

Appendix 5 Consultation

Stage 2

Transportation Team
Infrastructure Services
Aberdeenshire Council
Woodhill House
Westburn Road
Aberdeen
Tel: 01467 537696
Kenn.clark@aberdeenshire.gov.uk
21st December 2017

Mark Wells
Amey OW Ltd
6 Redheughs Rigg
South Gyle
EDINBURGH
Post EH12 9DQ

Dear Mark

Major Transport Infrastructure Projects
A90/A937 Laurencekirk Junction improvement Scheme
Stage 2 Environmental Impact Assessment

Thank you for giving us the opportunity to comment on the design options for the proposed grade separated interchange (GSI) at Laurencekirk. We have sought comments from our various departments, relative to the EIA scoping and set these out below.

Ecology

We are not aware of any major ecological issues that would arise from any of the proposed schemes. NESBReC do have habitat and some species data for this area so we encourage you to access this in the first instance to provide some baseline data on which to base the requirements for any additional survey required to assess ecological impact.

Archaeology

At this stage, having reviewed the options, we can make the following comments:

- Only Option 3 (North Junction) impacts directly on known archaeological features (site of a former rifle range and a 19th century farmstead and mill lade). Neither of these sites should be considered a constraint, but appropriate mitigation should be undertaken to record these features should this Option be pursued.
- All Options occur within a wider landscape that has prehistoric to medieval remains, and taking into consideration the topography of the site, there will be potential for previously unknown archaeological remains to be discovered. As such a programme of archaeological works would be required ahead of ground-breaking for all three Options. We envisage this taking the form of evaluation trenches should you wish to minimise risk of project delays, or a monitored topsoil strip depending on the preferred approach

Contaminated Land

There do not appear to be any issues in relation to Options 1 and 2. For Option 3, the realignment of the A937 intersects a former mill dam at Burnside Cottage. The dam appears to have been infilled, there is

therefore a possibility that waste/contaminated materials are present. Evaluation of the mill dam with respect to the potential presence of infill/contamination should be undertaken if Option 3 is pursued.

Flood Risk

From a flooding perspective, we wouldn't expect to have any major concerns with any of the proposed options.

We note that there is potential for a couple of burns (Gaugers Burn & Kirk Burn), as well as some unnamed channels, to be crossed depending on the option selected. Whilst these don't appear on SEPA's current flood risk maps, it may be due to the catchment size. As such, we would expect some assessment of flood risk to be undertaken. In addition, any culverting of watercourses must be designed to convey a 1-in-200 year plus climate change flow.

Appropriate surface water drainage / SuDS should also be considered

Roads Development

Our comments from Roads Development relate primarily to design issues however these are relative to the EIA as they may affect the scope of the assessment.

- For the south Options 1&2, we consider the west side tie-in with the A937 should extend to incorporate the bridge over the Gaugers Burn, in order to provide a full pedestrian facility over the bridge and remove the currently substandard narrow carriageway. The existing crossing facility to the south of the bridge should be maintained. Any works to the bridge would require to be included in the assessment and consultation with SEPA and the Council's Flood Risk section.
- Access to planning application sites APP/2010/2822 & 2823 sited adjacent to the existing A937 on the west side of the south junction options needs to be maintained when the A937 is realigned. Consideration is required where an appropriate access can be safely provided and if it requires additional land to be compulsory purchased.
- Preserving non-motorised user access to Denlethen Wood is welcomed, however a check should be made to determine if the design needs to allow for land management/farming vehicle access
- If the GSI is to be lit, we anticipate this being continued to tie-in with the existing lighting in Laurencekirk. This will influence the assessment of visual impact assessment.
- The speed limit strategy for the A937 tie-ins over all 3 options should be agreed with Aberdeenshire Council. This may influence air quality and noise assessments.
- The roundabout junction tie-in with the B9120 road to Garvock, part of sub-option A for Options 1&2 does not appear to be function as an actual junction. We appreciate that is probably provided to facilitate the change in direction of the B9120 within the smallest area, however this will have a greater impact on air and noise quality due to slowing down and speeding up of vehicles than an equivalent continuous link passing through a minimum radius bend.

Transportation

While all proposed options will deliver benefits to existing road users and is unlikely to alter overall daily traffic flows significantly, as they are measured in an EIA, the choice of a north or south location, as well as the various sub-options to close off right-turn manoeuvres at the 2 remaining at-grade junction will influence traffic patterns within Laurencekirk.

The key impacts to Laurencekirk will be on the High Street generally as well as the two key nodes of Blackiemuir Avenue (B9120) and Fordoun Road (C1K). The key issue on the High Street, which was raised during the STAG 1 appraisal, is the lack of two-way flow due to parked vehicles leading to localised congestion. The choice of north and south location, coupled with restricted manoeuvres at the other

junctions will influence traffic levels on the High Street as well as the proportion of right-turning traffic at the key nodes on the High Street (and thus capacity of the junction). Also of note is the composition of traffic being re-routed through the town; for example traffic drawn from the north of the town to a south junction is likely to include a higher proportion of HGVs routing through the town due to the concentration of industrial land to the north of Laurencekirk.

We consider, therefore, that there are important localised environmental impacts associated with a north or south option as well as the each of the sub-options that may not be fully reflected within the broader scope of an EIA looking solely at daily flow variations. We would therefore welcome further discussion on how these might be appropriately addressed in the EIA.

We also encourage consultation with local public transport operators to assess the impacts on services that currently route through the town via the existing north and south junctions.

Planning

We would encourage you to review the Aberdeenshire Local Development Plan 2017 as well as local planning history via our interactive map on our website:

<https://upa.aberdeenshire.gov.uk/online-applications/spatialDisplay.do?action=display&searchType=Application>

in order to establish any conflicts and issues on or adjacent to the proposed site(s) including extant planning permissions or development sites allocated within the Local Development Plan. The Planning Service would be happy to assist in any site specific queries and indeed the overall EIA process if required.

Should you have any queries in relation to the content of this letter please contact Kenn Clark.

Yours Sincerely

Kenn Clark
Principal Engineer – Transportation
Roads Development, Aberdeenshire Council

Carr, Ellie

From: Claire Herbert <claire.herbert@aberdeenshire.gov.uk>
Sent: 07 December 2017 11:39
To: Carr, Ellie
Subject: MTRIPS A90/A937 Laurencekirk Junction Improvement Scheme Stage 2 EIA - Archaeology Service response

Follow Up Flag: Follow up
Flag Status: Completed

MTRIPS A90/A937 Laurencekirk Junction Improvement Scheme Stage 2 EIA

Dear Ellie,

Thank you for consulting us on the above Stage 2 Environmental Impact Assessment.

Having reviewed the three options presented, I can advise that should any of these options be implemented each would require archaeological mitigation due to the potential for previously unrecorded archaeological to survive within the development area.

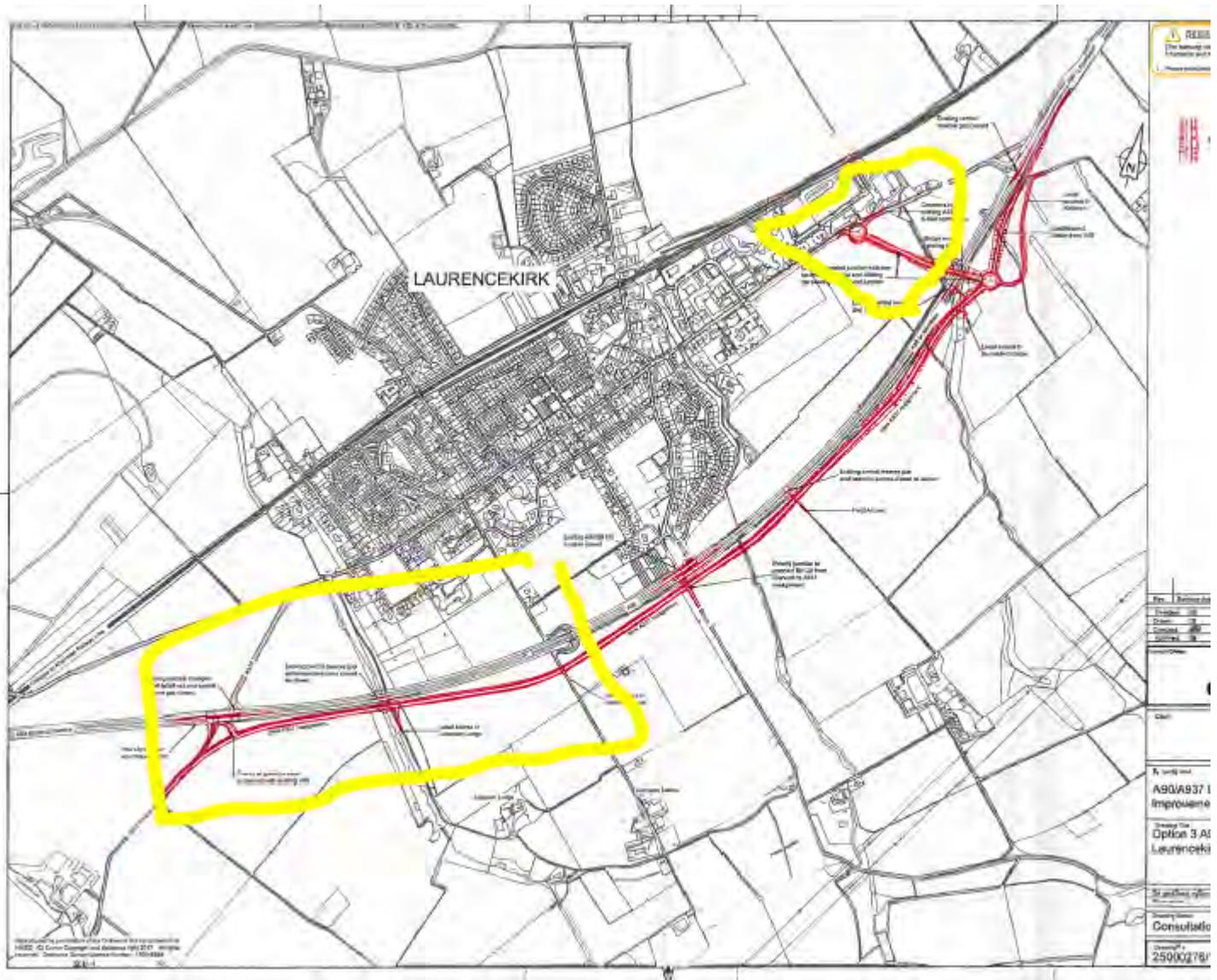
For Options 1 and 2, an archaeological watching brief / monitored topsoil strip would be required over **all** groundbreaking works.

For Option 3, an archaeological watching brief / monitored topsoil strip would be required over the southern section (A937 to Johnston Mains) and the northwest leg at the northern end (see map snap shot below – mitigation zones circled in yellow)

If you require a data extract of archaeological records for development area, please let me know – details of our data extract charging scheme can be found on our website: <http://www.aberdeenshire.gov.uk/leisure-sport-and-culture/archaeology/what-to-do-if-i-am-a/if-you-are-an-archaeological-consultant/>

Should you have any comments or queries regarding the above, please do not hesitate to contact me.

Kind regards,
Claire



Claire Herbert MA(Hons) MA MCIfA FSA Scot

Archaeologist
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Infrastructure Services
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claire.herbert@aberdeenshire.gov.uk

Archaeology Service for Aberdeenshire, Moray, Angus & Aberdeen City Councils

Carr, Ellie

From: david simmonds <pusszach@gmail.com>
Sent: 17 January 2018 11:13
To: Carr, Ellie
Subject: Laurencekirk Junction Improvement Scheme

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

First of all, my apologies for not responding to your letter by the deadline at the end of December - I had a bad dose of flu which put everything out of my mind!

I did discuss the information you sent with members of the Auchenblae Heritage Society at our meeting at the beginning of December and the following points were made:

there seems to no direct impact in any of the proposals on the heritage of this area;

in Options 1 or 2, if the Central Reservation gap at the North Junction is closed, this will increase traffic through Laurencekirk, as all traffic from the north will have to enter through the South Junction;

similarly, in Option 3, if the Central Reservation gap at the South Junction is closed, this will increase traffic through Laurencekirk, as all the traffic from the south will have to enter through the North Junction;

Laurencekirk is already a bottleneck so any extra traffic may cause problems;

the best solution would be improved junctions at both the north and south ends of the village;

obviously safety is paramount so any scheme which reduces the current dangers at the Laurencekirk Junction will be very welcome.

Frances Simmonds

Auchenblae Heritage Society

Carr, Ellie

From: Mark Turner <MTurner@bearsotland.co.uk>
Sent: 19 December 2017 14:41
To: Carr, Ellie
Subject: A90 / A937 Laurencekirk Junction Improvement Scheme

Ellie,

Further to your communication in relation to the proposed works for the A90/A937 Laurencekirk Junction Improvement Scheme we have the following comments to make: -

Option 1 – No real issues over this proposed option. The proposed layout may result in larger areas of sterile land on the east side of the A90 due to the realignment of the local road.

Option 2 – No real issues over this proposed option

Option 3 – Future winter maintenance of this layout is more complicated with the split S/B exit / entrance. Increased distances to be travelled for S/B access to A90 for traffic in Laurencekirk.

Thanks,

Mark

Mark Turner
Design Manager
BEAR Scotland | North East Unit
Direct Line: 01738 448635 | Mobile: 07912 970869

Visit us @ www.bearscot.com

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Carr, Ellie

From: Barron, Hugh F. <hfb@bgs.ac.uk>
Sent: 07 December 2017 16:32
To: Carr, Ellie
Cc: enquiries
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - BGS Re:f IDA – 258350

Dear Ellie,

Thank you very much for the opportunity to comment on the design option plans for the A90/A937 Laurencekirk Junction Improvement Scheme under the Environmental Impact Assessment.

Our only comment would be that if any extensive sections in bedrock are exposed during construction works, BGS is contacted to discuss whether a visit by a geologist may be required to record the information. This could be determined by examining any photographs taken of the section(s).

Regards
Hugh

Hugh Barron

Business Manager | BGS Scotland | British Geological Survey
The Lyell Centre | Research Avenue South | Edinburgh EH14 4AP
Tel: 0131 650 0258 | Mob: 07769 880117
hfb@bgs.ac.uk | www.bgs.ac.uk | Twitter @BGS_Scotland

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Mob 07808 141077

Fulfilling your passion for horses

PH7 3RG



Amey OW Ltd
6 Redheughs
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South Gyle
Edinburgh
EH12 9DQ

26.2.18

Dear Mr Wells

**MAJOR TRANSPORT INFRASTRUCTURE PROJECTS (MTRIPS)
A90/A937 Laurencekirk Junction Improvement Scheme
Stage 2 Environmental Impact Assessment**

First of all I apologise for being two months late with this response. Being a charity we are just short on time and human resources. Our response is on behalf of all horse riders in the area – there are a fair number of private horse owners in the vicinity who would love to be able to ride across the A 90 on any of the bridges you propose there are fields, and forest and the beach to be reached should this obstacle be able to be navigated.

Therefore please make sure your specification suit multi-use access and the design of any parapets and access and egress is suitable for the ridden horse if possible. We will help if we can.

As I say apologies for being late and being scanty – and not detailed in our response but we are always playing catch up.

Best Wishes

Helene Mauchlen

BHS Scotland.

The British Horse Society Abbey Park, Stareton, Kenilworth, Warwickshire CV8 2XZ

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Carr, Ellie

From: Scotland Information <scot.info@bto.org>
Sent: 17 January 2018 09:59
To: Carr, Ellie
Subject: Fwd: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

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Dear Ellie

Please accept my apologies but BTO Scotland have not received a consultation letter regarding the A90/A937 Laurencekirk Junction Improvement Scheme.

Although we have not seen your letter, we have a standard reply which we send to all such requests so I have included it below for your information.

Further to your email, requesting comments and information regarding the above, the BTO are not able to comment on potential development proposals that are sent to us unsolicited.

If you would like to engage one of our research ecologists to review the ornithological component of any ENVIRONMENTAL STATEMENT and report on the findings, then please would you contact Rebecca Cranston at the email address above and this can be arranged on a consultancy basis.

Alternatively, if you wish to make a formal request for ornithological data held by us, then please send your request to this email address 'datarequests@bto.org' and you will be advised on the data that is available. Any data that is eventually provided will incur a charge.

Yours sincerely

Dr Chris Wernham
Associate Director (Country Offices) & Head of BTO Scotland

----- Forwarded message -----

From: Phil Atkinson <phil.atkinson@bto.org>
Date: 16 January 2018 at 16:26
Subject: Re: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter
To: "Carr, Ellie" <Ellie.Carr@amey.co.uk>, John Calladine <john.calladine@bto.org>

Hi Ellie

I think you may have sent this to me by mistake and I don't think it is relevant to what we do as we are base in eastern England. I have however cc'd in our Scottish office!

Best wishes

Phil

On 16 January 2018 at 16:06, Carr, Ellie <Ellie.Carr@amey.co.uk> wrote:
Dear Phil,

I am contacting you regarding a consultation letter that was sent to your office, dated the 24 November 2017, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Ellie

Ellie Carr

Senior Environmentalist | Environment & Sustainability | Consulting

t 0131 314 3051 | m 07834 739268 | e ellie.carr@amey.co.uk

Carr, Ellie

From: Suzanne Burgess <suzanne.Burgess@buglife.org.uk>
Sent: 24 January 2018 09:15
To: Carr, Ellie
Subject: RE: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Hello Ellie,

Thank you for your email about the Laurencekirk Junction Consultation Letter sent to Buglife last year. We currently don't have any comments about this consultation.

Kind regards

Suzanne

Suzanne Burgess
Scotland Manager

Buglife – The Invertebrate Conservation Trust, Balallan House, 24 Allan Park, Stirling, FK8 2QG

Phone: 01786 447504
www.buglife.org.uk

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Our work in Scotland is funded by Scottish Natural Heritage.

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From: Carr, Ellie [mailto:Ellie.Carr@amey.co.uk]
Sent: 16 January 2018 16:07
To: Scotland
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Hello,

I am contacting you regarding a consultation letter that was sent to your office, dated the 24 November 2017, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Ellie

Ellie Carr

Senior Environmentalist | Environment & Sustainability | Consulting
t 0131 314 3051 | m 07834 739268 | e ellie.carr@amey.co.uk
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By email: ellie.carr@amey.co.uk

Ms Ellie Carr
Environment and Sustainability
Amey
6 Redheughs Rigg
South Gyle
Edinburgh
EH12 9DQ

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
HMConsultations@hes.scot

Our ref: AMN/16/GB
Our case ID: 300025099
Your ref: 25000276/EIA/EC/MW/3763
11 December 2017

Dear Ms Carr

[Environmental Impact Assessment \(Scotland\) Regulations 2011 \(+ various other EIA Regs\)](#)
[A90/A937 Laurencekirk Junction Improvement Scheme - Stage 2 EIA Scoping Report](#)

Thank you for your consultation which we received on 30 November 2017 about the above project. We have reviewed the details in terms of our historic environment interests. This covers world heritage sites, scheduled monuments and their settings, category A-listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields and historic marine protected areas (HMPAs).

The relevant local authority archaeological and cultural heritage advisors will also be able to offer advice on the scope of the cultural heritage assessment. This may include heritage assets not covered by our interests, such as unscheduled archaeology, and category B- and C-listed buildings.

Proposed Development

I understand that the proposed development comprises an improvement to the junctions at A90/A937 Laurencekirk. The current proposal identifies three options as shown in the materials provided.

Scope of assessment

We are content that none of the options provided would have a significant impact on our historic environment interests. We therefore have no further comments relevant to the environmental assessment.



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SCOTLAND

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EACHDRAIDHEIL
ALBA

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Ruth Cameron, who can be contacted by phone on 0131 668 8657 or by email on Ruth.Cameron@hes.scot.

Yours sincerely

Historic Environment Scotland

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH

Scottish Charity No. **SC045925**

VAT No. **GB 221 8680 15**

Carr, Ellie

From: Philip Gane <philip.gane@hutton.ac.uk>
Sent: 18 December 2017 14:14
To: Carr, Ellie
Cc: Euan Caldwell; Frances Rowe; Alasdair Cox; Donna Cumming
Subject: A90 A937 Laurencekirk - junction improvement consultation

Dear Mr Wells

Thank you for giving us the opportunity to comment on the above road improvement proposal. Although the Institute does not use this junction to access its research farm at Glensaugh when travelling from our main sites at Dundee or Aberdeen staff do use the A90 regularly and we support any action to improve road safety and create grade separated junctions.

Can I take this opportunity of noting that we use the A90 junction at the River North Esk bridge when travelling between Dundee and Glensaugh (via Fettercairn) and that this junction can be dangerous particularly when turning right across the A90 travelling to Dundee. Options to improve the safety of this junction should be explored although I note that an alternative route from Glensaugh to Dundee via Laurencekirk using the improved junctions shown by options 1 and 2 would provide a safer, if not longer, alternative route. Should the project proceed we could suggest this route was used by our staff.

Thank you for involving us in this consultation and please let us know if you need any additional information.

Philip Gane MRICS MAPM

Capital Projects Manager
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Carr, Ellie

From: John Henson Webb <John.HensonWebb@jncc.gov.uk>
Sent: 17 January 2018 09:49
To: Carr, Ellie
Subject: RE: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Good Morning Ellie,

Thank you for your email.

With my apologies, you should have received a response letter.

The Joint Nature Conservation Committee (JNCC) is the statutory adviser to Government on UK and international nature conservation, co-ordinates nature conservation advice at a UK-level and advises UK Government on scientific and policy matters relating to nature conservation internationally. Within each country, the separate statutory bodies are responsible for nature and landscape conservation; Natural England (NE), Natural Resources Wales (NRW), Scottish Natural Heritage (SNH) and the Council for Nature Conservation and the Countryside Northern Ireland (CNCCNI).

JNCC also has responsibility for the provision of nature conservation advice in the offshore area, which is defined as beyond 12 nautical miles (NM) from the coastline to the extent of the UK Continental Shelf (UKCS). Within territorial limits (<12nm) nature conservation advice is the responsibility of the relevant country bodies.

As the A90/A937 development proposal is not located within the offshore area, does not have any potential offshore nature conservation issues and is not concerned with nature conservation at a UK-level, JNCC does not have any comments to add to this consultation.

Thank you.

John

John Henson Webb

Communications and Corporate Affairs Officer

BSc (Hons)

JNCC, Monkstone House, City Road, Peterborough, PE1 1JY

Tel: 01733 866801, Direct Dial: 01733 866844

Email: john.hensonwebb@jncc.gov.uk



<http://jncc.defra.gov.uk>



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From: Carr, Ellie [<mailto:Ellie.Carr@amey.co.uk>]
Sent: 16 January 2018 16:13
To: Feedback <Feedback@jncc.gov.uk>
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Hello,

I am contacting you regarding a consultation letter that was sent to your office, dated the 24 November 2017, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Ellie

Ellie Carr

Senior Environmentalist | Environment & Sustainability | Consulting
t 0131 314 3051 | m 07834 739268 | e ellie.carr@amey.co.uk
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Carr, Ellie

From: Helen Young <helen.young@aberdeenshire.gov.uk> on behalf of Kincardine & Mearns Ranger <kincardine&mearns.ranger@aberdeenshire.gov.uk>
Sent: 01 February 2018 14:31
To: Carr, Ellie
Subject: RE: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Hullo Ellie,

I am not that familiar with the grounds either side of the A90 at Laurencekirk, the local record centre NESBReC and Environmental planners would be better able to comment. My only comment is that as far as I'm aware the south junction is the busiest crossing the A90 but again local community and groups such as Friends of Denlethen would be better able to comment

Regards
Helen

Helen Young
Countryside Ranger (Kincardine & Mearns)
Ranger Service - Planning & Building Standards
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Tel: 01569 768292
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From: Carr, Ellie [mailto:Ellie.Carr@amey.co.uk]
Sent: 16 January 2018 15:58
To: Kincardine & Mearns Ranger <kincardine&mearns.ranger@aberdeenshire.gov.uk>
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Hello,

I am contacting you regarding a consultation letter that was sent to your office, dated the 24 November 2017, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Ellie

Ellie Carr

Senior Environmentalist | Environment & Sustainability | Consulting
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Carr, Ellie

From: Susie Brown <susie.mearnscc@gmail.com>
Sent: 20 December 2017 17:09
To: Mearns Community Council; Carr, Ellie; Wells, Mark
Cc: Gougeon M (Mairi), MSP; Rumbles M (Mike), MSP; Kerr L (Liam), MSP; info@transportscotland.gov.scot; MinisterTI@gov.scot
Subject: A90/A937 Laurencekirk Junction Improvement Scheme

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Good afternoon,

On behalf of our members I reply to your letter dated 24th November seeking comment from Mearns Community Council on the A90/A937 Laurencekirk Junction Improvement Scheme.

You have sent details of 3 options being considered.

Several of our members attended the public consultation event held in Laurencekirk on Monday 30th October 2017. At this event some members of the Amey team made reference to a 4th option which was not to be made public as it would likely be the most popular!

Our members feel that as this information was withheld from the majority of those who attended the consultation the whole event must be seen as flawed.

As you are aware the Scottish Government Reporter has stated that 2 grade separated junctions is the preferred option for Laurencekirk.

There are many issues to be considered when making this decision, local people who know and drive these roads are best placed to decide what's best for Laurencekirk and the surrounding settlements. We would therefore request a further public consultation where ALL options are put on display.

The main concerns of our members are:

- Environmental Criteria (mitigation)
- Economic Development
- Reduction of traffic movement through Laurencekirk

None of your current proposals address these issues to any great extent.

I look forward to hearing from you and being able to pass your response on to our members.

Regards

Susie Brown
Secretary
Mearns Community Council

Carr, Ellie

From: Glenn Roberts <glenn.roberts@aberdeenshire.gov.uk>
Sent: 11 December 2017 10:30
To: Carr, Ellie
Subject: RE: Major Transport Infrastructure Projects (MTRIPS) Letter for NESBReC

Hi Ellie

Thanks for confirming that. NESBReC does not have any further comments to make.

All the best

Glenn

Regards

Glenn Roberts
NESBReC Co-ordinator
North East Scotland Biological Records Centre (NESBReC)
Specialist Services Team
Infrastructure Services
Aberdeenshire Council
Woodhill House
Westburn Road
Aberdeen
AB16 5GB

Tel: 01467 537221
email: glenn.roberts@aberdeenshire.gov.uk
www.nesbrec.org.uk

From: Carr, Ellie [<mailto:Ellie.Carr@amey.co.uk>]
Sent: 08 December 2017 09:45
To: Glenn Roberts <glenn.roberts@aberdeenshire.gov.uk>
Subject: RE: Major Transport Infrastructure Projects (MTRIPS) Letter for NESBReC

Dear Glenn,

Many thanks for your email. I have spoken with my colleagues in the ecology team and I can confirm that we have already obtained the records for the area. However, if you have any additional comments on the scheme they would be gratefully received.

Kind regards

Ellie

Ellie Carr

Senior Environmentalist | Environment & Sustainability | Consulting
t 0131 314 3051 | **m** 07834 739268 | **e** ellie.carr@amey.co.uk
Amey | 6 Redheughs Rigg | South Gyle | Edinburgh | EH12 9DQ

From: Glenn Roberts [<mailto:glenn.roberts@aberdeenshire.gov.uk>]
Sent: 30 November 2017 11:24
To: Carr, Ellie <Ellie.Carr@amey.co.uk>
Subject: Major Transport Infrastructure Projects (MTRIPS) Letter for NESBReC

Dear Ellie

Thank you for your letter dated 24 November 2017 regarding the A90/A937 Laurencekirk Junction Improvement Scheme. I am assuming that you wish to receive any data on species, habitats and sites of biological interest in the area of these improvements.

NESBReC certainly holds such data for Aberdeenshire but we do charge for our time in providing any data. Your prospective design plans show three junctions along the A90 and I would suggest that we carry out data searches of these three points with a 500m buffer around each one giving you three sets of data corresponding to the three separate locations. The charge would be £83 plus VAT for each of the searches, making a total charge of £249 for all three searches.

The data would be provided in a Word document report along with Excel files of all of the notable species records.

Let me know if this sounds like what you are looking for or do get in touch if you would like to alter the type of data search for this particular site.

Glenn

Regards

Glenn Roberts
NESBReC Co-ordinator
North East Scotland Biological Records Centre (NESBReC)
Specialist Services Team
Infrastructure Services
Aberdeenshire Council
Woodhill House
Westburn Road
Aberdeen
AB16 5GB

Tel: 01467 537221
email: glenn.roberts@aberdeenshire.gov.uk
www.nesbrec.org.uk

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Carr, Ellie

From: Jenny Anderson <JENNYA@nestrans.org.uk>
Sent: 17 January 2018 12:38
To: Carr, Ellie
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - consultation letter

Dear Ellie,

I refer to your e-mail to the Nestrans office regarding the above consultation letter, which was received in December and I apologise for the delay in responding.

As you may be aware, Nestrans previously commissioned a study to investigate whether there was a case for intervention at this location. This was undertaken in line with DMRB stage 1 and STAG methodologies and the final report and appendices are published on the Nestrans website within the documents\studies section. Direct links to these documents are:

[Access to Laurencekirk report](#)

[Appendices](#)

The previous work will have to be reviewed and updated for the options that are now being developed and to ensure that the information is up to date and appropriate for a DMRB Stage 2 assessment, but the baseline environmental assessment previously undertaken is included within appendix D should this be of interest/assistance.

Regards,

Jenny

Jennifer Anderson
Transport Executive (Programmes & Delivery)
Nestrans
Archibald Simpson House
27-29 King Street
Aberdeen
AB24 5AA

Tel (01224) 625524
Mobile 07741 237074
Fax (01224) 626596

www.nestrans.org.uk

Twitter: @Nestrans

Carr, Ellie

From: Maggs, Hywel <Hywel.Maggs@rspb.org.uk>
Sent: 17 January 2018 12:40
To: Carr, Ellie
Subject: FW: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Dear Ellie

RSPB Scotland currently do not have any comments to make of the consultation below.

Best regards

Hywel Maggs

Senior Conservation Officer

East Scotland Regional Office 10 Albyn Terrace, Aberdeen, AB10 1YP
Tel 01224 624824

rspb.org.uk

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The Royal Society for the Protection of Birds (RSPB) is a registered charity: England and Wales no. 207076, Scotland no. SC037654

From: Carr, Ellie [<mailto:Ellie.Carr@amey.co.uk>]
Sent: 16 January 2018 16:15
To: ESRO <ESRO@rspb.org.uk>
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Hello,

I am contacting you regarding a consultation letter that was sent to your office, dated the 24 November 2017, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Ellie

Ellie Carr

Senior Environmentalist | Environment & Sustainability | Consulting
t 0131 314 3051 | m 07834 739268 | e ellie.carr@amey.co.uk
Amey | 6 Redheughs Rigg | South Gyle | Edinburgh | EH12 9DQ



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Carr, Ellie

From: Eddie Palmer <chairmanscottishbadgers@gmail.com>
Sent: 03 December 2017 17:35
To: Carr, Ellie
Cc: Emily Platt
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Stage 2

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Dear Ellie

There is considerable badger activity in the area to the east of this proposed work, I gather all along Garvock Hill, and so we can only suggest a comprehensive survey of the area. Any pertinent badger records will be with Emily Platt, our Species Protection Co-Ordinator, copied in to this. It would seem that whichever of the Options are followed could result in contact with badgers

regards

--

Eddie Palmer
Chairman
Scottish Badgers
Tel. 07454 020044/01307 820718
Operation Badger partners working together to tackle badger persecution by gathering intelligence and targeting offenders
Scottish Badgers protecting Scotland's badgers, their setts and habitat
Scottish Charitable Incorporated Organisation (SCIO) SC034297
Please note new address; chairman@scottishbadgers.co.uk

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Carr, Ellie

From: Eleisha Fahy <eleisha_fahy@Scotways.com>
Sent: 16 January 2018 16:56
To: Carr, Ellie
Subject: RE: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Good afternoon Ellie,

Thank you for your email. It was decided that as a small charity with limited resources, we did not have capacity to comment at this time. Apologies, perhaps we should have dropped you a line to let you know.

It is our assumption that you will be consulting with the relevant Council's access team as regards potential impacts on non-motorised users in the vicinity of the scheme.

Kind regards,
Eleisha

Eleisha Fahy
Senior Access Officer
Scottish Rights of Way and Access Society (ScotWays)
24 Annandale Street, Edinburgh EH7 4AN
tel: 0131 558 1222
web: www.scotways.com
follow us on Twitter: @ScotWays
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From: Carr, Ellie <Ellie.Carr@amey.co.uk>
Sent: 16 January 2018 16:17
To: Info
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Hello,

I am contacting you regarding a consultation letter that was sent to your office, dated the 24 November 2017, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Ellie

Ellie Carr

Senior Environmentalist | Environment & Sustainability | Consulting

t 0131 314 3051 | m 07834 739268 | e ellie.carr@amey.co.uk

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04 January 2018

Mark Wells
Amey OW Ltd
6 Redheughs Rigg
South Gyle
Edinburgh
EH12 9DQ

By email only to: mark.wells@amey.co.uk

Dear Mr Wells

Pre-planning enquiry
A90 Laurencekirk Junction Improvement Scheme
A90 - A937 Laurencekirk

Thank you for your consultation email which SEPA received on 06 December 2017.

We welcome pre-application engagement, but please note that our advice at this stage is based on emerging proposals and we cannot rule out potential further information requests as the project develops.

We ask that the following issues are addressed prior to the submission of a planning application to avoid unnecessary delay and/or objection from us.

1. Surface Water Drainage

- 1.1 We have examined the three proposed options for the A90 Laurencekirk Junction Improvement Scheme and can provide the following comments in relation to Surface Water Drainage.
- 1.2 The new road must be served by SuDS in accordance to the SuDS for road guidance, CIRIA C753 and WAT-RM-08. We consider that Option 2 South Junction Half Cloverleaf Option may have further scope to install suitable Surface Water Drainage (SuDS) with the 2 loops of the option. This could be similar to what was proposed at the Forfar A926/Kirriemuir Junction.
- 1.3 Drainage from new or modified motorways, trunk roads or dual carriageways should be licensed if any one outfall drains a length of >1km. The requirement for licensing also covers drainage from major intersections from such roads, but not junctions of a major road, etc. and a minor road. 'Modified' in this context means major work, such as the addition of an extra lane and would not cover retarring of roads etc. Each outfall draining a length of >1km needs a licence. For example, a length of new motorway with 20 surface water outfalls, five

of which drain lengths of >1 km, would require an application for a licence incorporating five associated activities.

- 1.4 It would be helpful to receive further technical information in relation to the option chosen as this will allow us to provide further regulatory comments which may inform the EIA submission.

2. Engineering works in the Water Environment

- 2.1 In order to meet the objectives of The Water Framework Directive, developments should be designed wherever possible to avoid engineering activities in the water environment. The water environment includes burns, rivers, lochs, wetlands, groundwater and reservoirs. We prefer the water environment to be left in its natural state with engineering activities such as culverts, bridges, watercourse diversions, bank modifications or dams avoided wherever possible. Where watercourse crossings are required, bridging solutions or bottomless or arched culverts which do not affect the bed and banks of the watercourse should be used. If the proposed engineering works are likely to exacerbate flood risk then a flood risk assessment should be submitted in support of the planning application and we should usually be consulted. We would not normally want to be consulted on applications for replacement culverts or bridges where the dimensions are the same. In such circumstances planning authorities should refer to our standing advice in Appendix 2.
- 2.2 Scottish Planning Policy states that the planning system should promote flood reduction by avoiding the construction of new culverts and where possible open existing culverts (paragraph 255). Planning applications should be determined in line with this planning policy.
- 2.3 Further guidance on the design and implementation of crossings can be found in our [Construction of River Crossings Good Practice Guide](#). Best practice guidance is also available within the water [engineering section](#) of our website. For your information, where a culvert is shown to be unavoidable, it should be designed in accordance with the Scottish Government's [River Crossings and Migratory Fish: Design Guidance](#).
- 2.4 Some engineering activities in the water environment require authorisation under the Water Environment (Controlled Activities) Regulations 2011 (as amended) i.e. the "CAR Regulations". Further details of the types of activities that may require authorisation under the CAR Regulations can be found in SEPA's [CAR Practical Guide](#). It is advised that a developer should contact the relevant local SEPA team to discuss any activities that may be subject to these regulations.

3. Flood Risk

- 3.1 We have been asked to provide comments on the EIA requirements for the proposed Laurencekirk Junction Improvement Scheme. Although the A90 at this location is shown to be outwith the 0.5% annual probability (or 1 in 200-year) flood extent, there are a number of small watercourses which the road crosses and that the proposed junctions will cross. These have not been modelled and as such flood risk from these sources is unknown.
- 3.2 A Flood Risk Assessment (FRA) would be required in support of the proposals to demonstrate that there is no impact on flood risk elsewhere as a result of the development. The watercourses run adjacent to properties downstream of the road and it is imperative



Chairman
Bob Downes

Chief Executive
Terry A'Hearn

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there is no increase in flows through loss of floodplain. For the most part, the proposed watercourse crossings are immediately adjacent to existing crossings and we would recommend that the new structures are designed to convey the same flows as the existing structures. Aberdeenshire Council should be contacted to determine whether there are any flood risk issues associated with these structures.

- 3.3 Options 1 and 2 appear to have the least watercourse crossings and proposed roads adjacent to watercourses and as such these would be our preferred options in terms of flood risk.

Caveats & Additional Information for Applicant

- 3.4 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood-maps/>.
- 3.5 We refer the applicant to the document entitled: “*Technical Flood Risk Guidance for Stakeholders*”. This document provides generic requirements for undertaking Flood Risk Assessments and can be downloaded from <http://www.sepa.org.uk/media/162602/ss-nfr-p-002-technical-flood-risk-guidance-for-stakeholders.pdf> Please note that this document should be read in conjunction with Policy 41 (Part 2).
- 3.6 Our Flood Risk Assessment checklist should be completed and attached within the front cover of any flood risk assessments issued in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist our review process. It can be downloaded from <http://www.sepa.org.uk/media/159170/flood-risk-assessment-checklist.xls>.
- 3.7 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

4. Air Quality

- 4.1 We advise that Local air quality should be considered in the EIA for this development. The Design Manual for Roads and Bridges (DMRB) 11.3.1 provides guidance on air quality assessment. The assessment should be carried out using traffic data for the “Do-Minimum” (without the scheme) and “Do-Something” (with the scheme) scenarios. The assessment should identify which roads are likely to be affected by the proposals. Affected roads are those that meet any of the following criteria:

- Road alignment will change by 5 m or more; or
- Daily traffic flows will change by 1,000 AADT or more; or
- Heavy Duty Vehicle (HDV) flows will change by 200 AADT or more; or
- Daily average speed will change by 10 km/hr or more; or



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- Peak hour speed will change by 20 km/hr or more.

- 4.2 The assessment should also identify receptor locations alongside affected roads and new roads. SEPA recommends that the DMRB Air Quality Screening Model is used to estimate pollutant concentrations changes on affected roads, with receptors. The latest DMRB model version and procedures for its use are described on the LAQM Support Helpdesk website.
- 4.3 Where the DMRB assessment indicates that exceedances of the objectives are likely, more detailed modelling work may then be required. This may include the use of more complex dispersion models. Further guidance on detailed dispersion modelling of road traffic sources is provided in Section 4 of the Local Air Quality Management Technical Guidance (TG) 16.

5. Regulatory advice for the applicant

- 5.1 Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).
- 5.2 Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011. Proposed crushing or screening will require a permit under The Pollution Prevention and Control (Scotland) Regulations 2012. Consider if other environmental licences may be required for any installations or processes.
- 5.3 You may need to apply for a construction site licence under CAR for water management across the whole construction site. These will apply to sites of 4ha or more in area, sites 5 km or more in length or sites which contain more than 1ha of ground on a slope of 25 degrees or more or which cross over 500m of ground on a slope of 25 degrees or more. It is recommended that you have pre-application discussions with a member of the regulatory team in your local SEPA office.
- 5.4 Details of regulatory requirements and good practice advice for the applicant can be found on the [Regulations section](#) of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office at:

62 High Street, Arbroath, DD11 1AW, Tel: 01241 874370

If you have any queries relating to this letter, please contact me by telephone on 0131 273 7259 or by e-mail to planning.se@sepa.org.uk.

Yours sincerely

Anna Gaffney
Planning Officer
Planning Service



Chairman
Bob Downes

Chief Executive
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This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at this time. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning or similar application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application or similar application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. For planning applications, if you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found on our [website planning pages](#).



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Carr, Ellie

From: Shirley Reid <Shirley.Reid@snh.gov.uk>
Sent: 19 December 2017 11:11
To: Carr, Ellie
Subject: A90/A937 Laurencekirk junction improvement scheme - stage 2 EIA

A90/A937 Laurencekirk junction improvement scheme - stage 2 EIA

Hi Ellie,

With reference to the letter sent to us recently by Mark Wells in relation to the above scheme, we do not consider there to be any connectivity with any protected area of either national or international importance.

We have no other comments.

Kind regards

Shirley

Shirley Reid
Operations Officer
Tayside and Grampian
Scottish Natural Heritage
Alexander Fleming House
8 Southfield Drive
Elgin
IV30 6GR

Direct dial 01343 540 631
E-mail shirley.reid@snh.gov.uk

General e-mail tayside_grampian@snh.gov.uk

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Thoiribh an aire airson adhbharan gnothaich, 's dòcha gun tèid sùil a chumail air puist-dealain a' tighinn a-steach agus a' dol a-mach bho SNH.

Carr, Ellie

From: Nick Littlewood <nesrecorder@yahoo.co.uk>
Sent: 23 January 2018 10:58
To: Carr, Ellie
Subject: A90/A937 Laurencekirk Junction Improvement Scheme

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Dear Ellie,

You recently contacted the Scottish Ornithologists' Club regarding a consultation over the A90/A937 Laurencekirk Junction Improvement Scheme. The letter was passed to me, as Bird Recorder for North-East Scotland.

I do not have specific comments to make regarding this scheme. It is in an area of North-East Scotland for which we have few specific bird records. There will likely be some localised impact, through reduction in habitat for farmland bird species. These could include some Red or Amber listed species, such as (but not limited to) Tree Sparrow, Lapwing and Linnet.

If you have not already done so, please do contact the North-East Scotland Biological Records Centre (NESBReC) who hold data on a wide range of species and habitats.

Regards

Nick Littlewood
North East Scotland Bird Recorder

For information about bird recording in North East Scotland, see [this page](#) on the Scottish Ornithologists' Club website

Carr, Ellie

From: Neill Malone <Neill.Malone@sustrans.org.uk>
Sent: 19 January 2018 11:22
To: Carr, Ellie
Subject: RE: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Hi Ellie,

We don't have any cycle routes in the vicinity of this junction improvement scheme, so as such have no comments for the environmental assessment.

Thanks

Neill Malone
NCN Project Officer

Sustrans Scotland
Rosebery House
9 Haymarket Terrace
EDINBURGH
EH12 5EZ
Office: 0131 346 1384
Mobile: 07798 904835

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From: Sustrans Scotland
Sent: 17 January 2018 09:38
To: Routes and Networks
Subject: FW: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

From: Carr, Ellie [<mailto:Ellie.Carr@amey.co.uk>]
Sent: 16 January 2018 16:19
To: Sustrans Scotland <scotland@sustrans.org.uk>
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Hello,

I am contacting you regarding a consultation letter that was sent to your office, dated the 24 November 2017, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Ellie

Ellie Carr

Senior Environmentalist | Environment & Sustainability | Consulting
t 0131 314 3051 | m 07834 739268 | e ellie.carr@amey.co.uk
Amey | 6 Redheughs Rigg | South Gyle | Edinburgh | EH12 9DQ



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Carr, Ellie

From: Bruce Wilson <bwilson@scottishwildlifetrust.org.uk>
Sent: 16 January 2018 16:44
To: Carr, Ellie
Cc: Reception
Subject: RE: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

We are unable to respond – this should not be recorded as no comment. Please record as unable to respond

Kind regards,

Bruce

From: Carr, Ellie [<mailto:Ellie.Carr@amey.co.uk>]
Sent: 16 January 2018 16:19
To: Enquiries
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Hello,

I am contacting you regarding a consultation letter that was sent to your office, dated the 24 November 2017, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Ellie

Ellie Carr

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t 0131 314 3051 | m 07834 739268 | e ellie.carr@amey.co.uk
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Stage 3

From: Bruce Mann <bruce.mann@aberdeenshire.gov.uk>
Sent: 19 February 2019 15:12
To: Ather, Heather
Cc: Claire Herbert
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Sage 3 EIA - Initial Archaeology Comments

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Dear Heather,

A90/A937 Laurencekirk Junction Improvement Scheme - Sage 3 EIA - Initial Archaeology Comments

Thank you for the consultation letter of the 4th February regarding the progression to DMRB Stage 3 for the above project, and your request for initial scoping comments ahead of the Environmental Impact Assessment.

Having reviewed the now preferred junction site of Option 1A, I can confirm that there are no known archaeological sites impacted on by the proposal with the nearest known site being the surviving West Lodge Gates for Johnston House (HER Ref No NO77SW0093 or NGR NO7104 7067) which lies circa 30m beyond the tie-in for the existing A937.

There are however considerations for the historic environment when looking at the wider landscape, ranging from prehistoric to medieval settlement. As such, given the potential for previously unknown buried archaeological remains to be encountered during the work, I would recommend that some form of evaluative mitigation works are undertaken ahead of any construction works. This could take the form of trial-trenching along the footprint of the new road layout (outwith the existing carriageway).

I look forward to seeing the EIA in due course, but should you have any queries regarding the above in the meantime then please do not hesitate to contact me.

Best wishes
Bruce

Bruce Mann MA MCIfA FSA Scot FRSA
Archaeologist
Planning & Building Standards
Infrastructure Services
Aberdeenshire Council
Woodhill House
Westburn Road
Aberdeen
AB16 5GB

Archaeology Service for Aberdeenshire, Moray, Angus, and Aberdeen City Councils
Tel: 01467 534 912 Internal 721 4912
Web Site - <https://www.aberdeenshire.gov.uk/leisure-sport-and-culture/archaeology/>

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deleting the e-mail afterwards. Any views or opinions presented are solely those of the e-mail's author and do not necessarily represent those of Aberdeenshire Council.

Dh'fhaodadh fiosrachadh sochaire, a tha a-mhàin airson an neach gu bheil am post-dealain air a chur, a bhith an seo. Ma tha thu air am post-dealain fhaighinn mar mhearachd, gabh ar leisgeul agus cuir fios chun an neach a chuir am post-dealain agus dubh às am post-dealain an dèidh sin. 'S e beachdan an neach a chuir am post-dealain a tha ann an gin sam bith a thèid a chur an cèill agus chan eil e a' ciallachadh gu bheil iad a' riochdachadh beachdan Chomhairle Shiorrachd Obar Dheathain.

www.aberdeenshire.gov.uk

From: david simmonds <pusszach@gmail.com>
Sent: 16 February 2019 12:39
To: Ather, Heather
Subject: A90/A937 Laurencekirk Junction Improvement

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Thank you for your letter of 4th February 2019. I have discussed this with members of the Auchenblae Heritage Society. We are pleased to see that progress continues on this improvement but have no further comments to add.

Frances Simmonds



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By email: heather.ather@amey.co.uk

Ms Heather Ather
AMEY (Eurocentral)
Precision House
McNeil Drive
Eurocentral
Motherwell
ML1 4UR

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
HMConsultations@hes.scot

Our case ID: 300025099
Your ref: 25000276/EIA/HA/MW/3868

18 February 2019

Dear Ms Ather

The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017
A90/A937 Laurencekirk Junction Improvement Scheme
Stage 3 Environmental Impact Assessment

Thank you for your consultation which we received on 6 February 2019 about the above Stage 3 EIA. We have reviewed the details in terms of our historic environment interests. This covers world heritage sites, scheduled monuments and their settings, category A-listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields and historic marine protected areas (HMPAs).

Aberdeenshire Council's archaeological and cultural heritage advisors will also be able to offer advice on the scope of the cultural heritage assessment. This may include heritage assets not covered by our interests, such as unscheduled archaeology, and category B- and C-listed buildings.

As you will be aware from our previous advice (letter dated 11 December 2017), we are content that none of the options identified at stage 2 would have a significant impact on our historic environment interests. We therefore have no further comments relevant to the environmental assessment in reference to the selection of a preferred option.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Ruth Cameron, who can be contacted by phone on 0131 668 8657 or by email on Ruth.Cameron@hes.scot.

Yours sincerely

Historic Environment Scotland

From: Helen Young <helen.young@aberdeenshire.gov.uk> on behalf of Kincardine & Mearns Ranger <kincardine&mearns.ranger@aberdeenshire.gov.uk>
Sent: 14 March 2019 15:06
To: Ather, Heather
Subject: RE: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

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Hullo,
No comments other than previous comments made last year
Regards
Helen

Helen Young
Countryside Ranger (Kincardine & Mearns)
Ranger Service - Planning & Building Standards
Viewmount
Arduthie Road
Stonehaven
AB39 2DQ
Tel: 01569 768292
Mob: 07768 704671

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visit our website
<https://www.aberdeenshire.gov.uk/leisure-sport-and-culture/ranger-service/>

From: Ather, Heather [mailto:Heather.Ather@amey.co.uk]
Sent: 14 March 2019 10:45
To: Kincardine & Mearns Ranger <kincardine&mearns.ranger@aberdeenshire.gov.uk>
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Good Morning

I am contacting you regarding a consultation letter that was sent to your office, dated the 4th February 2019, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Heather Ather

Senior Environmentalist | Environment & Sustainability | Amey Consulting
t 01698 730 223 | m 07912795822 | e heather.ather@amey.co.uk

Subject: RE: 20190227 A90 Laurencekirk - copy of response to Mearns Community Council

From: Susie Brown <susie.mearnscc@gmail.com>
Sent: 26 February 2019 08:24
To: Wells, Mark <Mark.Wells@amey.co.uk>; chair.mearnscc@gmail.com
Subject: RE: Drawing No. A90LK-AMY-HML-SJ-DR-CH-0001

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Morning Mark,

Following the Mearns CC meeting last night I'm asked to contact you for clarification on the following points:

1. Is there pedestrian/cycle access over the flyover bridge? If not, then what safe route is in place for this?
2. Who will have final responsibility for maintaining the GSJ and which parts will fall within Aberdeenshire Council remit.
3. It looks as though there is a footpath coming off the Johnston Mains access road which might be for pedestrian/cycle access— if this is the case then is there to be an overbridge or will the existing underpass be the favoured route? If so, who will be responsible for bringing the track from Frain Drive (off Laurencekirk High Street) to the underpass up to standard? At present this is an unmade road.
4. Members voiced concern that the drawing sent is short on detail. They also ask if there is a report to accompany the drawing? Any environmental impact assessment should include the whole of Laurencekirk and all roads leading to Laurencekirk.

Clearly, due to the limited timescale left for making comment, we'd appreciate a quick response to these queries.

Thank you

Regards

Susie

Sent from [Mail](#) for Windows 10

From: [Wells, Mark](#)
Sent: 18 February 2019 10:18
To: [Mearns Community Council](#); [Ather, Heather](#)
Cc: chair.mearnscc@gmail.com
Subject: RE: Drawing No. A90LK-AMY-HML-SJ-DR-CH-0001

Good morning Susie,

I have just returned from holiday but made contact with my colleagues while I was away and hope that the drawing has been provided for the Community Council as requested.

Notwithstanding holidays, please regard my email address as the first point of contact for the project. I monitor emails when not at work, so email communications should not be missed, even when I am away.

Regards,

Mark

Mark Wells BSc (Hons), CEng MCIHT, MICE

Technical Director | Consulting | Scotland | Amey Consulting

t 01698 730 393 | m 07896427160 | e mark.wells@amey.co.uk

Amey | Precision House | McNeil Drive, Eurocentral | Motherwell | ML1 4UR



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From: Mearns Community Council <susie.mearnscc@gmail.com>

Sent: 12 February 2019 15:25

To: Wells, Mark <Mark.Wells@amey.co.uk>; Ather, Heather <Heather.Ather@amey.co.uk>

Cc: chair.mearnscc@gmail.com

Subject: Drawing No. A90LK-AMY-HML-SJ-DR-CH-0001

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Good afternoon,

Having now made 4 phone calls seeking an electronic copy of the above drawing with no success - I now ask by email in the hope that somebody can help.

Mearns Community Council members will want to see this drawing in advance of our meeting and an electronic copy is easier to send. This will allow us to discuss and make comment to you by 6th March as requested.

I look forward to hearing from you soonest.

Regards

Susie Brown

Mearns Community Council

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From: michael robson <michaelrobson47@gmail.com>
Sent: 14 March 2019 13:13
To: Ather, Heather
Subject: Re: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Thank you for your letter regarding the environmental impact of the proposed graded junction. We received the small scale plan of the proposed road junction across the A90 at Laurencekirk. /A937 We were baffled that there were no further comments on the impact of the junction on the residents of Laurencekirk in relation to the impact of the improved access to Laurencekirk and its 18th century infrastructure.

We note that the current impact of the loss of access to the A90 as a result of the removal of the bridge at Abbeyton (north of Fordoun adjacent to A90) and to the long term restrictions on the reduced access to the bridge over the railway at Fordoun (conversion to single carriageway and traffic lights) has not been recognised.

Currently the lack of safe access to the A90 north of Laurencekirk for residents from the Fettercairn to Auchenblae areas has resulted in an increase to the traffic using the western access routes leading to the access junction to the A90 to the north of Laurencekirk. (A937)

We await a statement assessing the long term impact of these developments.

In relation to the access for NMUs leading from the Montrose side of the junction parallel to the east side of the A90 we welcome this significant improvement which will improve safe access to the Garvock Hill road, B9120 for local residents.

We welcome the possibility of further employment opportunities adjacent to the proposed junction at the southern border of Laurencekirk. which we believe will offer a major benefit to the settlement.

We would welcome a view on improvements to improve the safe access to the A90 at the present B9120/A90 junction where the lack of "feeder" lanes and central reservation areas have been associated with a number of accidents.

Similar views would be welcomed on the risk assessment of the north A937/A90 junction where right turns have been the site of at least one fatal accident.

Recent predictions of population growth for Aberdeen city and shire of 20% over the next 20 years indicate continuing increases in the volume of traffic on the A90.. The existing housing development plans in Laurencekirk and Fettercairn would result in almost 100% increase in population of these settlements with proportionate pressure on local infrastructure.

We look forward to hearing from you regarding these matters.

Yours faithfully,
Mike Robson for The Laurencekirk Development Trust

On Thu, Mar 14, 2019 at 10:37 AM Ather, Heather <Heather.Ather@amey.co.uk> wrote:

Good Morning

I am contacting you regarding a consultation letter that was sent to your office, dated the 4th February 2019, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Heather Ather

Senior Environmentalist | Environment & Sustainability | Amey Consulting

t 01698 730 223 | m 07912795822 | e heather.ather@amey.co.uk

Amey | Precision House | McNeil Drive | Eurocentral | ML1 4UR

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From: Tricia Howden <TrHowden@nestrans.org.uk>
Sent: 18 March 2019 10:26
To: Ather, Heather
Cc: Louise Calder
Subject: RE: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

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Morning Heather

Please accept our apologies for the oversight regarding the above correspondence, which we received on 7th February 2019.

I can confirm that Nestrans do not have any comments to make and I can confirm that Derick is supportive of the scheme.

Please let me know if you require further information or assistance.

Regards

Tricia Howden

Office Manager/PA to Director

Tricia Howden
Nestrans
Archibald Simpson House
27-29 King Street
Aberdeen
AB24 5AA
☎: 01224 346683

Please note I work Monday to Thursday.

For assistance on a Friday please contact the office number on ☎: 01224 346680

www.nestrans.org.uk

Twitter: @Nestrans

From: Louise Calder <louise.calder@aberdeenshire.gov.uk>
Sent: 18 March 2019 10:06
To: Tricia Howden <TrHowden@nestrans.org.uk>
Subject: FW: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Morning Tricia,

Did we receive this letter and who is best to follow up on it?

Thanks
Louise

From: Ather, Heather [<mailto:Heather.Ather@amey.co.uk>]
Sent: 14 March 2019 11:10
To: Louise Calder <louise.calder@aberdeenshire.gov.uk>
Subject: A90/A937 Laurencekirk Junction Improvement Scheme - Consultation Letter

Good Morning

I am contacting you regarding a consultation letter that was sent to your office, dated the 4th February 2019, relating to the A90/A937 Laurencekirk Junction Improvement Scheme.

It would be greatly appreciated if you could please confirm whether you have any comments or information that may be relevant to the environmental assessment.

I look forward to hearing from you.

Kind regards

Heather Ather

Senior Environmentalist | Environment & Sustainability | Amey Consulting
t 01698 730 223 | m 07912795822 | e heather.ather@amey.co.uk
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From: Jardine, Andrew
Sent: 14 March 2019 16:09
To: 'heather.arther@amey.co.uk' <heather.arther@amey.co.uk>
Subject: 25000276/EIA/HA/HW/3866 - A90/ A937 – Laurencekirk Junction improvement Scheme

Hi Heather

25000276/EIA/HA/HW/3866 - A90/ A937 – Laurencekirk Junction improvement Scheme

Sorry for the delay in responding to you regarding the above development. I've reviewed the design layout and would like advise the following:

The End SuDS should be designed in accordance the SuDS for Roads, CIRA c753, SEPA's WAT-RM-08 (SEPA's suds guidance). The construction of the project should comply with SEPA's construction site guidance WAT-SG-75 and may require a construction site licence if the site construction boundary exceeds 4 Hectares, contains a road or track in excess of 5km or include any area of more than 1 hectares or any length more than 500m on ground with a slope in excess of 25 degrees. More information on the construction site licence is contained on this web link:

<https://www.sepa.org.uk/regulations/water/pollution-control/construction-site-licences/> - if a construction site licence is going to be required, SEPA advise that this is applied for way in advance to works starting, so the site is all licenced ready to go for the developer to start work and so contractors don't leave it to the last minute and put SEPA under undue pressure to issue permissions as an after-thought. Do you have an idea about start dates? I have a feeling SEPA may have a new permitting team that will likely be in place that will be working solely on issuing environmental permits.

The end drainage – any new outfall serving the junction may require a surface water discharge simple licence (this would likely be the responsibility of the eventual operator of the road). The simple licence covers: Surface water discharges from >60 hectares of land used for residential premises, >1,000 car park spaces, all industrial estates, and motorways and A roads. This is explained further for a project like this in more detail below:

Drainage from new or modified motorways and A roads should be licensed if any one outfall drains a length of >1km. The requirement for licensing also covers drainage from major intersections from such roads, but not junctions of a major road, etc. and a minor road. 'Modified' in this context means major work, such as the addition of an extra lane and would not cover retarring of roads etc. Each outfall draining a length of >1km needs a licence. For example, a length of new motorway with 20 surface water outfalls, five of which drain lengths of >1 km, would require an application for a licence incorporating five associated activities.

SEPA would like to review the construction site pollution mitigation plan for the development. SEPA advise that this document is a live document and that the key to successfully mitigation pollution in projects like this is to keep clean water clean and separate from mixing with construction site water which then gives less construction site water to manage. The mitigation should develop and evolve as the project expands and the receptors monitored and action taken should there be issues identified. Similar to the Aberdeen WPR the sub soil is likely going to be very fine almost redish clay which I have experience of mitigating and it could prove difficult to manage if not properly thought out.

SEPA would like more detail on the SuDS ponds and any habitat enhancement the proposed suds may offer. SEPA would like to promote the conveyance of water to and from the SuDS using swales or above ground SuDS where possible.

Do you have any more detailed drawings regarding the SuDS basins and the conveyance of water to the features?

Hope this information helps for now.

Happy to discuss.

Kind regards

Andrew Jardine
Compliance and Beyond
Environment Protection Officer
SEPA Arbroath Office
62 Highstreet
Arbroath
DD11 1AW

Tel: 01241 874370
Fax: 01241 430695

From: John Wills <bilbo.mononymusk@btinternet.com>
Sent: 08 February 2019 19:37
To: Ather, Heather
Cc: Wendy Hicks
Subject: A90/A937 Laurencekirk Junction Improvement Scheme EIA
Attachments: A90A937 Larencekirk Junction Improvement Scheme .pdf

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A90/A937 Laurencekirk Junction Improvement Scheme Stage 3 Environmental Impact Assessment

Dear Ms Ather

Your letter of 4 February (copy attached) to the SOC regarding the above matter was passed to me as branch secretary of the appropriate area within which the project falls.

I have consulted with a local branch member who has detailed knowledge of the affected area and he has assured me that as far as he is aware there is not much in the EIA area of suitable habitat that birds rely on, nor are there large bird populations around the area. Thus we would expect that the project will have limited affect on the resident birdlife.

I trust this response will satisfy your enquiry. If you have any further questions regarding this project, please fell free to enquire of myself.

regards

John Wills
Secretary, North East Scotland Branch, SOC

tel.: 01467 651296

email: grampian.secretary@the-soc.org.uk

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