

Detailed Landscape Mitigation Proposals

- 1.1.1 Landscape proposals are described below and illustrated on Figures 11.5a to 11.5p, with sections at 1:1000, 1:1250 or 1:2000 scale shown on Figures 11.6a to 11.6m.

North Kingswells Junction (chainage 315000-315250): Figure 11.5a

- 1.1.2 At North Kingswells junction the AWPR moves onto embankment in the open farmland area of Overhills. The embankment will be up to 4.5 metres above existing ground level, and visible to receptors such as Newton Farm and Overhills Farm. In this open landscape, groups of feathered trees and scrub are proposed to screen traffic movement and reflect the surrounding area character. Drystone walls are proposed to tie into existing walls and reflect landscape pattern.

North Kingswells junction to Craibstone Estate (chainage 315250-316450): Figure 11.5b

- 1.1.3 North of North Kingswells junction, the road moves from embankment into cutting, up to 8.5 metres deep. The cutting is likely to be into rock and the rockface will be treated to achieve as natural an appearance as possible. The area is dominated by drystone walls and scrubby field boundary vegetation. Clumps of feathered trees and drystone walls are proposed along new field boundaries to provide screening of traffic movement as well as reflecting the local landscape pattern. Closer to Craibstone Estate, the landscape becomes more wooded and enclosed. The access road into Craibstone Estate will be realigned alongside the proposed Northern Leg and a false cutting and scrub woodland between the main alignment and the access road will provide a visual screen between them.

Craibstone Estate and A96 junction (chainage 316450-317550): Figure 11.5c

- 1.1.4 The proposed Northern Leg will pass through Craibstone Estate mainly on embankment, up to 14 metres above existing ground level. The area is heavily wooded and several areas of mixed and coniferous woodland are proposed east and west of the route, to screen views of the main alignment and A96 link road from Craibstone College buildings, Craibstone golf course and surrounding properties, as well as marrying into adjoining areas of woodland. North east of the northern leg and the A96 ponds are proposed which will be terraced and formal in outline. These ponds in conjunction with planting and/ or a feature on the A96 roundabout will highlight the approach to Aberdeen and the airport.
- 1.1.5 False cuttings have been introduced to help screen views of the Northern Leg from properties north of the A96 at Chapel of Stoneywood (west) and Walton Cottages (east). In the central area surrounded by the Northern Leg, the A96 and the A96 link road, riparian and mixed woodland have been proposed around 4 ponds and the realigned Green Burn to improve integration with the surroundings and promote biodiversity. There will be a one metre high drystone wall along the eastern side of the A96 junction roundabout to provide noise attenuation for properties around the Mill of Craibstone Veterinary Centre.

A96 / Dyce Drive junction: Figure 11.5d

- 1.1.6 The junction between the A96 and Dyce Drive will be altered and a short section of Dyce Drive slightly realigned. Scrub woodland is proposed to soften views from properties to the west and east of Dyce Drive.

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Chapel of Stoneywood to Howemoss (chainage 317550-318950): Figure 11.5e

- 1.1.7 North of the A96 the Northern Leg will move onto embankment, up to 12 metres above existing ground level. The Chapel of Stoneywood to Kirkhill road will be closed and a false cutting, noise barrier (varying in height from 1.2 to 2.8 metres) and scrub woodland planting are proposed to reduce visual impacts on receptors at Chapel of Stoneywood, north of the A96.
- 1.1.8 The open farmland character will be reflected in the clumps of feathered trees, scrub woodland and drystone walls which are proposed. Where the route crosses the eastern slopes of Tyrebagger Hill the eastern embankments will be eased out to visually integrate the Northern Leg with the surrounding landform and allow for a potential return to agriculture. False cuttings, drystone walls, groups of feathered trees and scrub woodland are proposed to reduce the visual impact of traffic movement on views from Howemoss and Newton Farm.

Howemoss to Wildlife Overbridge (chainage 318950-319980): Figure 11.5f

- 1.1.9 Crossing the slopes of Tyrebagger Hill to the west of Howemoss Farm, the proposed Northern Leg alignment will be on embankment, up to 14 metres high. The western side of the road will be eased out to tie in smoothly with the existing levels uphill. In keeping with the existing character of Tyrebagger Hill, mixed woodland planting is proposed to the west of the road to marry into adjoining woodlands and assist integration of the Northern Leg in long views. On the eastern side of the road a false cutting and scrub woodland is proposed to provide the screening of traffic movement in views from Howemoss Farm. Drystone walls are proposed to reinforce the new field boundaries and reflect the existing landscape pattern.
- 1.1.10 Ascending to the highest point on the route, the road will be in cutting up to 9 metres deep. The cutting is likely to be into rock which will be treated to create as natural an appearance as possible.

Wildlife Overbridge to Pitmedden Estate (chainage 319980-321150): Figure 11.5g

- 1.1.11 Descending from Tyrebagger Hill, the road will be in cutting, likely to have exposed rock faces that will be treated to ensure a naturalistic appearance. Bogenjoss Burn and the access road to Bogenjoss House will be realigned to the west of the AWPR, with a belt of riparian woodland proposed between the burn and the existing woodland to promote biodiversity. Proposed scrub woodland between the access road and the main alignment will help to screen views between them. At Bogenjoss, the road will move onto embankment, up to 15 metres high, which will increase its visibility from Bogenjoss House, although a 2.5 metre noise barrier beside the property will aid screening and provide noise attenuation. A belt of mixed woodland on the west side of the main alignment is proposed to provide screening and strengthen the existing plantation woodland edge. On the eastern side of the road, the embankment will be eased out towards Bogenjoss Burn to improve integration with the valley landform. Clumps of scrub woodland are proposed to reflect the existing vegetation pattern and soften views of the embankment from the proposed scheme.

Pitmedden Estate to Upper Kirkton (chainage 321150-322200): Figure 11.5h

- 1.1.12 The Northern Leg main alignment continues to descend from Tyrebagger Hill on embankment and will be visible from the edge of Pitmedden Estate, and in distant views from north of the River Don. The embankment will be eased out to improve integration with the surrounding landform and allow for a potential return to agriculture. A belt of mixed woodland is proposed at the top of the embankment to screen traffic movement and reflect the existing wooded character of the landscape.
- 1.1.13 South of Pitmedden Estate the Northern Leg moves into a cutting, up to 13 metres deep. The cutting is likely to be into rock and would be treated to ensure as naturalistic an appearance as possible. Mixed woodland on the north side of the cutting will consolidate the woodland cover and screen the higher side of the cutting in distant views. As the road crosses the lower slopes of the

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hillside noise barriers adjacent to the road (1.5 metre beside the northbound carriageway and 1.6 metre beside the southbound carriageway) will provide screening and noise attenuation for nearby properties (Lyndmoor, Tillybrig and Upper Kirkton).

**Upper Kirkton to B977 West, including the River Don crossing (chainage 322200-323750):
Figure 11.5i**

- 1.1.14 At Upper Kirkton the main alignment will be on embankment up to 8 metres high. False cuttings and scrub woodland will help reduce visual impacts on properties at Upper Kirkton north and south of the route, with noise barriers on the embankments (a 1.5 metre fence beside the northbound carriageway, a 1.6 metre high fence beside the southbound carriageway and a one metre high barrier along the southbound parapet of the Pitmedden Road Underbridge) to assist with screening and provide noise attenuation. Embankments will be eased out to improve integration with the surrounding landform and allow for a potential return to agriculture on both sides of the road.
- 1.1.15 South of the River Don, the approach to the new bridge introduces an embankment, up to 21 metres high. This will be eased out to tie smoothly into existing levels and complement the bridge design. There will be a one metre high drystone wall along the embankment and a one metre high barrier attached to the railway overbridge adjacent to the southbound carriageway to provide noise attenuation for properties around Nether Kirkton. Areas of scrub woodland are proposed on the embankments to frame the bridge and reflect the thin, linear 'esker' planting on the northern side of the river. The area around the proposed ponds south of the river will be planted with scrub woodland to improve their integration with the surroundings and promote biodiversity.
- 1.1.16 On the northern side of the River Don the bridge structure ties into an area of higher ground which helps fit the structure into the landform. As the AWPR passes to the west of Goval Villa, a false cutting and scrub woodland will screen views of traffic movement from the property. The embankments of the realigned B977 will be eased out to tie smoothly into existing levels and drystone walls are proposed alongside the realigned B977 to reinforce new field boundaries and reflect landscape character.
- 1.1.17 The River Don bridge design has been subject to aesthetic review and is designed as a positive landscape feature.

Goval junction (chainage 323750-324980): Figure 11.5j

- 1.1.18 A key characteristic of this area is the strongly undulating landform. The Goval junction, the main alignment and the realigned A947 will fragment this landform and introduce substantial embankments up to 10 metres high. Alongside the main alignment, mitigation includes easing out the cutting near Goval Farm and easing embankments around the Goval junction to improve integration of the road into the surroundings. False cuttings and scrub woodland are proposed around Goval junction to provide screening for receptors at Meadowhead and Little Goval. Ponds proposed between the main alignment and Goval Burn will be planted with riparian woodland planting to improve integration and promote biodiversity. A 0.5 metre high drystone wall adjacent to the southbound carriageway will provide noise attenuation for Parkhill Cottage.
- 1.1.19 The realignment of the A947 will result in the removal of an area of mature semi-natural broadleaf woodland on the edge of Parkhill Estate which is designated with a Tree Preservation Order. Belts of mixed woodland are proposed to integrate with the remaining woodland and provide screening for the Old Toll House. The A947 embankments will be graded at varying gradients to reflect the undulating landform and visually integrate the realigned road with its surroundings. Broadleaved planting alongside the A947 will screen the movement of traffic from nearby properties. Behind the Old Toll House and The Bungalow (at the junction between the A947 and the B977), a 1.8 metre high noise barrier will provide noise attenuation for the properties, with a 0.5 metre high drystone wall providing screening and noise attenuation for Kinnaird.

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Littlejohn's Wood (chainage 324980-326400): Figure 11.5k

- 1.1.20 As the road passes Meadowhead, it will be on embankment, up to 12 metres high, and a false cutting with scrub woodland on the north side of the road will assist screening of traffic movement in views from properties at Meadowhead. The road enters a cutting up to 9.0 metres deep as it crosses the Littlejohn's Wood area. This cutting is likely to be exposed rock which will be treated to create as natural an appearance as possible. On the south side of the cutting, mixed woodland is proposed to reduce visual impact on properties at Corsehill, with a one metre high drystone wall adjacent to the southbound carriageway to provide screening and noise attenuation for Corsehill Cottage.
- 1.1.21 The B977 will be realigned onto an overbridge across the main alignment and the embankments, up to 8 metres high, will be eased to improve integration with the surroundings and reduce visual impacts on nearby properties. A false cutting and mixed woodland planting is proposed to assist screening of views of the main alignment and B977 from nearby properties and extra heavy standard trees are proposed to reflect existing trees.

Lochgreens (chainage 326400-327750): Figure 11.5l

- 1.1.22 As the proposed scheme passes the Lochgreens area it will be in slight cutting, up to 3 metres deep. The access road to Lochgreens Cottage will be realigned onto an overbridge to cross the main alignment. The overbridge embankments will be eased out to improve integration with the surroundings and clumps of feathered trees will help screen views of traffic movement. A false cutting with a 1.6 metre high noise barrier and a drystone wall between the cottage and the main alignment will also screen views.
- 1.1.23 East of Lochgreens Cottage, the Northern Leg moves onto embankment, up to 6 metres high, north of Corby Loch. The landscape in this area is very open, with prominent drystone walls and vegetation cover limited to clumps of mature trees and scrub. The mitigation proposals aim to reflect this simple character by replacing drystone walls to reinforce new field boundaries and clumps of feathered trees to reflect the existing vegetation pattern and soften views of the road for local receptors. The embankment north of Corby Loch will be eased out to improve integration with the surroundings and allow for a potential return to agriculture. The proposed ponds north of the main alignment will be planted with riparian woodland to assist integration and promote biodiversity.

Backhill of Cranbog (chainage 327750-329100): Figure 11.5m

- 1.1.24 This section of the Northern Leg will be in cutting up to 16 metres deep. The cutting is likely to be into rock and the rock face will be treated to ensure as natural an appearance as possible. Proposed scrub woodland in field remnants alongside the route will provide screening of views along the Northern Leg from Leuchlands Croft and help integrate the road with the existing field pattern. Drystone walls are proposed to tie into existing walls and replace those lost to the route. In this area, the alignment of the Northern Leg was altered to avoid loss of mature field boundary trees which are a prominent feature of the landscape character.

B999 to Blackdog Burn (chainage 329100-330400): Figure 11.5n

- 1.1.25 In this section, the proposed scheme is mainly in cutting up to 4 metres deep, except as it crosses the Blackdog Burn where it moves onto embankment, up to 4.5 metres above the existing ground level. The embankments are eased out to improve integration with surrounding landform and planted with scrub and riparian woodland to promote biodiversity. Distinctive features of this area are the mature trees alongside field boundaries and the existing B999. Although the alignment of

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the Northern Leg and B999 were altered to limit the loss of those mature trees, several are likely to be lost and mitigation proposals include an avenue of extra heavy standard trees to replace them.

- 1.1.26 On approach to the A90 Blackdog junction, there is scrub planting proposed alongside the AWPR to provide screening of traffic movement in views from Middleton Steadings.

Blackdog and Tarbothill Access Roads: Figure 11.5o

- 1.1.27 A new access road for Blackdog settlement leaves the A90 North Junction at Fife Hill and follows a wide curve east and south before cutting through an area of community woodland to meet the Newmill Burnhead road opposite Blackdog Croft. Embankments and cuttings will be eased to integrate with the surrounding landform and mixed woodland planting will be carried out to strengthen the severed edges of the community woodland and to provide a visual screen.
- 1.1.28 The realigned access to Tarbothill curves northwards to cross the Blackdog Burn and to meet the Newmill Burnhead road at Blackdog settlement. Two ponds are located to the south and west of the Blackdog Burn and scrub planting is proposed around the ponds to improve integration with Blackdog Burn and to screen views of the access road from Blackdog Croft.
- 1.1.29 A one metre high drystone wall adjacent to the northbound carriageway as it runs down to the roundabout with A90 road corridor will provide screening and noise attenuation for Middleton Farm and two associated steadings.

A90 North junction: Figure 11.5p

- 1.1.30 The A90 North junction will be an elevated roundabout above the existing A90. Four slip roads will connect the roundabout to the A90 road corridor below. The main Northern Leg alignment links into the junction from the south-west on embankment which is eased out to allow potential return to agriculture. The embankments inside the roundabout will be sculpted to create a landform of varying gradients seeded with native coastal grass species to reflect the coastal location.
- 1.1.31 West of the roundabout, the access to Middlefield Farm is realigned with a drystone wall alongside to reinforce the new alignment and tie into existing stone walls. Scrub planting between the farm and the roundabout is proposed to screen traffic movement. The minor road to Belhelvie is realigned to connect into the elevated roundabout from the north-west and its embankments are eased out to improve integration. Riparian planting is proposed between the ponds and the realigned field ditch to promote biodiversity.
- 1.1.32 North of the roundabout the access roads to Wester Hatton Cottages and Wester Hatton Farm are realigned to run parallel with the A90. False cuttings and scrub planting are proposed to screen views between the A90 and these access roads, with a one metre high drystone wall in front of Wester Hatton Cottages to assist with screening and provide noise attenuation.
- 1.1.33 East of the roundabout, an access to Blackdog settlement is provided and the access to Blackdog Industrial Estate is realigned. There are several properties in this area and a false cutting and scrub planting is proposed to provide screening of views of the elevated roundabout from these properties.