the key environmental concerns attributable to the particular section of the alignment on display.

1.23 Folio of Drawings – ‘Murtle Route Developing’ Proposals – March 2005.

- 1.23.1 Drawings which depicted the developing horizontal and vertical alignment for the Murtle Route option were exhibited. These were used, in addition to the display drawings in item 1.22.1 above, to facilitate discussions with members of the public.

1.24 Folio of Drawings – ‘Landowner Plans’ – March 2005.

- 1.24.1 Drawings which depicted the current landowner boundaries for the Murtle Route option were shown. These were used, in addition to the display drawings in item 1.22.1 above, to facilitate discussions with members of the public.

1.25 Folio of Drawings – ‘Existing Public Utilities’ – March 2005.

- 1.25.1 Drawings which illustrated the current statutory undertaker plant locations for the Murtle Route option were also available for inspection. These were used, in addition to the display drawings in item 1.22.1 above, to facilitate discussions with members of the public.

1.26 Folio of Drawings – ‘Murtle Route Options’ – November 2003 to March 2005.

- 1.26.1 Drawings were also available that represented the alternative route alignments, within the Murtle road corridor, and had been investigated at Stage 2 for the Murtle Route option. These were used, in addition to the display drawings in item 1.22.1 above, to facilitate discussions with members of the public.

1.27 Folio of Drawings – ‘Alternative Routes’ – March 2005.

1.27.1 Drawings which depicted the horizontal and vertical alignment for each of the other Alternative Route options were shown. These were used, in addition to the display drawings in item.1.22.1 above, to facilitate discussions with members of the public.

1.28 Virtual Reality Model (fly through)

1.28.1 A virtual reality model (fly through) was available which depicted a coloured 3D graphical representation of the Murtle Route option. The fly through was split into two distinct elements:

- a. An aerial pass over the Murtle Route from A90(T)(north) at Blackdog to the A90T (south) at Charleston.
- b. A drive through of the Murtle Route at proposed road level from A90T(south) at Charleston to the A90T (north) at Blackdog.

1.29 Virtual Reality Model (interactive)

1.29.1 A virtual reality (interactive) model was available which depicted a coloured 3D graphical representation of the Murtle Route option. This model was split into different sections, giving access interactively along the full length of the Murtle Route. This additional facility, provided members of the public the possibility of viewing the proposed route from their desired viewpoint.

1.30 Alternative Route Corridors ‘Photomontages’.

1.30.1 A booklet of alternative route corridor photomontages was available to enable members of the public to see likely illustrations of the alternative routes from chosen viewpoints.

1.31 An information pack, providing a summary of the exhibition information, was issued to all as they entered the exhibition. This included a feedback form which was to be used to provide any comments or concerns that the attendee may have in relation to the proposals.

1.32 Officials from the Managing Agent and their consultants, Jacobs Babbie, were in attendance to listen to the general public’s comments and to discuss any points that they wished to raise.

1.33 All attendees to the exhibitions were invited to record their attendance in the record book available at the start of the exhibition.

CHAPTER 2: Format of the Public Exhibitions

Consultation Launch

2.1 Presentation to Councils

2.1.1 During the morning of 4 March 2005 all Council Officials from both local authorities, Aberdeen City and Aberdeenshire, were invited to attend a presentation regarding the forthcoming public consultation and were given the opportunity to view the display material.

2.1.2 CDs and an information pack were made available to all those attending.

2.2 Press Conference

2.2.1 Following the presentation to the two Councils, the consultation was officially launched with a press conference, later in the morning of 4 March 2005. This resulted in significant coverage in the local press and television.

2.2.2 CD's and an information pack were made available to all those attending.

2.3 Special Invitation

2.3.1 On the afternoon of 4 March 2005, following the press launch, representatives of the 'Save Camphill Campaign' and 'Aberdeen Green Belt Alliance' were given the opportunity to view the display material and ask questions.

2.4 Information packs

2.4.1 An information pack was sent out to all those listed on the Managing Agent's database of addresses for the Murtle Route corridor.

2.4.2 In addition, copies were issued for availability / distribution to the following organisations:

- Aberdeen City Council
- Aberdeenshire Council
- Aberdeen and Grampian Chamber of Commerce
- Federation of Small Businesses, North East Scotland Region
- NESTRANS
- Scottish Enterprise Grampian
- Scottish Executive

2.5 All the roadshow drawings as stated in item 1.22.1 above have been made available to the public on the project website www.awpr.co.uk.

Camphill Communities

- 2.6 Prior to the commencement of the exhibitions the 'Save Camphill' campaign had expressed their intention to have a presence at each of the exhibitions and to display and distribute their own 'Save Camphill' campaign material. In order to provide shelter from the elements but to avoid any confusion of each other's exhibition material, the 'Save Camphill' campaign were permitted the opportunity to mount their own exhibitions, within the exhibition buildings but outside the main venue halls. In general, the 'Save Camphill' campaign had a presence at all of the key venues located along the various route corridors.

Exhibitions

- 2.7 The public exhibitions were held at a large number of locations along the various route alignments, and also at some of the larger communities situated along the main radial routes, which lead into the City of Aberdeen.
- 2.8 The exhibitions were held from 10am – 8pm at all of the venues in the following table, except for the Cowdray Hall where the time was from 10am – 5pm. All of the exhibitions marked with a (*) were manned by staff in order to answer questions and to aid the general public with their understanding of the exhibition material.

Venue	Date (* manned)	Attendance
Exhibition Centre, Bridge of Don	* Thursday 10 March	70 people
Old Mill Inn, Maryculter	* Thursday 10 March	1000 people inclusive of all three 3 dates
Westhill Church Hall	* Friday 11 March	100 people
Old Mill Inn, Maryculter	* Friday 11 March	1000 people inclusive of all three 3 dates
Inverurie Town Hall	* Monday 14 March	100 people
Old Mill Inn, Maryculter	* Monday 14 March	1000 people inclusive of all three dates
Peterculter Village Hall	* Tuesday 15 March	220 people
Cults East Church	* Wednesday 16 March	240 people
Cults East Church	* Thursday 17 March	220 people
Peterhead Council Chamber	* Thursday 17 March	11 people
Dyce Community Centre	* Friday 18 March	120 people
The Merc Hotel, Ellon	* Tuesday 22 March	50 people
The Douglas Arms, Banchory	* Tuesday 22 March	100 people
Webster Park, Kingswells	* Wednesday 23 March	280 people
Altens Community Centre	* Thursday 24 March	50 people
Newmachar Village Hall	* Tuesday 29 March	37 people
White Horse Inn, Balmedie	* Tuesday 29 March	110 people
Airyhall Community Centre	* Wednesday 30 March	200 people
Community Centre, Portlethen	* Wednesday 30 March	58 people
St Leonards Hotel, Stonehaven	* Thursday 31 March	105 people
Cowdray Hall, Aberdeen City Centre.	4(*only), 5, 6, 11, 12, 13, 15, 19, 20 and 22 April	900 people inclusive of all dates

Chapter 3: Comments in relation to the Murtle Route

3.1 A90(N) Junction

- 3.1.1 The public exhibitions were held before final decisions had been taken on junction form and layout. However indicative junctions were on show at the exhibitions. During the course of the exhibitions and during the design assessment process a number of issues were raised in relation to the A90(N) junction. These included:
- a) The possible demolition of Strathbathie Cottages
 - b) Access to the Blackdog Industrial Estate
 - c) Bus stop locations
 - d) A further possible property demolition
 - e) Access to a landfill site
- 3.1.2 Strathbathie Cottages is a tenement style property consisting of six flats. Within the area this style and type of property is fairly unique. Residents expressed a concern that should their property be demolished then they would find great difficulty in finding a similar property and in all likelihood would be forced to move from the area perhaps leading to the need to change jobs and schools.
- 3.1.3 The junction on show at the exhibition created an at grade access to the Blackdog Industrial Estate further north on the existing A90 than the existing access. This created a staggered t-junction with an existing local road accessing the village of Potterton. Concern was expressed that this left HGV traffic performing right turn manoeuvres across a very busy dual carriageway as is the existing case. The local feeling was that the existing junction had a bad accident record due to these manoeuvres coupled with the traffic speed on the A90. There was a desire to incorporate access to the Industrial Estate into the grade separated junction to improve safety.
- 3.1.4 Details for the bus stops were not available at the exhibitions, but an initial assessment of the junction indicates some difficulty in providing suitable bus stop locations that meet design standards.
- 3.1.5 The junction as shown also required demolition of one further property to accommodate a slip road.
- 3.1.6 The junction as shown did not identify how access to a disused landfill site was to be maintained.
- 3.1.7 Further detailed design work has been undertaken to address some of these issues. A junction similar to that shown at the exhibitions has been developed addressing the Industrial Estate and Potterton access, with the inclusion of additional drift roads and a bridge over the A90. Access to the landfill and bus stop locations was also addressed. This alignment however doesn't address the property demolition issues.
- 3.1.8 Further consideration has been given to a new junction arrangement moving the junction location further northwards along the A90. This arrangement will hopefully

address the issues raised but will require further assessment to determine its impacts on other property in the area.

3.2 Parkhill Crossroads

- 3.2.1 The decision to consider combining the A947 and B977 junctions created the opportunity to examine the local road system in the Parkhill crossroads area to try to generate improvement for local residents. A number of residents in the area are actively pursuing planning applications for developments.
- 3.2.2 The design assessment has also involved discussions with the local authorities, to develop a proposal that is both beneficial to local residents and meets the standards required by the roads authorities.
- 3.2.3 The consultation has provided much local insight into how the people of the area would wish the local roads system to develop with the new road in place. Options are under consideration.

3.3 A947 junction

- 3.3.1 Moving the A947 junction and combining it with the B977 junction had the advantage of creating a junction to the north of the old railway line (Formartine & Buchan Way) on ground much flatter and less visually intrusive, as well as being a cheaper option. However it did introduce a junction into an area where previously only the road was proposed. Local residents in a small community immediately north of the line were concerned that their 'local' community would suffer considerably from the size and scale of the junction, creating severe visual intrusion and considerable severance within the community.
- 3.3.2 A reduced scale of junction, splitting conflicting traffic movements is under consideration. This junction would create longer movements for some traffic but has the potential to considerably reduce the visual impact and severance within the small community. Further traffic modelling of this junction and assessment work is underway.

3.4 Craibstone Golf Course and Sunnybank Cottages

- 3.4.1 The exhibition proposal showed that the proposed AWPR would pass through the edge of the relatively new Craibstone golf course requiring amendments to two or more holes on the course. At this point the road squeezes between the golf course and Sunnybank Cottages. These cottages are in a natural hollow and would be left to the east of a high embankment, with reduced access to main routes and requiring a new access road, through a picturesque area, and most likely through their garden ground.
- 3.4.2 Discussions with the residents and the operators of the golf course have led to the consideration of a small amendment to the main road alignment which would see the houses purchased and demolished but removing the need to amend the golf course.

3.5 Alignment at Derbeth Farm

- 3.5.1 During the course of the consultation there was some acknowledgement that the road was proposed further to the north/ west than the original proposal to dual on the line of the existing Kingswells by-pass. Local concern was to ensure that this separation of the road and the main bulk of housing in the area was maximised.
- 3.5.2 A local farmer has also raised concerns about the line of the road. In order to facilitate better use of his remaining farm land and to minimise operational disturbance to his farm operations he has proposed a movement of the route a bit further north/ west.
- 3.5.3 Consideration of the village's aspiration to have the road as far away from the main village as possible, and the farmer's desire to reduce the impact on his farm has to be balanced against a consideration that such a move north/ west moves the road up the hillside this would make cuts and embankments greater in size and therefore more visible and intrusive. It will also bring the road nearer to Brimmond Country Park.
- 3.5.4 The junction described at 3.6 below also has significance to the assessment of this route alignment amendment. Assessment of the impacts of such a move is currently being considered.

3.6 Kingswells North Junction

- 3.6.1 This issue was first raised at the Public Exhibition when objections were raised about this junction from the Kingswells Community Council who wanted the junction removed for fear of generating "rat- running" traffic through the village of Kingswells. A view was also expressed that the junction would be handy and was needed. Scottish Natural Heritage was concerned about the visual impact that the junction would create.
- 3.6.2 The proposal shown at the exhibition had the junction with an overbridge carrying a local access road over the proposed AWPR. This access road is likely to be required whether the slip lanes for the junction are created or not.
- 3.6.3 The alignment amendment described in 3.5 also has an impact on the consideration of this junction. Moving the main alignment further north/ west allows the access road to pass underneath the AWPR reducing considerably the visual impact of the junction/ access road.
- 3.6.4 Consideration of the traffic modelling shows that the volumes of traffic using the junction are healthy as it provides direct access between the housing area of Kingswells to the industrial areas of Dyce and the Bridge of Don. The junction can therefore be justified on traffic terms and economic terms.
- 3.6.5 If the junction was not provided the traffic that is modelled to use it would still want to move between Kingswells and Dyce/ Bridge of Don. Traffic would do so using the unsuitable back roads to Bucksburn to access either destination. This would still leave existing traffic in Bucksburn and, because the Chapel of Stoneywood road is

to be closed, would potentially increase traffic through Bucksburn and Forrit Brae. Some of the streets in the Bucksburn area that would carry this traffic are already traffic calmed.

- 3.6.6 There is no link between the proposed AWPR and the Lang Stracht as the western section of the Lang Stracht is bus only. The only other route accessible is Queens Road and the AWPR provides direct access to Queens Road. Should any traffic divert off the AWPR the most direct access to Queens Road is via the Kingswells by-pass. There is therefore no incentive for traffic to rat run through the village of Kingswells.

3.7 Alignment at Countesswells Woods

- 3.7.1 There have been a number of contradictory representations regarding the proposed alignment at Countesswells Woods. These range from people who want the route as far east as possible to protect the woods, to people who want the route as far west as possible to generate development opportunity. This includes a straightening of the alignment to create an opportunity for construction of a junction at some point in the future.
- 3.7.2 There was also concern from residents about the local roads and local access issues.
- 3.7.3 The alignment issue has been fully considered previously and it is felt that the proposed alignment, maintaining the woods for public usage undisturbed provides the best option.
- 3.7.4 Within that consideration assessment work is underway looking at the local roads arrangement and any other access accommodation works that may be required.

3.8 Alignment at Hillhead Road

- 3.8.1 There were concerns about the impact the route had on the embankment above Murtle Den Dam and the trees on that embankment. The farm at the top end of Hillhead Road would be left sitting on an embankment that required strengthening works to maintain stability.
- 3.8.2 Discussions with the farm owners and the owners of the embankment have led to consideration of a slight alignment amendment, taking the road further from the embankment, protecting the tree belt but removing the farm buildings. This removes the need for expensive soil stabilisation works at the farm and also moves the road further from another property, again reducing the need for soil stabilisation at this property.

3.9 Impact on Camphill

- 3.9.1 Throughout the consultation, both at the exhibitions and in the written responses, concern was expressed about the impact on the Camphill communities. This concern was expressed through a range of feedback, this ranging from the proposal

being absolutely unacceptable, to the view that the proposals needed to take into account the impact and provide suitable alleviation.

- 3.9.2 From the exhibitions, there was also a view expressed that the impact on the communities was not as great as had been anticipated. This view was also seen in the written responses.
- 3.9.3 The concern about impact on Camphill, as described above both for and against, was the topic of most discussion reflecting the interest generated by the campaign in the local press. Of the written responses less than one third expressing concern over the impacts on Camphill were from the AB postcode area.
- 3.9.4 The Halcrow report from the 1990's and the interim report from Professor Hogg both suggest that a new road will be manageable and workable for the communities. As suggested in Professor Hogg's interim report (Jan 2005) further research, assessment and design work is underway in developing the proposal and the necessary mitigations. Consultations continue with the communities.

3.10 Location of the A90(S) junction

- 3.10.1 Contradictory representations have been made with respect to the siting of the A90(S) junction. There is some view that the route should tie in to the A90 at Portlethen. There is also a view that the route should, as shown at the exhibition, tie in at Charleston.
- 3.10.2 Traffic movements in this area are complex and complicated but very significant. Developments have reached varying stages of planning approval, including full permission for significant housing and industrial developments.
- 3.10.3 The objectives of the AWPR are better served by the junction being at Charleston, providing a direct link to the Altens and Tullos Industrial areas.

CHAPTER 4: Comments in relation to the strategic review

Attendance

4.1 Exhibitions

- 4.1.1 The public exhibitions were attended by nearly 4,000 people in total. A number of these visited on more than one occasion.
- 4.1.2 The majority of visitors represented the locations of Kingswells and along the Lower Deeside Road, which accounted for more than half of those attending.
- 4.1.3 It is thought that a significant proportion of those attending each roadshow appeared to be people who live close to each of the routes, with this group wanting clarification of how each proposal would affect them.
- 4.1.4 The exhibitions were generally well received with the majority of those attending being impressed with the exhibition material and the help and service provided by the attending staff.
- 4.1.5 It was noted that there was awareness by the general public of the 'Murtle Route' as the preferred corridor, as this had been regularly reported in the local press. For the same reason, people were also aware of the various campaign groups who were against the preferred corridor and the reasoning put forward by these campaign groups.
- 4.1.6 The general feeling of the staff manning the exhibitions was that the majority of attendees agreed that the AWPR was necessary, and that it should not be delayed. Nevertheless, alleviation of impacts should be catered for in the final design, whichever route is chosen. There was also the appreciation of the difficult decision facing the Scottish Ministers on what would be considered as the route to be taken forward as the 'preferred route'. These views are collated in Exhibition Date Notes, attached as Appendix A.
- 4.1.7 Representatives from the local press were in attendance at almost every exhibition, at which they conducted interviews with members of staff and the general public. Some of these interviews were reported throughout the period of the consultation, which helped maintain a high profile as a local news item.

4.2 Information Packs

- 4.2.1 In addition to the Information Packs issued (see 2.4), packs were made available to those attending when entering the exhibitions. Some members of the general public took additional copies for friends and neighbours unable to attend their local exhibition. Included within these packs was a 'comment sheet' (to be sent to the Scottish Executive) in order that they could express their views on the proposals.
- 4.2.2 Approximately 10,000 Information Packs have been issued throughout the duration of the consultation.

Comment Sheets

4.3 Approximately 7,650 comments have been returned. These comments have arrived in a number of ways, not only through the official comment sheet enclosed in the Information Pack. The main sources for comment return were as follows:

- Official Comment Sheet
- Unofficial copy of the Comment Sheet (photocopies of the comment sheet)
- Letter
- E mail / web
- Newspaper version of the Comment Sheet
- Aberdeen Green Belt Alliance Comment Sheet

4.4 The following shows a breakdown of the type of return.

Comment Sheet Response Type	Number of Responses	Number of which were from AB postcodes	
Official Comment Sheet	1932	1684	87.2%
Unofficial copy of the Comment Sheet	2931	860	29.3%
Letter	1456	1221	83.9%
E mail / web	1102	325	29.5%
Newspaper Comment Form	17	17	100%
Aberdeen Green Belt Alliance Comment Sheet	201	197	98.0%
Miscellaneous	7		

4.5 Irrespective of how the comments were returned, all responses have been entered into a database for analysis. An analysis of this database has shown the following information.

Assessment of Responses

4.6 For / Against

4.6.1 The following tables summarise the responses received. Firstly the total number of responses received:

Number of responses received	7650	Number of which were from AB postcodes	4251	55.6%
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Just under half of all responses are from outside the Aberdeen and Aberdeenshire area.

4.6.2 Further analysis of the responses, which were received from postcode areas where alternative route options are proposed, show the following:

Postcode	Area	Number	Percentage of all AB postcodes
AB39 2	Stonehaven & Netherley	48	1.1%
AB12 3	Cove & Charleston	60	1.4%
AB14 0	Peterculter	412	9.7%
AB12 5	Banchory Devenick/ Blairs	239	5.6%
AB13 0	Milltimber	356	8.4%
AB15 9	Cults/ Bielside/ Pitfodels/ Camphill	888	20.9%
AB15 8	Kingswells/ Countesswells	280	6.6%
AB21 9	Bucksburn/ Craibstone	34	0.8%
AB21 0	Dyce/ Newmachar	40	0.9%
AB21 7	Dyce/ Parkhill	42	1%
AB23 8	Blackdog	54	1.3%
	Total	2409	56.7%

A large proportion of the response is derived from the Lower Deeside area with those people residing in Cults Bielside and Pitfodels area in closest to Camphill being the greatest.

4.6.3 The number of responses received that indicated a preference for any route:

Route Option	Total number of Responses	Number of responses which were from AB postcodes	Percentage of responses which were from AB postcodes
Pitfodels	235	217	92.3%
Murtle	768	708	92.2%
Milltimber Brae	70	62	88.6%
Peterculter/ Charleston	290	255	87.9%
Peterculter/ Stonehaven	529	474	89.6%

4.6.4 Most people expressing a view for a particular route option were from the North East of Scotland.

4.6.5 The greatest route preference was for the Murtle option which had almost three times as many favourable responses than each of the others except for the Peterculter/Stonehaven option, which is the most westerly option. When comparing the top two preferences, it can be seen that the preference for the Murtle Route response is half as much again as the next route.

4.6.6 The next table considers the number of responses received that indicated a preference against any route:

Route Option	Total number of Responses	Number of reponses which were from AB postcodes	Percentage of responses which were from AB postcodes
Pitfodels	820	761	92.8%
Murtle	3946	1197	30.3%
Milltimber Brae	367	311	84.7%
Peterculter/ Charleston	987	931	94.3%
Peterculter/ Stonehaven	924	869	94%
AWPR in principle	1012	639	63.1%

In addition to the five alternative route options a number of responses (see above table) suggested that an AWPR should not be built in principle.

- 4.6.7 The greatest response against any route was against Murtle. The 3,946 responses are approximately half of the total number of returns, although less than a third of this number (1197) is from the AB postcode area.
- 4.6.8 The highlighted figures signify that the total number of comments received is significantly higher than the local North East of Scotland comments received.
- 4.6.9 Bearing in mind item 4.6.8, it should be noted that the magnitude of difference, when compared with the other route responses, is not as significant as the range of responses were in the previous table.

4.7 Standard Replies

- 4.7.1 When inputting the comment sheets it was clear that a significant number of responses were standard replies. These standard replies were prepared by various interest groups to represent their views on a particular route option(s). The following table collates the number of responses who commented using this format:

Source / Subject of Standard replies	Total number of Responses	Number of reponses which were from AB postcodes	Percentage of responses which were from AB postcodes
Peterculter Golf Club	498	493	99%
Camphill	3040	598	19.7%
Aberdeen Green Belt Alliance	88	56	63.6%
Pitfodels	19	15	78.9%
Milltimber	59	55	93.2%
Friends of the Earth	396	88	22.2%
Stuart Bain	48	45	93.7%
Templers Park	127	113	89%
CMBCC	10	10	100%
Various organised letters	153	145	94.8%

This table identifies some of the primary concerns with specific routes. The highlighted figures signify the options where the total number of comments received are significantly higher from outside the local area.

4.7.2 The table shows that the two largest responses not matching the local view are 'Camphill' and 'Friends of the Earth'.

4.8 Key Issues

4.8.1 Examination of the submitted comments showed specific key issues raised in relation to any particular route. These issues can be arranged in three broad headings:

- General Comments
- Comments related to schools
- Specific route comments

4.8.2 The first of these tables shows a summary of general comments made in the responses :

General comments	Total number of Responses	Number of responses which were from AB postcodes	Percentage of responses which were from AB postcodes
Directly affected	268	261	97.4%
Improve existing roads	235	224	95.3%
Not near my property	85	83	97.6%
Objection to southern junction location	57	56	98.2%
Additional A90 south link	29	28	96.5%
Save Peterculter Golf Club	638	613	96.1%
Save Camphill	4118	1301	31.6%
Tunnel under Camphill	60	50	83.3%
Camphill mitigation viable	274	259	94.5%
Move Camphill	40	31	77.5%
Positive exhibition feedback	77	76	98.7%
Negative exhibition feedback	44	40	90.9%

4.8.3 The biggest issue is the impact that any of the routes would have on the Camphill Communities, with special significance for the Murtle option. Views were expressed both for and against the possibility of significant forms of alleviation for the Camphill communities. Another key issue highlighted was the impact of the Peterculter routes on the Peterculter Golf Club.

4.8.4 The second table shows the number of responses which made reference to schools in the area and the impact on these schools. These are summarised as:

Commented on impact on schools	Total number of Responses	Number of responses which were from AB postcodes	Percentage of responses which were from AB postcodes
Easter Anguston	110	92	83.6%
Banchory Devenick	182	172	94.5%
Camphill	*74	69	93.2%
Camphill Milltimber	*34	32	94.1%
Cults	13	12	92.3%
International	151	144	95.4%
Robert Gordons	341	314	92.1%
Lynn Moor	152	130	85.5%
Milltimber primary	57	52	91.2%

*These figures will be under-represented and should be read in conjunction with the save Camphill figure in the table in item 34.8.2 where a general save Camphill comment (which will include Newton Dee) could include a specific schools comment.

4.8.5 The main schools issues relate to Camphill Rudolf Steiner and Robert Gordons College.

4.8.6 The third and final table shows specific route comments relating to each of the alternative routes. This table follows the same format as the previous tables :-

The first number is the total number of responses
 The second number is the number with an AB postcode.
 The % figure below the second number signifies the % of responses with an AB postcode out of the total number of responses

	General non-specific route		Pitfodels		Murtle		Milltimber		Peterculter / Charleston		Peterculter / Stonehaven	
Protect green belt	921	555 60%	310	290 93.5%	88	79 89.8%	140	130 92.8%	111	103 92.8%	104	97 93.3%
Anti development corridor	827	473 57.2%	45	44 97.8%	45	40 88.9%	15	13 86.7%	12	11 91.7%	13	12 92.3%
Environment	665	307 46.2%	332	317 95.5%	619	165 26.7%	153	135 88.2%	794	768 96.7%	768	741 96.5%
Ecology	471	164 34.8%	109	106 97.2%	32	23 71.8%	113	99 87.6%	165	155 93.9%	154	145 94.1%
Noise	153	135 88.2%	93	91 97.8%	1006	213 21.1%	61	59 96.7%	191	172 90%	188	169 89.9%
Pollution	616	271 44%	128	124 96.9%	469	98 20.9%	56	53 94.6%	162	144 88.9%	157	140 89.2%
Visual	86	82 95.3%	163	153 93.8%	54	32 59.3%	112	98 87.5%	126	110 87.3%	120	104 86.7%
Detrimental impact on community	506	179 35.4%	116	110 94.8%	2723	575 21.1%	64	56 87.5%	491	463 94.3%	490	463 94.5%
Safety	77	75 97.4%	21	15 71.4%	543	114 21%	47	45 95.7%	167	141 84.4%	166	141 84.9%
Least damage/ disturbance	1	1 100%	24	21 87.5%	74	70 94.6%	5	5 100%	10	10 100%	25	22 88%
Most damage/ disturbance	27	22 81.5%	177	172 97.2%	316	108 34.2%	51	47 92.2%	153	138 90.2%	150	135 90%
Too close to city	42	40 95.2%	390	375 96.2%	46	45 97.8%	21	21 100%	6	6 100%	6	2 100%
Too far from city	4	4 100%	9	9 100%	9	9 100%	38	37 97.4%	96	93 96.9%	94	91 96.8%
Increased traffic/ congestion	499	202 40.5%	297	281 94.6%	37	30 81.1%	24	23 95.8%	225	202 89.8%	216	194 89.8%
Least effect on traffic	112	84 75%	71	68 95.8%	26	26 100%	111	105 94.6%	666	640 96.1%	647	620 95.8%
Best effect on traffic	9	9 100%	83	80 96.4%	104	96 92.3%	3	3 100%	11	10 90.9%	28	26 92.9%
Least properties affected	1	1 100%	33	31 93.9%	52	50 96.1%	3	3 100%	15	13 86.7%	26	25 96.1%
Most properties affected	13	13 100%	66	65 98.5%	15	15 100%	148	134 90.5%	564	554 98.2%	547	536 98%
Shortest delay	91	86 94.5%	8	8 100%	101	94 93.1%	1	1 100%	0	0	1	1 100%
Delay in delivery	15	15 100%	83	80 96.4%	48	21 43.7%	35	32 91.4%	37	35 94.6%	24	22 91.7%
Economic benefit	89	77 86.5%	8	8 100%	35	32 91.4%	3	3 100%	2	2 100%	9	7 77.7%
No economic benefit	35	31 88.6%	10	9 90%	4	3 75%	74	70 94.6%	82	78 95.1%	83	79 95.2%
Cost concerns	236	210 89%	326	302 92.6%	54	27 50%	174	164 94.3%	711	685 96.3%	689	664 96.4%

	General non-specific route		Pitfodels		Murtle		Milltimber		Peterculter / Charleston		Peterculter / Stonehaven	
Cheapest route	7	7 100%	33	32 97%	185	166 89.7%	6	6 100%	7	7 100%	6	6 100%
Worst BCR	1	1 100%	24	24 100%	4	3 75%	43	40 93%	181	170 93.9%	183	172 94%
Best BCR	1	1 100%	38	37 97.4%	41	40 97.6%	0	0	1	1 100%	2	2 100%
Split junction	2	2 100%	179	168 93.8%	7	7 100%	0	0	1	1 100%	1	1 100%
Eastern Peripheral tunnel	250	237 94.8%										

A number of responses suggested that an Eastern Peripheral Route should be worthy of further consideration.

4.8.7 The 'General non-specific route comments' and the 'Murtle Route comments' are influenced by the wider consultation response from those locations outside the AB postcode area.

4.8.8 The general column is attributable to all routes.

4.9 Businesses and Organisations

4.9.1 In addition to the individual comment sheets a number of letters and petitions were received from individuals representing businesses and organisations. Their views are summarised in Appendix B.

It is considered that details of these individual responses should be treated as confidential and as such they are excluded from the published version of this report.

Appendix A

Exhibition Date Notes

Notes of the meeting

- Approx 70 people attended the meeting.
- 12 comment sheets handed in at the exhibition
- Appreciation of the work carried out to date on the preferred route corridor.
- Of the above 12 comments all supported the 'Murtle Route'.
- General comment was the impact on the Camphill communities was not as bad as what had been presented to them by the Camphill Communities themselves or what had been read in the Local Press.
- General comment that the exhibition had dispelled a lot of rumours.
- General comment that there should be no longer delays and that the road should be built as soon as possible.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.
- General comments that the Stonehaven option would be better for traffic travelling North – South.
- General understanding of the problem faced after viewing the 'schools' drawing. Appreciation of the forthcoming 'difficult decision'.

Design Issues Raised

- Local pedestrian access in the Little Goval Area which would be impacted upon by the new junction.
- Drainage design to be in accordance with SUDS.
- Drainage issues with new embankments in current high groundwater problem areas (pumping water). Will the weight of the new embankments force the existing water to the surface elsewhere – i.e. shift the problem somewhere else outside the road boundary?
- Can the road be moved slightly north
- Impact on the Craibstone golf course – What rights do they have? Can we purchase adjacent land from farmers to replace the holes we have taken? Do they have to try that route themselves?
- Can the Blackdog junction be moved to save the Strabathie Cottages(block of flats)? If not, why not, what is the justification?
- Comment that the A93 junction would need grade separated roundabout.

Property Issues Raised

- A number of issues were raised with regard to people who would face Compulsory Purchase, timescale, their rights, what happens next, etc.
- Specifically AWPR team to discuss with the SE regarding golf course – find out what happened in relation to Eastwood Golf Course on the M77 proposal.

Notes of the meeting

- Approx 1000 people attended the meeting.
- 9 comment sheets handed in at the exhibition
- Summary 3 Peterculter, 1 Murtle, 5 against Camphill Route.
- Support for Camphill and Greenbelt at meeting.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.
- Aware that Pitfodels the main alternative choice.
- General understanding of the problem faced after viewing the 'schools' drawing. Appreciation of the forthcoming 'difficult decision'.
- Concerned that developers are going to concrete over the greenbelt.
- Greenbelt Alliance feels very strongly about housing and developers.
- Concern that developers are paying for the road. Based on new town Banchory-Devenick in the mid nineties when developers were to make contributions to the road.
- Camphill and Greenbelt alliance were in attendance. Camphill very co-operative.
- People very focused on their own immediate vicinity.

Design Issues Raised

- None.

Property Issues Raised

- A number of issues were raised with regard to people who would face Compulsory Purchase, timescale, their rights, what happens next, etc.
- A large number of property owners between A947 and Banchory Devenick are in Greenbelt Alliance.
- Banchory Devenick School not shown on plans.

Notes of the meeting

- Approx 100 people attended the meeting.
- 8 comment sheets handed in at the exhibition, two of which were on photo – copied sheets that were being handed out by Camphill Supporters.
- Appreciation of the work carried out to date.
- Of the above 8 comments, 3 were for Peterculter/Stonehaven, 2 were for the Murtle Route and the remaining 3 (who all stated their objection to the Murtle Route because of Camphill) all preferred the 'Pitfodels' option. As can be seen all wish the AWPR to go ahead.
- Mixed comment for the impact on the Camphill communities but most people who expressed a view implied that the impact on the Camphill Communities was not as bad as what had been intimated to them by the Camphill Communities themselves or what had been read in the Local Press.
- Of the 100 people who attended, approx 8 were concerned with the proposed closure of the 'Blacktop Road connection to Countesswells Road. When explained to them that the connection was still there but it would require a small detour (just less than 1 mile) via Ladyhill Road, they were content.
- Some comments that the road should not be too close to the city, so not to stifle future development.
- Member of the public suggested that it would be cheaper to buy out Camphill and move them rather than go for an 'alternative route'.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.

Notes of the meeting

- Approx 100 people attended the meeting.
- 8 comment sheets handed in at the exhibition
- Appreciation of the work carried out to date on the preferred route corridor.
- Of the above 8 comment sheets received, 6 were against the 'Murtle Route', 1 for it and 1 for the Stonehaven option.
- General comment was the impact on the Camphill communities was not as bad as what had been implied to them by the Camphill Communities themselves or what had been read in the Local Press.
- General comment that the exhibition had dispelled a lot of rumours.
- General comment that there should be no longer delays and that the road should be built as soon as possible.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.
- General comments that the Stonehaven option would be better for traffic travelling north – south.
- Very appreciative of the Virtual Reality Model.

Design Issues Raised

- Access to the property at Plot No.25

Property Issues Raised

- Future access to Plot No. 25.

Notes of the meeting

- Approx 220 people attended the meeting.
- 24 comment sheets handed in at the exhibition
- Of the above 24 comment sheets received, 9 were against the 'Murtle Route' 11 supported it, 3 were for one of the other alternatives and 1 No. was against the AWPR in principle.
- Appreciation of the work carried out to date on the preferred route corridor.
- General comment from those supporting Murtle was the impact on the Camphill communities was not as bad as what had been implied to them by the Camphill Communities themselves or what had been read in the Local Press.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.
- General comments that the Stonehaven option would be better for traffic travelling North – South, another being the Pitfodels option as it carried the most traffic
- Very appreciative of the Virtual Reality Model.

Design Issues Raised

- A large majority of people concerned at the traffic on the Netherly Road and we must address this with Aberdeenshire future weight limits etc.

Property Issues Raised

- Milltimber Primary School not shown on the 'schools drawing'.

Notes of the meeting

- Approx 240 people attended the meeting.
- 14 comment sheets handed in at the exhibition
- Appreciation of the work carried out to date on the preferred route corridor.
- Of the above 14 comments, 4 supported the 'Murtle Route', 1 supported the 'Pitfodels Route', 8 objected to the Murtle Route – all of which suggested the Stonehaven route as a better option. The remaining 1 stated no preference.
- General comment was the impact on the Camphill communities was not as bad as what had been implied to them by the Camphill Communities themselves or what had been read in the Local Press.
- General comments about impact on the 'Green Belt'.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.
- Appreciation of the forthcoming 'difficult decision'.
- Some people annoyed that we were revisiting previous decisions. Properties along other routes had been purchased based on the Murtle Route being the 'preferred corridor'.

Design Issues Raised

- Local road issues in the Pitfodels option.
- Impact on the North Deeside Road corridor – future traffic flows.
- Mitigation for Camphill? What can be done?
- Comment that the A93 junction (as shown) would not cope.

Property Issues Raised

- Impact on the 'Green Belt'.
- Can we relocate Camphill?

Notes of the meeting

- Approx 220 people attended the meeting.
- 19 comment sheets handed in at the exhibition
- Appreciation of the work carried out to date on the preferred route corridor.
- Of the above 19 comments, 7 supported the 'Murtle Route', 2 objected to the 'Pitfodels Route' – too close to the city, 6 objected to the Murtle Route – one of which suggested the Stonehaven route as a better option, the remaining 5 stated no preference. 2 others preferred the Stonehaven option, 1 for the Peterculter/Charleston option and 1 No. against the route in principle.
- General comment was the impact on the Camphill communities was not as bad as what had been implied to them by the Camphill Communities themselves or what had been read in the Local Press.
- General comments about impact on the 'Green Belt'.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.
- Appreciation of the forthcoming 'difficult decision'.
- Some people annoyed that we were revisiting previous decisions. Properties along other routes had been purchased based on the Murtle Route being the 'preferred corridor'.

Design Issues Raised

- Local road issues in the Pitfodels option.
- Impact on the North Deeside Road corridor – future traffic flows.
- Mitigation for Camphill? What can be done?
- Comment that the A93 junction (as shown) would not cope.

Property Issues Raised

- Impact on the 'Green Belt'.

Notes of the meeting

- Approx 11 people attended the meeting.
- 2 comment sheets handed in at the exhibition
- Appreciation of the work carried out to date on the preferred route corridor.
- Of the above comments all opposed the 'Murtle Route'.
- Of the two individuals one opposed outright and one lady who had spent a lot of time looking at the exhibition thought it was difficult to believe that would not have an effect on Camphill.
- General comment that the exhibition had dispelled a lot of rumours.
- General comment that there should be no longer delays and that the road should be built as soon as possible.
- General understanding of the problem faced after viewing the 'schools' drawing. Appreciation of the forthcoming 'difficult decision'.
- Many people look only from their own perspective and perceived that Peterhead not affected.
- Comment on the need for Tippetty to Balmedie

Design Issues Raised

- None

Property Issues Raised

- None

Notes of the meeting

- Approx 120 people attended the meeting. (Very Approx.)
- 4 comment sheets handed in at the exhibition
- Only one expressed and that was in favour of the Murtle Route'.
- A few landowners were present and they were concerned at the justification for the new junction for the Newmachar Road.
- The people were very focused and were not interested in the other issues along the route.
- No real issue regarding Camphill.
- The Local Councillor requested a meeting at Belhelvie.

Design Issues Raised

- Local pedestrian access in the Little Goval Area, which would be impacted upon by the new junction.
- Drainage design to be in accordance with SUDS.
- Drainage issues at Meadowhead were raised by Tom Milne, detailed discussion with Jacobs Babbie. Issues with artesian water. He also had pedestrian access issues regarding the Buchan Line
- The local councillor raised an issue regarding the junction at Strathbathie and pedestrians and lay-by for buses.
- Can the road be moved slightly north (small No. of metres) to take it out further away from Sunnyside Cottages? at Craibstone.
- Can the proposed route be moved 20 metres north at the Parkhill Roads area
- Local issues on the B997 (bad bend) as it approaches the new overbridge adjacent to Littlejohns Woods.

Property Issues Raised

- A number of issues were raised with regard to Compulsory Purchase.

Notes of the meeting

- Approx 100 people attended the meeting.
- 12 comment sheets handed in at the exhibition
- Appreciation of the work carried out to date on the preferred route corridor.
- Of the above 12 comment sheets received, 8 were against the 'Murtle Route. 6 out of the 8 indicated a preference – 5 for the Stonehaven option and 1 for the Pitfodels option. The remaining forms were 1 for Murtle, 1 for Stonehaven, 1 against Murtle because of the impact on Camphill and 1 against the road in principle.
- Still a lot of interest in the route even although Banchory is not really affected by route choice and will not impact on their local environment.
- General comment was the impact on the Camphill communities was not as bad as what had been implied to them by the Camphill Communities themselves or what had been read in the Local Press.
- General comment that the exhibition had dispelled a lot of rumours.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.
- General comments that the traffic wanting to go south from the Banchory area would still use the direct local road link to Stonehaven.
- Concern that the AWPR would not do much for the Heavy Goods Vehicles travelling south from the Banchory area.
- Very appreciative of the Virtual Reality Model.

Design Issues Raised

- Traffic flows along the North Deeside Road, before and after an AWPR option is built.
- Former Old Deeside Railway line – future use?

Notes of the meeting

- Approx 50 people attended the meeting.
- 4 comment sheets handed in at the exhibition
- Appreciation of the work carried out to date, staff frank and helpful.
- Of the above 1 supported the 'Murtle Route' and 2 objected to the Murtle Route.
- General comment from this area was the need to improve Tippetty to Balmedie.
- General comment that the exhibition had clarified the effect of the road on Camphill.
- A number of people commented that the effect on Camphill not as bad as thought.
- General comment that the attending public were impressed with the exhibition.
- General understanding of the problem faced in the final decision.
- Majority of people were very thoughtful and listened to arguments both ways.

Design Issues Raised

- Still work to be done on effect of construction at Camphill.
- Why not join road at Portlethen rather than Charleston

Property Issues Raised

- None

Notes of the meeting

- Approx 280 people attended the meeting.
- 7 comment sheets handed in at the exhibition
- Issues raised regarding Legal challenge at Camphill. Important that this is addressed.
- 3 Concerned at Greenbelt. 3 consider route too close to Kingswells.
- Support for Camphill and Greenbelt at meeting.
- Concerned that developers are going to 'concrete over' the greenbelt.
- Concerned at the closeness of the route to Kingswells but appreciate that it has been moved from original position.
- Little acceptance for the original route of AWPR which was much closer to Kingswells, on line of the existing distributor road.
- People very focused on their own immediate vicinity.

Design Issues Raised

- Issues were raised regarding traffic lights on the routes into town and the potential delay to traffic. More work needs to be done on the traffic flows into town and the possible improvements to traffic flow.
- Next public consultation needs to include more detail of traffic flows

Property Issues Raised

- Issues were raised with regard to the existing properties and the need to limit the delay to the uncertainty.
- There were also questions asked as to why the route could not be moved west of Derbeth.

Notes of the meeting

- Approx 50 people attended the meeting.
- No comment sheets handed in at the exhibition
- Concerned at junction at Charleston and why no leg to Portlethen, why back to Charleston.
- General comment that the attending public were impressed with the exhibition and the materials on show and the service and help provided by the attending staff.
- Camphill were in attendance. Camphill very co-operative.
- People very focused on their own immediate vicinity.
- A number of people raised the issue regarding cycling and access into Banchory Devenick.

Design Issues Raised

- Further details of access at Duffhill.
- Access to Landfill site aside Blackdog.

Property Issues Raised

- None

Notes of the meeting

- Approx 37 people attended the meeting.
- No comment sheets handed in at the exhibition
- Camphill and Greenbelt not an issue at meeting.
- General understanding of the problem faced. Appreciation of the forthcoming 'difficult decision'.
- People very focused on their own immediate vicinity.
- Issues related to Blackdog and associated junction

Design Issues Raised

- Issues similar to those raised by Councillor Storr in correspondence.
- Access for Bus to Blackdog (lay-by?).
- Demolition of Strathbathie Cottages is this needed.
- Need to review access to Industrial Estate.
- Need to review position of access.

Property Issues Raised

- A number of issues were raised with regard to people who would face Compulsory Purchase, timescale, their rights, what happens next, etc.
- A number of the residents from Strathbathie Cottages present at meeting.

Notes of the meeting

- Approx 110 people attended the meeting.
- 5 comment sheets handed in at the exhibition. 4 were our form, 1 was a typed response.
- Appreciation of the work carried out to date on the preferred route corridor.
- Of the above 5 comments, 2 supported the 'Murtle Route', 1 indicated no preference, 1 objected to the route proposals close to Lynn moor (Special Needs), 1 suggested points (design) for further consideration.
- The Virtual Reality Model (VRM) was the main point of interest.
- General comment was the impact on the Camphill communities was not as bad as what had been implied to them by the Camphill Communities themselves or what had been read in the Local Press.
- General comment that there should be no longer delays and that the road should be built as soon as possible.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.

Design Issues Raised

- Local pedestrian access in the Little Goval Area which would be impacted upon by the new junction.
- B977 alignment, existing problem east of proposed junction – needs to be improved.
- Provide a North Kirkhill junction for access to Kirkhill Industrial Estate and the Airport.

Property Issues Raised

- A number of issues were raised with regard to people who would face Compulsory Purchase, timescale, their rights, future access arrangements, what happens next, etc.

Notes of the meeting

- Approx 200 people attended the meeting.
- 12 comment sheets handed in at the exhibition
- 11 supported Murtle.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.
- Aware that Pitfodels was the only other show in town. Obviously concerned at Pitfodels Route.
- “Camphill” were in attendance.
- People very focused on their own immediate vicinity.

Design Issues Raised

- o None.

Property Issues Raised

- o None

Notes of the meeting

- Approx 58 people attended the meeting.
- 2 comment sheets handed in at the exhibition
- Of the above 2 comments, 1 stated that the route should be built as soon as possible, 1 supported Pitfodels.
- General comment was the impact on the Camphill communities was not as bad as what had been implied to them by the Camphill Communities themselves or what had been read in the Local Press.
- A few queries why Charleston was chosen as the preferred tie-in point for the A90 (south), there had been speculation that it might have been at the north end of Portlethen
- General comment that there should be no longer delays and that the road should be built as soon as possible.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.

Design Issues Raised

- Schoolhill development and how it would impact on the AWPR.

Property Issues Raised

- None.

Notes of the meeting

- Approx 105 people attended the meeting.
- 13 comment sheets handed in at the exhibition
- Of the above 13 comments, 6 supported the 'Murtle Route', 1 for either of the routes closer to the city, 1 that the route should be built as soon as possible, 2 supported Pitfodels, 2 supported the Peterculter/Stonehaven option and 1 was against the Murtle route because of the perceived impact it would have on the Camphill Communities.
- General comment was the impact on the Camphill communities was not as bad as what had been intimated to them by the Camphill Communities themselves or what had been read in the Local Press.
- General comment that the exhibition had dispelled a lot of rumours.
- General comment that there should be no longer delays and that the road should be built as soon as possible.
- General comment that the attending public were impressed with the exhibition, the materials on show and the service and help provided by the attending staff.
- General comments that there should be a direct access to the A90 at the North end of Stonehaven to travel southwards.

Design Issues Raised

- Future impact on the local roads after completion of the AWPR.

Property Issues Raised

- None.

Appendix B

Details of responses from businesses and organisations

Details of these individual responses have been are considered confidential and as such they are excluded from the published version of this report.

Further information can be obtained by contacting:
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