

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

**Table 1 – Summary of Consultation Responses**

The table below provides a summary of the responses received from statutory, non-statutory and Community Council consultees as a result of consultation undertaken throughout the EIA process for the AWPR. The information included in this table relates to the Northern Leg, Southern Leg and Fastlink sections of the currently preferred route only; comments relating to the superceded route options have been omitted as they are no longer relevant. It should also be noted that the table below includes only the formal responses to the consultation letters. Correspondence with consultees throughout the environmental assessment is not included in the table below.

Consultee	Subject	Consultation Responses
Aberdeen Bat Group	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Informed that it was possible to provide information about potential bat habitats along the corridor, but not bat roosts as these would change over time.</li> <li>• Provided 1km square grid references of bat roosts recorded within the AWPR boundary.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<p>Results of bat survey carried out at Kingcausie Estate:</p> <ul style="list-style-type: none"> <li>• Daubentons, Common pip and Soprano pips recorded.</li> <li>• Landowner at Netherley (NO844937) informed he has Great Crested Newts in his garden pond.</li> <li>• There are a number of roosts around Kirkton of Maryculter – there was a big roost in the new Manse a few years ago –do not know if it is still there.</li> <li>• Peterculter – there are a large number of roosts in Peterculter, especially in the Local Authority houses, which includes Johnstone Gardens, and also in the Millside flats.</li> </ul>
Aberdeen and District Angling Association	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Stated that the only concerns were associated with the crossing over the River Don with regard to light pollution, surface water runoff, noise/vibration and possible effects on the otter population.</li> </ul>
Aberdeen City Council (All departments)	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Response included a copy of the Scottish Paths Record and pathways in the Craibstone area.</li> <li>• Important pathways between Craibstone/ Bucksburn and the wider countryside including Brimmond and Elrick Hills.</li> </ul> <p>Enclosed with correspondence was The Access Advisory Group for Aberdeen’s response to public consultation:</p> <ul style="list-style-type: none"> <li>• Concern regarding provision for non-motorised users overbridges;</li> <li>• It would be unreasonable to divert non-motorised users more than around 500m from their original route;</li> <li>• Function of routes merits consideration, attractiveness more important for recreational routes whereas directness more important for functional routes;</li> <li>• All underpasses and overbridges must have segregated paths or pavements;</li> <li>• Closed routes should be available for non-motorised use (crossing facilities therefore needed);</li> <li>• Significantly more crossing facilities as well as mitigation measures are required, specifically: <ul style="list-style-type: none"> <li>A90 north</li> <li>Formartine and Buchan Way</li> <li>Paths alongside Don maintained, cycle lanes on road bridge</li> <li>Between Pitmedden Road under bridge and Kirkhill over bridge</li> <li>Linking paths for those cut off around Kirkhill over bridge</li> <li>Kirkhill Industrial Estate and Kirkhill Forest</li> <li>A96 junction and Walton Road right of way</li> </ul> </li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
		<p>Two more crossings for Craibstone area</p> <ul style="list-style-type: none"> <li>• Sent floodplain shapefiles.</li> <li>• Enclosed Guidance Note – Works to Watercourses and their Banks, Flooding Issues (Aberdeenshire and Aberdeen City).</li> <li>• Provided details of statutory and non-statutory designated sites of ecological importance along the route corridor, including Special Areas of Conservation (SAC), Special Protection Areas (SPA), Special Sites of Scientific Interest (SSSI), District Wildlife Sites (DWS) and Local Nature Reserves (LNR), together with a list of North East of Scotland Local Biodiversity Action Plan (NES LBAP) priority habitats.</li> <li>• List of existing planning permissions and pre application enquiries. Copy of The Finalised Aberdeen Local Plan – Green Spaces – New Places (2004).</li> <li>• Enclosed Dyce Drive Planning Brief.</li> <li>• Potential landfill sites and potential areas of contaminated land.</li> <li>• Provided map showing Tree Preservation Orders.</li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Green Space Network – adds value to resident population and tourists (enclosed plan).</li> <li>• Proposed route affects 20 different sections – severance, loss of greenspace.</li> <li>• Ecologically Important Areas and Species, a number of sites have been designated District Wildlife Sites, Local Nature reserves or Sites of Special interest, 70 DWS in the city (enclosed spreadsheet listing DWS).</li> <li>• DWS at Moss of Auchlea is a basin mire, which is a rare habitat that would be divided by the proposed route.</li> <li>• Red squirrel is a national priority species, would like to amalgamate Hazlehead Woods, Countesswells and Blacktop.</li> <li>• Adequate drainage across foundation of road is required.</li> <li>• New TPO 200 (plan attached).</li> <li>• Land Reform Act shifts the relevance of historical rights of ways to pathways in general. Access facilities should therefore be suitable for all users.</li> <li>• AWPR should have a positive impact on outdoor access and not limit CPN objectives.</li> <li>• Enclosed: <ul style="list-style-type: none"> <li>Scottish Paths Record (SPR) map;</li> <li>Aberdeen’s Strategy for Access to the Outdoors (2004).</li> </ul> </li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Attached list of local priority species and habitats for Aberdeen and list of codes used in the recent integrated habitat survey for the city.</li> </ul>
Aberdeen Cycle Forum	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Provided information on specific locations of the route of concern.</li> <li>• Recommended for design of AWPR to minimise impact on cycle traffic, consider crossing cycle traffic (bridges, underpasses, grade separated junctions), river crossings and a parallel cycle track.</li> <li>• Every effort should be made to ensure that the existing cycle infrastructure is maintained and remains undisturbed by fast moving traffic.</li> <li>• There should be a cycle route running parallel to the AWPR (including across River Don), and facilities such as underpasses provided so that cyclists can bypass busier roads, where local roads do not provide adequate connections.</li> <li>• Local roads closed to vehicles must be kept open for non-motorised vehicles.</li> <li>• Concern that mounting costs of the AWPR will result in inadequate provision of facilities for cyclists.</li> <li>• Need to ensure that current and future needs of cyclists are recognised and developed, as well as ensure that there are no elements of infrastructure that would</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
		<ul style="list-style-type: none"> <li>endanger or unnecessarily impede cyclists.</li> <li>• Enclosed Aberdeen Cycle Forum response to public consultation: <ul style="list-style-type: none"> <li>Junctions must be cycle friendly.</li> <li>New bridges must accommodate cyclists.</li> <li>Provision of a parallel cycle network to the AWPR.</li> </ul> </li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Points to consider for the preferred southern option and the Stonehaven spur: <ul style="list-style-type: none"> <li>Existing cycle infrastructure remains undisturbed.</li> <li>No elements of infrastructure within the scheme that would endanger or unnecessarily impede cyclists.</li> <li>A cycle route should run parallel to the AWPR.</li> <li>The AWPR must not preclude the development of future cycle routes in and around Aberdeen.</li> <li>The Stonehaven spur when built should not sever the cycle routes.</li> </ul> </li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Would like to see a segregated path along the Fastlink, reducing speed limits on minor roads and providing a bridge over the AWPR at the A944.</li> </ul>
Aberdeenshire Council (All departments)	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Support the issues raised regarding existing and potential pedestrian routes crossing the line of the bypass and hope that these crossings will be built into the design when the route is clarified.</li> <li>• Provided tables containing information held on potentially contaminated sites in Formartine and Kincardine and Mearns areas. No new information on air quality or noise levels within vicinity of proposed route was available.</li> <li>• There are no listed properties within the route corridor which fall within Kincardine and Mearns area or Parish of Banchory-Devenick.</li> <li>• There are three listed buildings in the northern section of the indicative route corridor: West Lodge, Parkhill Pumping Station (due to be restored) and Goyal Bridge (all fall within Parish of New Machar and therefore jurisdiction of the Garioch Area Team).</li> <li>• Two Tree Preservation Orders have been omitted from the information - these are: Kinmundy, Westhill and Parkhill Dyce.</li> <li>• It should be noted that footpaths, cycle ways and bridleways identified on the plan will not be the only routes commonly used on the ground.</li> <li>• The Land Reform (Scotland) Act comes into effect later this year after which all existing routes currently on the ground may need to be considered as shared use paths and this will have implications for route crossings.</li> <li>• Guidance note provided on 'Works to Watercourses and their Banks Flooding Issues' for Aberdeenshire and Aberdeen City.</li> <li>• Environment information provided by NESBReC has not been shown on the Jacobs plans, e.g. a number of areas of woodland which are identified as such are listed on the Ancient Woodland Inventory and this should be noted. Similarly there is no mention that Corby, Lily and Bishops Lochs are SSSI and SINS. Balmedie Quarry is also a SSSI. Red Moss at Parkhill is a SSSI and SESA and there is a SINS at Hawkshill (Jacobs should confirm this information with NESBReC).</li> <li>• Potential area of conflict between Howemoss and Standing Stones Wood, where AWPR cuts through forest road (ref sheet 9), check with Rachel Sharp.</li> <li>• Would like to see crossing provided for A947. If not, potential for both isolated sections as recreational and infrastructure route for non-motorised use.</li> <li>• The name "Formartine To Buchan Way" is incorrect, correct name is "Formartine and Buchan Way".</li> <li>• Provided information on flooding, floodplain extents and watercourses.</li> <li>• Provided information on planning and building warrant applications.</li> <li>• Provided information on archaeological sites within 100m zone on either side of the proposed route and lists of buildings of Special Architectural or Historic Interest.</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
		<ul style="list-style-type: none"> <li>• Provided information on Tree Preservation Orders.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• The following bus services would cross the Southern Leg or Fastlink Preferred Route: 103, 201, 204, 210, 215, 216, 217, 415, 777.</li> <li>• 103 operates via Cookney, Stranog, Craigentath, Burnhead and Auchlunies, crossing both the Southern leg and the Fastlink Preferred Route.</li> <li>• 201 operates via A93 crossing the Southern leg.</li> <li>• 204 operates via B9077 crossing the Southern Leg the remainder operate via A944 crossing the Southern Leg. I assume that services operating via A90(T) south of Aberdeen should not be included.</li> <li>• (<a href="http://www.aberdeenshire.gov.uk/publictransport/timetables">www.aberdeenshire.gov.uk/publictransport/timetables</a>)</li> <li>• Aberdeen City services crossing the Southern Leg at Milltimber (A93). These are operated by First (Services 19 and 24), details of which can be obtained at <a href="http://www.firstgroup.com">www.firstgroup.com</a>.</li> <li>• “The line of the proposal does not impinge or affect any public area in Aberdeenshire.”</li> <li>• Enclosed planning applications along route.</li> </ul> <p>Landscape/ Visual:</p> <ul style="list-style-type: none"> <li>• Route options will affect 2 landscape designations: ‘Area of Landscape Significance’ and the ‘Aberdeen City Green Belt’.</li> <li>• Concern regarding key viewpoints around Stonehaven. Significant mitigation measures required should be proposed for the section of route immediately north of Stonehaven where it rises around 125 metres AOD e.g. The Black Hill War Memorial viewpoint.</li> <li>• General comments wrt levels survey/ landscape analysis/ lighting/ related issues/ detail design.</li> <li>• Impact on access routes:</li> <li>• Routes not identified on Scottish Paths Record as “pathways” should not lose out and access along these should be maintained also.</li> <li>• Consultation map omits 4 key strategic routes:</li> <li>• Existing Sustrans NCN Route 1</li> <li>• Preferred option for revised NCN Route 1</li> <li>• Causey Mounth shared use route (existing signposted section)</li> <li>• Westhill- Aberdeen cycle path</li> <li>• Accommodation route crossings:</li> <li>• Would like accommodation bridge info and draft roads as soon as possible.</li> </ul> <p>A90 Charleston Junction:</p> <ul style="list-style-type: none"> <li>• Request for equestrian crossing (underpass preferred);</li> <li>• Additionally a crossing point to the west of the A90 where horses may be kept.</li> <li>• Road from B979 to A90 Auquorthies</li> <li>• Request for road to be carried across the Fastlink by a grade separated crossing.</li> <li>• Attached a DXF of Primary and Secondary School catchments, DXF of potentially contaminated land, DXF of private water supplies.</li> </ul>
Aberdeen Countryside Project (ACP)	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Request that any potential mitigation measures take into account ACP paths, and alternatives provided where there is disruption.</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
	EIA – Stage 1, Southern Leg and Fastlink	<p><i>"I note that there are number of District Wildlife Sites (DWS) with the area for consultation. ACP has funded the writing of management plans for a number of DWS. It is difficult from the map to identify the individual sites, but if you let me have a list of DWS with the area affected then I can let you know which have plans."</i></p> <p>Listed the following DWS: Binghill Wood, West Hatton, Rotten of Gairn, Moss of Auchlea. Management Plans have been written for these but ACP have not carried out any work on these sites.</p> <p>Listed areas where work has been undertaken between 2000 – 2002, prefer the route to avoid these sites.</p>
Aberdeen Local Outdoor Access Forum	EIA - Stage 2 and 3, Murtle Route	Not established during Stage 2 and Stage 3 consultations.
	EIA – Stage 1, Southern Leg and Fastlink	<p><i>"If the road has to be built (which we doubt), then at least ensure that numbers of cars can be replaced by bicycles".</i></p> <p><i>"With regard to the Southern Leg, where we are now being consulted, the population density of CBM (Cults, Bielside, Milltimber) and Peterculter is such that an easy cycling route with suitable gradients to Altens and Torry would pay off. The costing of such a cheap facility has never been carried out".</i></p> <p><i>"Lets not have the standard reply that this will be a 'Special Status' Road".</i></p>
Aberdeenshire Local Outdoor Access Forum	EIA - Stage 2 and 3, Murtle Route	Not established during Stage 2 and Stage 3 consultations.
	EIA – Stage 1, Southern Leg and Fastlink	<p><i>"We would expect all historic rights of way to be fully accessible without diversion. There are not too many ROW to the south of Aberdeen, but routes around Mains of Ury and Cookney are in this category."</i></p> <ul style="list-style-type: none"> <li>• We would also expect <u>all</u> other routes which cross the new road to remain available to all users with a maximum diversion of no more than a total of one kilometre. Hence, where an existing track or road is being cut by the new road, an alternative crossing should be created within 500m along the new road and a pavement or constructed path be provided alongside to allow a crossing to be made.</li> <li>• Routes which will be affected include: the Deeside Way, the path along the north bank of the River Dee in the Camphill area, the path around Beans Hill/Westfield area, and Kingcausie.</li> <li>• Anticipate there will be future development of leisure interests to the south of the River Dee, so the route of the AWPR from Charlestown through to the River Dee at Maryculter will affect access in this region. Suitable crossing points will be necessary here.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<p>Reiterated comments from Stage 1 response:</p> <ul style="list-style-type: none"> <li>• Maintenance of all historic ROWs for NMUs</li> <li>• Crossing point for all other NMU routes within 500m of the existing location.</li> <li>• New NMU crossing points between Charleston and Maryculter.</li> <li>• Effects on NMUs in the area between Hazlehead, Kingswells and Countesswells Woods.</li> </ul> <p>Questions:</p> <ul style="list-style-type: none"> <li>• 1) What are the current and forthcoming steps, with likely dates, in relation to consultations and announcements over the Route (North or South, or both parts)</li> <li>• 2) In what ways will the EIA now being carried out (or may already have been carried out in relation to the North part?) cover – in addition to those aspects mentioned in "Next Steps: Environmental Issues" – the following concerns of NMUs in neighbouring areas: traffic noise, and the sight of moving traffic and lighting? In particular, what design features will be assumed in the Assessment, e.g. as regards bunding, tree-planting, and noise baffles?</li> <li>• 3) What assumptions about new development to the south, west and north of Aberdeen have been built into the traffic (or other) plans? – such development seems highly likely if the AWPR reduces travel times from Stonehaven, Laurencekirk, Banchory, Westhill, Echt, Balmedie, Ellon, etc., and it is likely to affect the availability, character and use of local outdoor access in those areas as well as alongside the AWPR.</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
British Geological Survey	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Directed to BGS website where details of services are available.</li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Directed to BGS website where details of services are available.</li> </ul>
British Horse Society (BHS)	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Enclosed maps marking equestrian establishments and tracks used as bridleways.</li> <li>Stage 3 figures (as provided by Jacobs) have the correct information on equestrian routes and stables.</li> <li>Horse access will need to be maintained at Kirkhill.</li> <li>Expressed Mrs McKenzie's views at public exhibition were not shared by BHS and other equestrian users.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Pleased to learn that the B977 overbridge is to have sufficient width for equestrian use.</li> <li>Blackdog A90 junction. The NMU route under A90 1500m north using existing underpass at Milden I think is the best option, but it is not yet clear how this is to be accessed from the west. Will there be a NMU path through to Potterton?</li> <li>There is a livery stable in the Potterton area so there is a call for access in this region.</li> <li>Would expect those arriving by horsebox to continue to use Balmedie for access to the beach.</li> <li>Charlestown A90 junction. I have spoken to a livery yard owner in this area and the general view is that this area is too busy with traffic to be safe for horseriding. Thus an access point is not really required.</li> <li>General points:</li> <li>Overall, there are four key areas requiring access points for equestrian use:</li> <li>1) Formartine and Buchan Way.</li> <li>2) Deeside Way. Ideal if this was also suitable for horse carriages.</li> <li>3) Access to Kirkhill Forest.</li> <li>4) Kingswells/North Westfield area where there are existing rights of way, and/or Beanshill/Contlaw where again there are existing rights of way.</li> </ul>
British Waterways Scotland	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Study area out-with their remit.</li> </ul>
Centre for Ecology and Hydrology	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Enclosed data sheets and plans of the above locations.</li> <li>Provided records of otter road traffic accidents (RTSs) within the study area, dating from 1995 to 2001.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Attached spreadsheet of old and current records of flora around Kingcausie.</li> <li>Expressed concern regarding the rare Herb Paris Colony close to the route. This concern is shared by SWT also. Would be happy to comment directly about the flora to Jacobs ecologists.</li> </ul>
Chamber of Commerce	EIA - Stage 3, Murtle Route	<ul style="list-style-type: none"> <li>No response.</li> </ul>
Council for Scottish Archaeology	EIA - Stage 3, Murtle Route	<ul style="list-style-type: none"> <li>No response.</li> </ul>
Cycle Touring Club	EIA - Stage 2 and 3,	<ul style="list-style-type: none"> <li>Report received on recommendations for design of AWPR to minimise impact on cycle traffic, considering crossing cycle traffic (bridges, underpasses, grade</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
	Murtle Route	<ul style="list-style-type: none"> <li>separated junctions), river crossings, a parallel cycle track. Provided information of specific locations of the route of concern.</li> <li>Enclosed annotated maps and land use related information on particular sections of the route.</li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<p>General principles:</p> <ul style="list-style-type: none"> <li>The CTC is principally concerned with maintaining open all minor road and track routes that provide attractive opportunities to cyclists to avoid main road traffic, which is intense on the periphery of Aberdeen.</li> <li>Larger roads (e.g. B979) that will be relieved by the proposed AWPR will be restricted for motorized traffic so that they do not become alternative rat runs for motorized vehicles. Whilst this might be an unusual aspect for an EIA, it is a highly relevant concern.</li> <li>The peaceful environment and ecology should not be disturbed by the new road, e.g. that its noise and pollution nuisance should be abated and contained by appropriate screening.</li> <li>Note that in previous consultation, were assured that all minor roads would be maintained.</li> </ul> <p>Specific concerns:</p> <ul style="list-style-type: none"> <li>Causey Mounth: This drove road RoW is shown in part on the plan between W of Muchalls and Schoolhill. It is a signed route from Aberdeen Leggart Terrace on minor roads running past Duffs Hill/Hare Moss across the designated link to Charlestown. The southern link between Stonehaven and Bridge of Muchalls is not shown on your plan: it would include the marked RoW past Megray and the minor road to Auquorthies.</li> <li>minor road from Lairhillock Inn, N to Stranog, NE to Burnhead and Hill of Blairs, E past Hare Moss to Crossroads, descending NE via Banchory Devenick School to Leggart Terrace Aberdeen: this is an extremely popular route for cyclists of all kinds, giving access to quiet country roads from the city for families, providing a popular training run for road cyclists who travel out from Aberdeen on the South Deeside Road and return on this route.</li> <li>Aberdeenshire Council waymarked cycle route from Portlethen via Schoolhill, Berry Top; I presume that you have copies of the leaflets for these waymarked routes.</li> <li>Sustrans route from Stonehaven to Aberdeen: the existing route turns off the B979 at hill of Muchalls and wends its way past Cookney to Portlethen; again; presume that you have copies of the leaflets for these waymarked routes.</li> <li>minor road from B979 west via Glithno, Raedykes to Rickarton; this is a popular link route for cyclists between the Slug Road A957 and the Netherley road B979 providing a circuit either from Stonehaven, or from the north avoiding Stonehaven.</li> <li>Generally there is a complex network of minor roads running E-W with a few N-S, that provide living lungs to the urbanisation on the coast. These routes are often restricted by the A90, which has developed to semi-motorway standard without provision of safe crossing points for NMU except at Portlethen and Newtonhill, a lack that is now being addressed with hindsight. It would be a tragedy if, for the sake of a few pounds saved, any of these routes were now blocked to cyclists by new road construction.</li> <li>The Maryculter Audax and the Grampian Rally both used these minor roads extensively to give cyclists safe access from their base in Maryculter/Netherley, enabling several hundreds of cyclists to enjoy the locality.</li> <li>Mill Inn, river crossing at Maryculter: this is a major route corridor for cyclists travelling N across the river and E-W both N and S of the river. We are concerned to ensure the provision of safe, fast and attractive routes for cyclists both N and S of the river in this area. This corridor includes the Old Railway Line/Deeside Way path, as shown on the plan.</li> <li>Countesswells Road to Wester Ord; a popular route out from the city that should be maintained for cyclists.</li> <li>Roundabouts at Charlestown, Stonehaven and Maryculter Bridge: concerned to ensure that there are adequate facilities for cyclists around this junction.</li> <li>Westhill/Aberdeen: there is a major flow of cycling traffic on this route, with an inadequate cycle path to support it. Improved cycle routes are required in this area, and the minor roads between Kingswells and Westhill provide vital links for this intensively urbanised area.</li> </ul>
Don Salmon Fisheries Board	EIA - Stage 2 and 3,	<ul style="list-style-type: none"> <li>Main stems of river at Parkhill, and the Goval, Green, Gough and Black Dog Burns are all crossed by line of the road. Additional watercourses not marked on plans may also be affected. All crossings must be designed to avoid damage/disturbance to ova, redds, fry, salmon and sea trout in later stages of development.</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
	Murtle Route	<ul style="list-style-type: none"> <li>• Don District Salmon Fishery Board 'River Works Code of Conduct' provided.</li> <li>• Visual Survey provided of River Don at Goval Burn, the Green Burn, Gough Burn and two locations on the Goval Burn. Details width and depth of river, bank habitat types of fish species (Minnow, Brook Lamprey, Sea Trout, Eel, Stickle \Back, Brown Trout and salmon) likely to inhabit the burn/river and comments.</li> <li>• Provided fish data together with incomplete habitat data for the River Don and its major tributaries.</li> </ul>
Forestry Commission	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Kirkhill Woods (west of Dyce) – main concern is badgers and possible isolation of small pockets of woodland and hence small unsustainable wildlife populations. Again, passage of wildlife is very important with preference to avoid divisive cuttings. Number of items of archaeological interest close to and likely within the woods themselves. These woods are used extensively by public (horse trails, mountain biking and walking throughout the woods).</li> <li>• Route affects woodlands in several ways with the main impacts being at Craibstone, Kirkhill, and Pitmedden; EIA should consider the impacts on woodlands at these sites with regard to: <ul style="list-style-type: none"> <li>• Habitat networks: loss of connectivity between woodland sites particularly at Craibstone and Kirkhill as this will provide a barrier to the movements of wildlife.</li> <li>• Landscape: route would result in loss of some policy woodlands at Craibstone which of landscape significance, there may be enhancement opportunities elsewhere.</li> <li>• Recreation and Amenity: Route will cut across existing paths at Craibstone, impacting on access and connectivity from the policy woods to the west wood, Kirkhill and Elrick and Brimmond Hill. Access to visitor car parks and additional noise from new road should be considered at Craibstone and Kirkhill.</li> <li>• Sustainable Management: Impacts on the movement of timber should be considered at Kirkhill.</li> </ul> </li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Duff's Hill: species info provided. Wildlife corridor for red squirrels, mammal pass therefore required.</li> <li>• Clochandighter: plantation woodland comprising Sitka Spruce, Lodgepole Pine, Scots Pine and Larch est. 1961; species info provided. Forest District transports timber to transfer point north of wood, access therefore required.</li> <li>• Oldman Woods: mixture of both mature and young plantation; species info provided. Important for red squirrels, salmon (Crynoch Burn) and recreational resource for walkers and horseriders. Harvesting and management access will need to be maintained on the unclassified road next to the wood.</li> <li>• All above woodlands have approved forest design plans covering their management for the next 5-10 years. Maps covering the felling and restock proposals have been provided to Jacobs.</li> <li>• Kingshill Wood: Active badger setts and presence of red squirrels.</li> <li>• Further info can be sought on woodlands and recently conducted assessment of Aberdeen's woods. Recommend NESBReC for detailed info on woodland composition.</li> <li>• Countesswells and Foggieton Woods species info provided; Foggieton Community Project; Recreational facilities are important contribution to public recreation in Aberdeen and route must avoid this popular woodland – 280000day visits per annum.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• All comment provided on EIA – Stage 1, Southern Leg and Fastlink is still valid.</li> <li>• Access between Rotten O' Gairn car park and a number of woodland walks into Kingshill Wood should be maintained.</li> <li>• Concern regarding felling due to wet ground and around forest to the lower side of the existing public road at Rotten O' Gairn (Windthrow). Consideration needs to be given to landscape and long term stability of remaining woodland.</li> <li>• All FCS woods along proposed route are within the red/ grey squirrel interface and there are records of both in Countesswells.</li> <li>• Habitat management for red squirrels includes no planting of beech and the restocking of Scots pine, Norway spruce and small-seeded broadleaves.</li> </ul>
	ES 2007 Northern Leg, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Welcome the proposed mitigation planting of woodland to provide an overall increase in woodland area.</li> <li>• Provided habitat and recreational information of woodland along the proposed route.</li> <li>• Enclosed comments from previous consultations.</li> </ul>



**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
Grampian Badger Survey Group	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Northern Leg of proposed route will have huge impact on badgers. Badger survey along entire route should be conducted at earliest possible opportunity.</li> <li>Provided badger sett and road traffic accident locations.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Provided additional badger sett info through NES and will provide badger road traffic accident statistics at a fee.</li> </ul>
Grampian Fungus Group	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Study area has not been fully surveyed for fungi, records made are a result of casual foraging activity.</li> <li>Possible habitats of interest are: <ul style="list-style-type: none"> <li>Woodland – Areas of ancient woodland of semi-natural origin on western part of route should also be assessed for fungal interest, particularly at Craibstone.</li> <li>Grassland – Old unimproved grassland kept short by mowing or grazing can be rich in fungi that are intolerant of ploughing and artificial fertilisation. This habitat is not marked on the map supplied by Jacobs and only one known site falls within the corridor. Only possible to identify further old grassland areas through field survey. List of existing records provided.</li> </ul> </li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Recommend surveys are carried out in:</li> <li>Any areas of long established woodland for instance the area of broadleaved woodland shown north of Stonehaven at NO8688, on the line of the green route; and</li> <li>Grassland areas.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Do not hold any records of the area.</li> </ul>
Grampian Police	EIA - Stage 3, Murtle Route	<ul style="list-style-type: none"> <li>No comments, but wish to be kept informed.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>No comments relevant to the EIA based on the current route alignment.</li> <li>Concerns regarding the proposed “two plus one” from Stonehaven to Burnhead. It would be inherently dangerous with potential conflict between opposing traffic and should be avoided. Request that consideration be given to dualling this stretch of road in its entirety.</li> </ul>
Grampian Red Squirrel Group	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Enclosed map of potential red squirrel woods within the route corridor.</li> </ul>
Health and Safety Executive	EIA - Stage 3, Murtle Route	<ul style="list-style-type: none"> <li>No response.</li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Proposed development is within the vicinity of ‘BP Forties Cruden Bay to Grangemouth pipeline’ and ‘Shell NGL St Fergus to Mossmorran’ pipeline’. Jacobs should consider contacting the pipeline operator.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>The proposed development may fall within the consultation distance of Transco High Pressure Gas Pipelines. Transco 2362 is 105m, Transco 2363 is 150m and Transco 2645 is 370m.</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
Historic Scotland	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• There are a number of consumption dykes in the area some proposed for scheduling. Any consumption dykes not designated would be covered by council planning process.</li> <li>• Dyce Church, SAM No.9 is 'Property in care'.</li> <li>• Provided information on the legal boundaries of scheduled monuments and those currently proposed for scheduling which lie close to the route. These are: Standingwells Stone Circle (SAM) and Aberdeenshire Canal (remains of) (SAM).</li> <li>• Confirmation that there are no designated landscapes in the published inventory within or close to the route corridor.</li> <li>• Provide details on Scheduled Monument Consents (SMC) and reference to Ancient Monuments and Archaeological Areas Act 1979, NNPG5 and Historic Scotland's 'Memorandum of Guidance of Listed Buildings and Conservation Areas', available on their website.</li> <li>• Provided information on the Kirkhill area and potential impacts on Overton stone dyke, Overton Stone Wall, Tillybrigg Cottage pillbox, Dyce Airfield Radion Station, Upper Kirkton farm/cairn/urn, Aberdeenshire Canal, Dyce Quarry Stone wall, Parkhill pumping Station, Goval Stone Wall, Goval Burn rig and furrow, and Waukmill stone wall.</li> <li>• Aberdeenshire Canal: no direct impact on scheduled section of monument but will substantially destroy an unscheduled section.</li> <li>• Parkhill pumping station: Request clarification that the section of the lade should be carried over the route on an aqueduct.</li> <li>• Road noise should be predicted for traffic in 2020 for the AWPR. This should not just be a desk job and field measurements will be required.</li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Provided list of SAMs, listed buildings and designed landscapes:</li> <li>• Beans Hill has proposed scheduled monument;</li> <li>• Kempstone Hill is currently being assessed for scheduling; and</li> <li>• Raised issues where significant impact anticipated.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Updates on the implications of the preferred route on the following sites, as provided at Stage 1:</li> <li>• Note proximity of Cantleyhills cairn: no impact on site or setting.</li> <li>• Kempstone Hill prehistoric ritual landscape (cairn/standing stones/prehistoric burials/field system): due to shift in alignment to the west, content that there will be no direct impact and no significant adverse impact on its setting.</li> <li>• Ury House, North Lodge (listed category B:site 9376): no impact on site or setting.</li> <li>• East Crossley, field systems and houses 600m NW of (mon 4658): no direct impact but edge of road cutting will be extremely close (within 10-20m). Concerns regarding safety of monument during construction, future use and maintenance of road. Significant adverse impact on setting.</li> <li>• Additional scheduled monument to the east of the route (mon 4500, Craigentath, field system and houses 250m SE of, centred on NO876973) – would not wished to see the road routed between these monuments, severing their relationship.</li> <li>• Kingcausie House (category B listed: site 16489): Removal of interchange of red and blue routes will considerably reduce potential adverse impact on setting and views to and from house. Could you clarify whether the road alignment immediately to the east of Kingcausie House will be in cutting or at grade?</li> <li>• Beans Hill, remnant prehistoric and later landscape (proposed scheduled monument): Require more detailed plans to show route will pass through improved fields to the east of Beans Hill area. Based on this assumption, no direct impact on site and significant adverse impact on setting.</li> <li>• Beans Hill, march stone 23 (category B listed): stone lies within same area as above, so no direct impact on site or setting.</li> <li>• In summary, main concern is proximity to scheduled monument at East Crossley.</li> </ul>
	ES 2007 Northern Leg, Southern Leg	<ul style="list-style-type: none"> <li>• Content that the proposed scheme does not raise any significant historic environment concerns and the assessment of impacts and mitigation proposals, in general, are appropriate.</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
	and Fastlink	
National Farmers Union of Scotland (NFUS)	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• The NFU have been contacted by a number of members whose farms and farming businesses will be adversely affected and all have problems with the route alignment within the corridor.</li> <li>• As a general principle, the route should follow general contours of the land and minimise disruption to farm businesses and should take account of farm/field boundaries.</li> <li>• The NFU would intend to challenge any route proposal not supported by objective criteria and one that appears to be made without consideration to members' businesses.</li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Farmed land generally under family farmers, range from arable, to organic and some intensive livestock</li> <li>• Any move away from existing Stonehaven to Maryculter roadway would minimise impact on:</li> <li>• Existing watercourse and drainage arrangement;</li> <li>• Existing development field system with their substantial dry stone dyke habitats;</li> <li>• Present dwellings and farm business buildings and accesses;</li> <li>• Present efficiencies of the agricultural operations on each business;</li> <li>• Disruption to wildlife and their habitat;</li> <li>• Integrated links from hills to coastline; and</li> <li>• Disruption of livestock movement across business enterprises.</li> </ul>
North East Scotland Biodiversity	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Impact of route on NE LBAP priority species should be considered and addressed in mitigation measures outlined in the environmental assessment.</li> <li>• Known locations of Priority Species and Habitats are marked on enclosed plans. Note these records are not exhaustive and detailed surveys should be carried out to ensure there is no impact on priority species and habitats. Particular points are outlined in attached paper '<i>Issues for consideration with regard to North East Priority Species and Habitats</i>'.</li> <li>• NESBReC hold all reported records on species and habitats in NE Scotland on behalf of LBAP. Recommends continual liaison with NESBReC throughout the consultation process. NE LBAP requests Jacobs to refer to maps sent by NESBReC with respect to detailed species and habitat information.</li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Provided list of LBAP priority habitats.</li> <li>• Change of route would not appear to create any obvious change to their priorities.</li> </ul>
NES Biological Records Centre (All departments)	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Provided information on Aberdeen District Wildlife sites, species records, SESA Freshwater Biology, Phase 1 Habitat Survey 2002, Grampian Natural Habitat Survey 1988, SNH Woodland Inventory, SNH Semi-natural woodland inventory and SWT Phase 1 Habitat Survey.</li> <li>• NESBReC found that the mapped "Ancient Woodland" at 89-00 is now a large block of spruce c.12 years old which has very little value for plant life. Also that the woodland block between road and the Dee at 873011 is a semi-natural wood with a dense carpet of anemones and any loss here would be damaging to wildlife.</li> <li>• Few archeological surveys on western fringes of Aberdeen. Nevertheless, it's likely that spider biodiversity will be relatively high within proposed route zone and there are habitats which could be damaged by such a development. Impact assessment would benefit from additional survey of key sites along the route.</li> <li>• Only two species which are likely to be within the route are described as nationally scarce, these are: <i>Lepthyphantes insignis</i> and <i>Arctosa cinerea</i>.</li> <li>• The following sites are likely to be particularly good for spiders and sensitive to damage from road construction and therefore further survey work is required to establish sensitivity to development and possible mitigation measures: <ul style="list-style-type: none"> <li>○ Craibstone Estate</li> </ul> </li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
		<ul style="list-style-type: none"> <li>○ River Don</li> <li>○ Corby Loch</li> <li>• Rivers and burns are key habitats for spiders. Crossings could cause significant local damage to the habitat. Any crossing should minimise interference in the river during construction and have footings well back from the bank and as few as possible within the channel.</li> <li>• Other linear features (e.g. hedges, footpaths, drains etc) allow connectivity between areas of semi-natural habitat. Road may present a barrier to the movement of some species. Underpasses and culverts should be considered to allow safe passage for non-flying invertebrates as well as vertebrates.</li> <li>• Wetlands – sensitive to changes in hydrology. Construction phase may present opportunities for creation of wetland and open water habitats.</li> <li>• Unimproved and wet grassland – again, sensitive to changes in hydrology. Careful consideration is necessary before draining or flooding areas.</li> <li>• Woodlands – semi-natural woodlands are of particular value, including wet and riparian woods. Mitigation by encouraging extent of remaining habitats in preference to creating new habitat.</li> <li>• Scheme is likely to present many opportunities for enhancing existing habitats or creation of new habitats (should always be preceded by thorough investigation of the sites existing value).</li> <li>• Can see no problems with Herpetofauna or Coleoptera in rest of corridor.</li> <li>• There are not many exciting Lepidoptera in the area around Aberdeen which would not be found throughout most of NE Scotland. Most of the 'special' species have very specialised habitats or foodplants and are found on the coast or in the highlands. Aberdeen area is mostly suburban gardens, farmland and conifer-dominated woodland and attached species list are mostly typical and would probably be found along many parts of the route of the AWPR.</li> <li>• Attached list of typical species in Excel file.</li> <li>• Letter sent stating that there are no records of Coleoptera/Hemiptera to be found within proposed road corridor. However, this does not mean these groups are not present but rather that adequate surveys have not been undertaken.</li> </ul>
NESTRANS	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• No response</li> </ul>
Ramblers Association	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• No response.</li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Informal path access for all users is to be kept open by safe crossings at reasonable intervals.</li> <li>• Not acceptable for detours over 1 mile.</li> <li>• Bridge crossings should be for NMUs only or road crossings which are designed to enable safe conduct for all road users.</li> <li>• Most important would be the provision of crossings near to popn centres e.g. Stonehaven, Netherley and Maryculter.</li> <li>• Provision for NMUs over the River Dee bridge.</li> </ul>
Road Haulage Association	EIA - Stage 3, Murtle Route	<ul style="list-style-type: none"> <li>• No response</li> </ul>
Royal Society for the Protection of Birds	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Have little information about areas other than sites already marked on the plans.</li> <li>• Along the remainder of the route the most important sites of nature conservation interest are shown on the plans provided by Jacobs.</li> <li>• Provided records of wintering bird species and assemblages within the study area.</li> <li>• The most comprehensive breeding bird information should be available from the Scottish Ornithologists Club, which is organising a current Breeding Bird Atlas. Maps</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
		<p>enclosed showing recording unit tetrads.</p> <ul style="list-style-type: none"> <li>RSPB have little information on wintering birds. Some fields along the route are used by feeding flocks of geese and waders but the most frequented areas lie elsewhere. Favoured areas for seed-eating farmland birds are not known. This aspect should be further investigated through appropriate surveys.</li> <li>It may be possible to construct the route avoiding the most important areas for nature conservation but the road will have a serious adverse impact on habitat availability for 'wider countryside' species. It will lead to direct destruction of at least three square kilometres of farmland (assuming a 100m road and embankment width and a route length of 30km. In addition there will be wider potential disruption to hydrology and species movements, some obvious pollution and climate change impacts and further habitat loss caused by inevitable urban expansion that will follow creation of the road. This is taking place in green belt area that has already been depleted through development.</li> <li>At this early stage, it is essential that a comprehensive mitigation and compensation plan should be drawn up, with a significant budget. This should take account of the baseline conditions in terms of existing habitats and species of conservation concern. This would require thorough consideration of impacts on species and habitats included within the UK and Local Biodiversity Action Plans and a set of measures designed to enhance conditions for them as possible in areas within a certain distance of the new road. For example, even if the road avoids existing wetlands, consideration might be given to the creation and management of sizeable new wetlands near to the route line - this could take advantage of the presence of construction machinery. Management of farmland close to the route to benefit seed-eating birds or Brown Hares might also be considered using Section 57 planning agreements. There are many possibilities and opportunities here to link significant habitat creation work with this very large-scale project. Would wish to see usual habitat works (involving unimaginative conventional landscaping and planting) avoided if possible.</li> </ul>
	EIA – Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>View bypass as unnecessary.</li> <li>No records for the proposed route corridor, advise contacting NESBReC, NE Scotland Bird Recorder, SOC.</li> <li>Potential damage to Red Moss SAC.</li> <li>Need for Appropriate Assessment.</li> <li>Road must avoid areas of moorland and bog close to the existing B road.</li> </ul>
	EIA – Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Unable to provide any bird related site-specific info. Should be aware of proximity to Redmoss SAC and River Dee SAC. Request habitat creation (particularly wetlands) and that the purchase or management of such areas be factored into compensation proposals.</li> </ul>
Royal Deeside Preservation Trust	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Current AWPR design at Murtle does not allow for re-instatement of railway.</li> <li>Suggest AWPR to fund construction of foundations for railway bridge piers.</li> <li>Suggest that road is constructed on bridge with adequate clearance for railway to pass underneath.</li> <li>The company has written agreements with Aberdeenshire and City Councils with regards to re-instating the line from Banchory to Aberdeen.</li> </ul>
	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Have an interest in the former Deeside Railway Line which alternative routes will cross.</li> <li>Need a clearance of at least 4.5m between existing track and underside of the River Dee road bridge.</li> </ul>
Scottish Executive Development Department (Planning Division) Environment and Rural Affairs	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Response relates to Scottish Ministers' responsibilities for countryside and natural heritage - namely species issues. Species issues must be considered during scoping stage to ensure full account is taken during EIA work. Relevant wildlife legislation and guidance should be taken into account, namely Council Directive 97/62/EC on the conservation of natural habitats and of wild flora and fauna, Council Directive 79/409/EEC on the conservation of wild birds (Habitats and Birds Directive respectively). Protection of Badgers Act 1992, 1994 Conservation Regulations, Scottish Executive Interim Guidance on European Protected Species, Development Sites and the Planning System and the 1981 Wildlife and Countryside Act. Developers must give serious consideration to meeting the three fundamental tests set out in the SE Interim guidance. It is suggested that consideration is given to this immediately after scoping and SE would be happy to discuss.</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
Department (SEERAD)		<ul style="list-style-type: none"> <li>As part of scoping, consideration should be given to level of detail required as part of the EIA regarding how it is proposed to establish whether protected species are on site. Walkover ground surveys should be sufficiently detailed to determine if there is physical evidence of specific protected species. It must be categorically established which species are present on site and where - <u>before</u> the application is considered for planning consent.</li> <li>Schedule 1 birds and European species must be included as part of detailed survey work and be considered as part of the planning application process. It is also an offence to disturb both European Protected Species such as bats, otters and Schedule 1 birds, particularly during the breeding season. Construction phases may require to be licensed and this may also apply to undertaking of detailed survey research work. A licence from SNH may be required for survey work.</li> <li>If protected species are found on site, it is recommended that the Scottish Executive is formally approached to clarify need for a licence.</li> <li>It is assumed that Scottish Natural Heritage is being consulted with respect to protected areas.</li> <li>It is important that the developers take into account the impact the new road will have on the water environment (ground and surface water) both during construction and in operational phases. Controls on such activities as river engineering (i.e. the physical modification of water bodies) will be introduced from 2005 onwards under the Water Environment and Water Services Act 2003 and should be taken into account. Rivers Dee and Don are designated as freshwaters for fishlife under Surface Waters (Fishlife) (Classification) (Scotland) Regulations 1997 (implements the Freshwater for Fish Directive (78/659/EEC).</li> </ul>
	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Request for electronic plan.</li> <li>Look at the impact of the proposed AWPR on agriculture.</li> <li>Have regard for the EC Habitats Directive. Letter has been copied European Protected Species team.</li> <li>Land within the corridor comprises mainly Class 3.2; 2 small patches of Class 3.1 (prime land) just north of Stonehaven, and just south of the Dee west of Maryculter bridge. Impact of loss of the area would very small in agricultural terms.</li> <li>All routes other than the Green route (Stage 1 consultation), would have major impact on businesses in terms of landtake and disruption to their operation.</li> </ul>
SEPA Aberdeen North	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Provided information on watercourses (with classifications) within or near to the vicinity of the proposed route scheme.</li> <li>Provided biological data (including classifications and species lists of macroinvertebrates).</li> <li>Recommend that we consult Scottish Natural Heritage in relation to information or data on protected aquatic species within the road corridor.</li> <li>Currently has no information on groundwater protection zones within the area.</li> <li>Attention is drawn to the Mains of Dyce Burn which is classified as "seriously polluted" due to industrial activities in Dyce area.</li> <li>Recommended contact with Aberdeenshire Council for flood risk assessment and floodplains.</li> <li>Are concerned with ensuring compliance with the most up to date planning requirements in order to progress the implementation of Sustainable Urban Drainage Systems (SUDS) in Scotland and further details of this initiative can be found on SEPA's website</li> <li>Recommend that Scottish Natural Heritage are consulted to establish the existence of any areas on environmental sensitivity within the study boundary.</li> <li>Have no information on any abstractions undertaken within the area of the study.</li> <li>Provided list of all monitored discharge consents in Aberdeen North and Aberdeen South areas and register for all licenses/authorisations in the area. Suggest contact with the local authority with regards to information on licensed waste facilities prior to 1996.</li> <li>SEPA is involved in ongoing discussions with Jacobs and expect these discussions to look further at river crossings, any proposed works to watercourses and SUDS in the near future.</li> <li>From the plans it is difficult to determine any level of detail about what is proposed. SEPA will provide further comments on more detailed proposals when they become available.</li> </ul>
	EIA - Stage 1, Southern Leg and	<ul style="list-style-type: none"> <li>long-term monitoring data for requested watercourses (Annex 1).</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
	Fastlink	
	EIA - Stage 3, Southern Leg and Fastlink	<p>Provided information on:</p> <ul style="list-style-type: none"> <li>• Groundwater:</li> <li>• Superficial deposits;</li> <li>• Bedrock;</li> <li>• Groundwater vulnerability;</li> <li>• No groundwater monitoring data held;</li> <li>• Groundwater abstractions.</li> <li>• Additional comments:</li> <li>• Intrusive investigations incl. groundwater monitoring should be undertaken;</li> <li>• The bedrock aquifers should be considered as potential groundwater receptors.</li> <li>• Active and closed landfills:</li> <li>• Attached 'Report of Landfills 28-06-06' and 'PPC landfills only query 28-06-06'.</li> <li>• Potentially Contaminated Land:</li> <li>• SEPA holds no records so advise the local authorities are contacted.</li> </ul>
	ES 2007 Northern Leg, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• ES is of a high quality and takes into consideration concerns raised by SEPA during previous consultations.</li> <li>• Concern with regards to the impact from watercourse crossings and watercourse diversions.</li> <li>• Provided regulatory requirements for compliance with the Water Environment and Water Services (Scotland) Act 2003 and the Water Environment (Controlled Activities) (Scotland) Regulations 2005.</li> <li>• Before SEPA consent is given, information on the following is required:</li> <li>• Sustainable development, bridge design, planning, construction method statements, SUDS design, flood risk, River Dee Hydrodynamic Modelling, blasting activities, water level monitoring results and waste generated during construction,</li> </ul>
Scottish Landowners Federation	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• No Response.</li> </ul>
SNH Area Officer Aberdeen	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Ecological Scoping Report - Already provided comments on scope of proposed wintering and breeding bird surveys (email 20.2.04). SNH is generally content with the scope and methodology for other surveys, but would like consideration to be given to the following:</li> <li>• Freshwater Pearl Mussel: SNH will require FWPM survey to be undertaken by experienced and licensed surveyors.</li> <li>• Atlantic Salmon: Information should be obtained from the Don District Salmon Fisheries Boards with respect to timing of smolt movements, information on pre-smolt juveniles (parr) at proposed crossing locations, timing of adult salmon moving up the river and evidence for presence of salmon redds at each crossing point.</li> <li>• Bats: Surveys to identify roost locations and track bats between feeding and roosting sites are labour intensive and likely to require more than two observers.</li> <li>• Extended Phase 1 Habitat Surveys: NVC surveys are available for both Gough Burn District Wildlife Site (DWS) and Corby, Lily and Bishops Loch SSSI. The</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
		<p>scoping report mentions habitat surveys of steep sided banks of River Don. Not clear if this is the proposed crossing point of the river. If this is not the case, the survey should be undertaken at the proposed crossing point.</p> <ul style="list-style-type: none"> <li>• SNH has management plans for the following DWSs: Gough Burn, Crook of Don and Denmore Park/Lochside. If copies are required please request these.</li> <li>• Corby, Lily and Bishops Loch SSSI: Activities that affect the water table in the vicinity of this site may have an impact on the SSSI. SNH will require hydrological studies of the area to determine and assess any possible impacts of the AWPR on the special interest of the site.</li> </ul> <p>Stage 3 Environmental Impact Assessment</p> <ul style="list-style-type: none"> <li>• SNH is not aware of any statutory protected sites within/adjacent to proposed route corridor in southern section. There are likely to be sites within Ancient Woodland Inventory and local authority designations (e.g. SINS sites). Contact NESBReC for further information on these and other habitats and species records in the area.</li> <li>• Request that alternative options are re-assessed.</li> <li>• Non-motorised access should be provided for all junction and bridge design options.</li> <li>• No comments on detailed mitigation maps at this stage until fundamental concerns have been addressed and the Scottish Ministers have determined the preferred route option.</li> <li>• Recommend route moves closer to Kirkhill Industrial Estate to lessen landscape and visual impacts and avoid the semi natural woodland at Bogenjoss.</li> <li>• Level of mitigation for access and pathways shown on maps is inadequate.</li> <li>• Requirement for compensation, enhancement, creation of new woodlands, wetlands and open water bodies, possibly outwith the route corridor;</li> <li>• Concerns over fresh water pearl mussels and effect of sediment on salmon.</li> <li>• Further info and data needed re construction.</li> <li>• Route Alignment</li> <li>• Dyce-concerned over alignment at Overton/Dyce – suggest a route close to airport/industrial estate which would avoid considerable/severe impacts on Donside.</li> </ul> <p>Recreation and Access to the countryside</p> <ul style="list-style-type: none"> <li>• Concerns over severance on communities and recreational users inc. equestrians, cyclists, walkers and recreational drivers and AWPR will act as barrier to communities such as Kingswells and Bucksburn/Newhills.</li> <li>• Highest no. of effected recreational users affected Kirkhill Forest.</li> <li>• Route could damage recreational route links from the city outwards.</li> </ul> <p>Habitats</p> <ul style="list-style-type: none"> <li>• Route will cut through semi-natural woodland which are important for biodiversity – adverse impacts on local biodiversity action plan species and habitats.</li> <li>• The designated wildlife site by Aberdeen City Council at West Hatton would be split into 3 sections. New planning needed to offset the destruction of the woodland by fragmentation and remaining woodlands need to be maximised to encourage colonisation of new woodland.</li> <li>• Re-aligning the road could avoid destruction of smaller isolated areas of semi-natural woodland.</li> <li>• Moving route closer to industrial estate at Kirkhill and Overton would have landscape and visual benefits and reduce destruction.</li> <li>• Biodiversity Improvements</li> <li>• Creation of large wetland habitat with visitor facilities and well as increasing a habitat that is being lost in Scotland due to drainage and agriculture.</li> </ul>



**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
	EIA - Stage 1, Southern Leg and Fastlink	<p>Landscape and visual :</p> <ul style="list-style-type: none"> <li>• views from all routes leaving A90;</li> <li>• stone walls are characteristic;</li> <li>• purple and red routes are less preferred (no longer relevant);</li> <li>• Routes that avoid higher group are less intrusive;</li> <li>• Red route crosses steep slope – intrusive (no longer relevant); and</li> <li>• Orange route – possible compromise.</li> </ul> <p>Designated sites:</p> <ul style="list-style-type: none"> <li>• Red Moss of Netherley;</li> <li>• River Dee crossings - avoid crossing the Crynoch Burn;</li> <li>• red and blue options pass through the following District Wildlife Sites - River Dee Valley, Deeside Old Railway and West Hatton. In addition the blue route goes through Moss of Auchlea and Rotten of Gairn (both wetland/mire/ scrub sites); and</li> <li>• red route goes through Foggieton (mixed habitats including, birch woodland, scrub, mire and grassland).</li> </ul> <p>Wilder countryside habitats:</p> <ul style="list-style-type: none"> <li>• Pass through mire habitat – huge loss; and</li> <li>• Ancient woodland inventory around Cleanhill to north of Burnhead would be lost.</li> </ul> <p>Protected Species:</p> <ul style="list-style-type: none"> <li>• Badgers and bats found throughout study;</li> <li>• Water vole noted to be north of Stonehaven;</li> <li>• Otters present along Dee and its tributaries; and</li> <li>• Red squirrels in woodland areas.</li> </ul> <p>Recreation:</p> <ul style="list-style-type: none"> <li>• Areas around Culter House road and Contlaw rd are popular with local walkers and cyclists.</li> <li>• Location of junction with A93 in residential area of Milltimber is likely to be highly sensitive.</li> </ul>
	EIA - Stage 3, Southern Leg and Fastlink	<p>Pedestrians, cyclists and equestrians:</p> <ul style="list-style-type: none"> <li>• Underpasses should be accessible to all with lighting where necessary;</li> <li>• Gradients of any ramps should be considered so as to be accessible to all (notably along the Deeside Line);</li> <li>• Consideration should be given to the severing of forest routes and the impact on grant schemes promoting access;</li> <li>• Important to retain links near to junctions (e.g. Milltimber, Burnhead).</li> </ul> <p>European Protected Species:</p> <ul style="list-style-type: none"> <li>• It is likely that some of the residential properties proposed for demolition support bat roosts. Full bat surveys of buildings must be carried out before work begins (preferably May to August when bats are most active). A licence would be required should a bat roost need to be destroyed.</li> </ul> <p>Landscape:</p> <ul style="list-style-type: none"> <li>• Look forward to receiving the second revision of the landscape mitigation maps at the end of July for comment.</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
	ES 2007 Northern Leg, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Proposal is likely to have a significant effect on the qualifying interests of the River Dee SAC and therefore an Appropriate Assessment is required to be undertaken.</li> <li>• Recommend SNH has input into the Environmental Management Plan.</li> <li>• Detail design proposals for SUDS required and recommendation that wetlands are incorporated into the design.</li> <li>• Proposal is likely to have an impact on 2 European Protected Species – bat and otter; therefore a license is required for both before the scheme can proceed.</li> <li>• Further information required to determine the Favourable Conservation Status for both otters and bats.</li> <li>• Information contained in the ES for the Northern Leg with regard to otters is largely satisfactory but further survey work is required for the Southern Leg and Fastlink.</li> <li>• In summary, otters are probably one of the species least susceptible to impact from the route, <u>provided</u> adequate mitigation is in place.</li> <li>• Concerns over the assessment of impacts on bat species and advise that further assessment is undertaken to inform the mitigation design and that a bat management plan is developed.</li> <li>• Advise that management plans are developed for red squirrel, water vole and badgers, detailing all mitigation measures, including for situations of disturbance and / or actual damage to places of shelter.</li> <li>• Advise further survey work undertaken for fish.</li> <li>• Full details of target notes should be provided where wetland habitats will be directly or indirectly impacted by the route corridor.</li> <li>• Site management plans required for non statutory nature conservation sites, detailing all mitigation measures and monitoring as well as consideration of impacts arising from short and long term impacts of the AWPR on the sites interests.</li> <li>• Further consideration of cumulative impacts required.</li> <li>• Provided a list of specific key landscape and visual concerns along the route.</li> <li>• Further comment will be provided on receipt of the additional ES information in 2007.</li> </ul>
Scottish Ornithologists Club	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Receives approx 15,000 casual bird records a year for the whole Grampian area. These are held on a database and for last 3 years have been held by NESBREc.</li> <li>• Areas of interest already identified, e.g. Corby Loch, the Don corridors etc. With loss of habitat emphasis would be on mitigation and habitat creation – especially wetland areas. Also asking local birders for any specific information on the area. Will be interested in results of ornithological surveys and will pass on any specific information relating to sensitive species.</li> </ul>
Scottish Wildlife Trust	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• The proposed route corridor does not affect any Scottish Wildlife Trust reserves.</li> <li>• However, concerns raised regarding the number of badgers that this development could impact. SWT would hope to see experts with local knowledge called upon to ensure issue is handled sensitively and necessary mitigation measures are put in place. SWT also expect other priority species to be taken into account i.e. red squirrel surveys and wolverine surveys should any watercourses be affected. Request to be kept informed on the badger issue.</li> </ul>
	ES 2007 Northern Leg, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Concern regarding impacts on habitats such as rivers, wetlands and peatlands, native and ancient woodlands.</li> <li>• Proposed mitigation measures for the protection of the River Dee and River Don are impressive. However, there is still the potential for unacceptable ecological damage to many of the burns.</li> <li>• Concern raised regarding the impact of the scheme on the hydrology of the Moss.</li> <li>• Consider the most at risk species to be otter and red squirrel.</li> <li>• The loss of woodland will result in habitat fragmentation and disturbance to wildlife, including red squirrel and badger.</li> <li>• Overall, SWT notes a level of uncertainty in the ES and therefore further survey work and mitigation design is required.</li> </ul>
Scotways (Scottish	EIA - Stage 2 and 3,	<ul style="list-style-type: none"> <li>• Details from National Catalogue of Rights of Way sent, showing a number of crossings by the AWPR. Need to contact again if more information is required regarding</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
Rights of Way and Access Society)	Murtle Route	<ul style="list-style-type: none"> <li>status and category of routes. Additionally, other rights of way may exist that have not been recorded.</li> <li>Provided clarification and survey information for Waulkmill to Corsehill right of way and Meadowhead to Corsehill right of way.</li> </ul>
	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Attached maps showing the following ROWs: GC 33, 50, 25, 47, 46, 37/38/39, GK124, 113, 114 and GK88.</li> </ul>
SUSTRANS	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Whilst the alignment appears to cater adequately for a bridge crossing by the Deeside Way, there is no evidence of any facility to allow for crossing by the Formartine and Buchan Way. There is a need for a bridge or subway over the AWP as well as over the realigned A947.</li> <li>Enclosed marked up sheets 4 and 10 from drawings 10332/130.</li> </ul>
	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>There would appear to be a number of interfaces with the proposed routes for the AWPR and opportunities for provision of the realignment of National Cycle Route 1 to be part of the AWPR proposals.</li> </ul>
The Garden History Society in Scotland	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Response relating only to the Murtle Route (south of North Kingswells Junction).</li> </ul>
	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Ury House – local and regional significance.</li> </ul>
	EIA - Stage 3, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Concerns over Mains of Ury Designed Landscape and Kingcausie Designed Landscape.</li> <li>“In addition to the designed landscapes already noted we have been alerted to Kingcausie GR NJ 863 012. Again, although not included in the Inventory of Gardens and Designed Landscapes in Scotland and not considered of National importance, the designed landscape does have some Local and Regional significance.”</li> </ul>
University of Aberdeen/ NES Biol Recorder (Mark Young)	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Does not hold any data for the Southern area of the route. Maps sent by Jacobs of western and northern sections appear to correctly identify environmental interests. With respect to Freshwater Pearl Mussels in the River Dee, SNH hold survey data, although this may be too generalised: would probably need specific survey and assessment to identify impacts associated with chosen river crossing.</li> </ul>
VIPRE Transport Consultants	EIA - Stage 3, Murtle Route	<p>Primary concern is access into Dyce for residents and commuters, specifically:</p> <ul style="list-style-type: none"> <li>AWPR will encourage car borne commuters faster into the Dyce area which will increase local congestion;</li> <li>AWPR will sever potential links for cycling and walking into the Dyce area and will inhibit future access to commuting and recreational routes;</li> <li>Would be beneficial for Denhead agricultural underpass to be sufficiently high for cyclists and walkers so that there is the potential for them to have a safe and clean(er) route; and</li> <li>It would be good to have a swift decision on the position of the proposed Park and Ride on A96 and to have cycling routes from the PandR into the Dyce industrial areas.</li> <li>Will the link to Dyce Drive be accessible to cyclists?</li> </ul>
Wildfowl and Wetlands Trust	EIA - Stage 2, Murtle Route	<ul style="list-style-type: none"> <li>Provided records of wintering bird species and assemblages within the study area.</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
• Aberdeen and Aberdeenshire Community Councils*		
Belhelvie Community Council	EIA - Stage 2 and 3, Murtle Route	<p>Blackdog Interchange:</p> <ul style="list-style-type: none"> <li>• A90 north junction: would prefer if it were one large roundabout spanning both carriageways due to difficulties for HGVs.</li> <li>• Maps show access to Middleton via Potterton/ Langseat, but this is a track only suitable for pedestrians.</li> <li>• Bus loop required into Blackdog for both north and south bound buses.</li> <li>• Concern over north bound HGVs turning right into industrial estate.</li> </ul>
Bridge of Don Community Council	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Cannot identify any areas of concern.</li> </ul>
Burnside Community Council	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Suggestion of upgrading the existing road systems instead.</li> </ul>
Cove and Altens Community Council	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• The junction of the WPR with the A90 affects them.</li> <li>• Original blue route preferable.</li> </ul>
Culter Community Council	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Provided detailed concerns of each variant.</li> <li>• Recommend Murtle and Pitfodels route are re-examined.</li> </ul>
Cults, Bieldside and Milltimber Community Council	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Undertook a Community Council Paths Survey on behalf (Aberdeen City Council. Many of the paths, which are Rights of Way and some minor roads will be cut by the AWPR. What will be done to maintain their continuity?</li> <li>• Concern with regards to maintenance of corridors for wildlife.</li> </ul>
Mastrick and Sheddocksley Community Council	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Support the AWPR due to air quality and accessibility benefits.</li> </ul>
	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Surrounding woodland not split by the AWPR.</li> <li>• Suggestion is to have the WPR pass to the south of the Hill of Blairs, through the farmland attached to the now derelict Fernibrae Croft – impact on community would be minimised.</li> <li>• Attached a map of the area, with sensitive areas highlighted.</li> </ul>
Mintlaw and District Community Council	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• The route preferred is the one which emerges at Stonehaven.</li> </ul>
Newtonhill, Muchalls and Cammachmore CC	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>• Recommend green option and upgrading of the B979.</li> </ul>
North Kincardine Community Council	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>• Contact all those whose land is crossed by the route and its corridor should be contacted for information to input to the EIA.</li> <li>• Concerns as the route traverses through a very rural area including locations with very low current background noise levels and light pollution.</li> <li>• Suggests that a ZVI is produced for light pollution and that it is available for public viewing.</li> </ul>

**Aberdeen Western Peripheral Route**  
**Environmental Statement Appendices 2007**  
**Part A: The Scheme**  
**Appendix A6.2 - Consultation Responses**

Consultee	Subject	Consultation Responses
		<ul style="list-style-type: none"> <li>All homes within the geographic range of the impact should be assessed for all other forms of impact assessment noise pollution etc, and the noise pollution increases should be presented as noise contour maps.</li> <li>Access and construction:</li> <li>Surrounding roads not constructed to handle large volumes of construction traffic.</li> <li>Not convinced that the junction is necessary</li> </ul>
	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>Disturbed by the speed at which the ES is being conducted.</li> <li>Concern raised regarding light pollution, noise, construction traffic on local roads.</li> <li>Provided a list of sighted species.</li> <li>Bog and woodland areas shown on graphic appear to be under-represented.</li> </ul>
Kingswells Community Council	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Details of why no 'real' alternatives were considered for Kingswells;</li> <li>Full justification for North Kingswells Junction (KCC request for this to be removed);</li> <li>Assessment of the effects moving electric pylons will have on residents;</li> <li>Effect of light pollution – car headlights as well as street lighting.</li> </ul>
Sandhaven and Pitullie Community Council	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>No formal comment.</li> <li>Speed is of the essence.</li> <li>The route preferred is the one which emerges at Stonehaven.</li> </ul>
Stonehaven Community Council	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>"We make no comments on the proposed routes other than we are gratified that they link directly to the A90 roundabout at North end of Stonehaven which will certainly ease the current pressure with heavy traffic on the B979 Netherley Road."</li> </ul>
West Don Community Council	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Although not indicated on plans, presume underpass/over bridge is provided at A947;</li> <li>Under bridge at Aberdeen-Inverness rail line (map 9) should be wide enough to permit double track configuration in future;</li> <li>Plans show A947 to follow present B977, 90 degree blind corner at Old Toll House, this would need upgrading;</li> <li>Roundabout at AWPR/A96 junction seems excessively large, is the 'blind' exit between AWPR and Dyce Drive designed to serve a park and ride facility?</li> </ul>
Ythan Community Council	EIA - Stage 2 and 3, Murtle Route	<ul style="list-style-type: none"> <li>Would like reassurance that all efforts will be made to reduce destruction of landscapes, archaeology and wildlife as far as possible.</li> <li>Route should be built in a sustainable way, may include using landforms to reduce frost pockets which will lower maintenance costs and save lives, retaining wildlife habitats, especially connecting routes such as tree and hedge lines and using recycled materials such as aggregates in the construction process.</li> </ul>
	EIA - Stage 1, Southern Leg and Fastlink	<ul style="list-style-type: none"> <li>No concerns; have full support.</li> </ul>

\* No Community Councils were consulted as part of the Stage 2 consultation for the Murtle Route. Refer to Chapter 6 Scoping and Consultation for full list.