

RESIDUAL DESIGN HAZARDS
 (The following information has been collected from Preconstruction Information and the AmeyArup CDM Hazard Management Process.)


- LEGEND**
- Significant environmental issues
 - Wildcat Priority Area
 - Inventory of Gardens and Designed Landscapes
 - Scheduled Monuments
 - Category A Listed Building
- Environmental appraisal Impact**
- Moderate Adverse Impact alignment section
 - Minor Adverse Impact alignment section

P02	Final	AC	JC	FM	NH	AF
		17/04/18	18/04/18	18/04/18	18/04/18	18/04/18
P01	Draft	AC	JC	FM	NH	AF
		10/04/2018	11/04/2018	11/04/2018	12/04/2018	13/04/2018
Revision	Revision details					
	Created	Checked	Reviewed	Approved	Authorised	
	dd/mm/yy	dd/mm/yy	dd/mm/yy	dd/mm/yy	dd/mm/yy	

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Project Name
A96 Dualling: East of Huntly to Aberdeen

Drawing Title
First Fix Environmental Appraisal of Alignment D+02

Project Ref. No	Stage	Scale	@A1
250002-92	Stage 2	1:10,000	
Drawing Number		Dimensions	

Project	Originator	Volume	
A96PEA - AMAR - EGN -			
CD	-DR-EN-000005		
Location	Type	Role	Number

Suitability	Suitability Description	Revision
S4	Fit for Stage Approval	P02

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Alignment	Landscape and visual impact	Landscape and visual commentary	Water	Water commentary	Ecology	Ecology commentary	People and community	People and community commentary	Noise	Noise commentary	Air quality	Air quality commentary	Cultural heritage	Cultural heritage commentary	Plans and policies	Plans and policies commentary	Soil and geology	Soil and geology commentary
D-02-001		The appraisal indicates that 65% of the alignment has a Moderate adverse impact, due to long sections of earthworks of 5-15m. Major impacts occur along 15% of the alignment due to a cutting of 30m in depth, and the introduction of a new structure across Glen Water. The overall rating is Moderate adverse.		No crossings of extensive floodplain. A number of watercourse crossings of floodplain <100m wide (minor adverse). Potential for active morphology at the crossing of the River Urie (ch.3700m) (moderate adverse).		Ecological receptors/constraints include two local designated sites (Local Nature Conservation Sites), one small area of ancient woodland, and one water crossing.		Demolition of Lambhill residential property. Alignment passes through areas of non-prime agricultural land ranging from class 3.2-4.2.		Potential minor decrease to level of current noise climate at the largest communities identified in the study area, resulting from rerouting traffic via new roads. The increase to noise from the new roads, potentially impacts communities with a relative low population count.		The baseline alignment between Huntly and Inverurie is sparsely populated. The new alignment moves the road to a similarly sparsely populated area. All of the alignments are distant from inhabited areas with population seemingly <10pp/km.		No potential for significant impacts resulting from the use of this alignment has been identified.		Route entirely outwith settlement boundaries and Local Development Plan (LDP) allocations and committed development.		No Adverse impacts.
D-02-002		The appraisal indicates approximately 20% of the alignment as having a Major adverse impact, due to earthworks of more than 15m in depth and the introduction of at least one large structure. Moderate adverse impacts are predicted for 37% of the alignment, due to earthworks of 5-15m depth. The overall effect predicted for this alignment is Moderate adverse.		No crossings of extensive floodplain. A number of watercourse crossings of floodplain <100m wide (minor adverse). Potential for active morphology at the crossing of the River Urie (ch.3150m) (moderate adverse).		Ecological receptors/constraints include two local designated sites, and one water crossing.		Alignment passes through areas of non-prime agricultural land ranging from 3.2-4.2.		Potential minor decrease to level of current noise climate at the largest communities identified in the study area, resulting from rerouting traffic via new roads. The increase to noise from the new roads, potentially impacts communities with a relative low population count.		The baseline alignment between Huntly and Inverurie is sparsely populated. The new alignment moves the road to a similarly sparsely populated area. All of the alignments are distant from inhabited areas with population seemingly <10pp/km.		No potential for significant impacts resulting from the use of this alignment has been identified.		Route entirely outwith settlement boundaries and LDP allocations and committed development.		Small area of peat, and a small area of mineral resources are present.
D-02-003		The appraisal has identified 40% of the alignment as having Moderate adverse impacts, due to a combination of earthworks of 5-15m, loss of ancient woodland and potential effects on visual receptors. Major adverse impacts are predicted for 35% of the alignment, due to the introduction of a large structure across Glen Water. The overall assessment of the alignment is therefore Moderate adverse.		No crossings of extensive floodplain. A number of watercourse crossings of floodplain <100m wide (minor adverse). Potential for active morphology at the crossing of the River Urie (ch.2800m) (moderate adverse).		Ecological receptors/constraints include one local designated site, one small area ancient woodland, and one water crossing.		Mid Milburn residential property with outbuildings require to be demolished. Alignment passes through areas of non-prime agricultural land ranging from class 3.2-4.2.		Potential minor decrease to level of current noise climate at the largest communities identified in the study area, resulting from rerouting traffic via new roads. The increase to noise from the new roads, potentially impacts communities with a relative low population count.		The baseline alignment between Huntly and Inverurie is sparsely populated. The new alignment moves the road to a similarly sparsely populated area. All of the alignments are distant from inhabited areas with population seemingly <10pp/km.		No potential for significant impacts resulting from the use of this alignment has been identified.		Route entirely outwith settlement boundaries and LDP allocations and committed development.		Small area of mineral resources present.
D-02-004		The appraisal has identified the majority of the alignment as having Major adverse impacts, with cuttings reaching depths of over 20m, and the introduction of a new large structure.		No crossings of extensive floodplain. A number of watercourse crossings of floodplain <100m wide (minor adverse). Potential for active morphology at the crossing of the River Urie (ch.2300m) (moderate adverse).		Ecological receptors/constraints include one local designated site, and one water crossing.		Alignment passes through areas of non-prime agricultural land ranging from 3.2-4.2.		Potential minor decrease to level of current noise climate at the largest communities identified in the study area, resulting from rerouting traffic via new roads. The increase to noise from the new roads, potentially impacts communities with a relative low population count.		The baseline alignment between Huntly and Inverurie is sparsely populated. The new alignment moves the road to a similarly sparsely populated area. All of the alignments are distant from inhabited areas with population seemingly <10pp/km.		No potential for significant impacts resulting from the use of this alignment has been identified.		Route entirely outwith settlement boundaries and LDP allocations and committed development.		No Adverse impacts.