



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 Areas
 - Site of Special Scientific Interest (SSSI)
 - Inventory of Gardens and Designed Landscapes
 - Scheduled Monuments
 - Inventory of Historic Battlefields
 - Category A Listed Building
- Environmental appraisal impact**
- Major Adverse Impact alignment section
 - 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 OLN

Project Ref. No.	Stage	Scale	@A1
250002-92	Stage 2	1:15,000	
Dimensions :			

Drawing Number	Project	Originator	Volume
A96PEA - AMAR - EGN - CB			
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
OLN-001		While there are sections of earthworks greater than 15m in depth/height and a new structure crossing Glen Water, the alignment is assessed as Moderate due to predominantly Minor and Moderate impacts and the fact that these are due solely to earthworks.		Route crosses the extensive floodplain of the River Urie (ch.9700m) and is not perpendicular to flow (major adverse). Potential for active morphology at a number of crossings of the River Urie (moderate adverse). Potential requirement for river realignment of the River Urie at ch.6100m (moderate adverse).		Ecological receptors/constraints include the wildcat priority area, one Local Nature Conservation Site (LNCS), and five water crossings.		Scattered private property along the route with a cluster at Colpy end. Very small area of prime agricultural land at Colpy. Remainder of alignment within non-prime land.		There is noticeable potential change to level of the existing noise climate, resulting from the introduction of new roads and/or rerouting of existing traffic. However, the increase in noise is identified at communities with a relative low population count such as Colpy and communities located by the existing A96.		All alignments are generally in line with the current alignment. The area covered is sparsely populated and there are no agglomerations of receptors. All alignments are assigned neutral impact.		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.		Peat in 400m of alignment. Contaminated Land (textile mill in one location). Small areas of mineral resources.
OLN-002		The majority of impacts are Major or Minor along this alignment and relate primarily to earthworks. Given the relatively small amount of woodland that would be removed and the alignment is assessed as Moderate adverse overall.		Route crosses the extensive floodplain of the River Urie (ch.10300m) and is not perpendicular to flow (major adverse). Potential for active morphology at a number of crossings of the River Urie (moderate adverse).		Ecological receptors/constraints include the wildcat priority area, one Local Nature Conservation Site (LNCS), and three water crossings.		Scattered private property along the route with a cluster at Colpy. Remainder of alignment within non-prime land.		There is noticeable potential change to level of the existing noise climate, resulting from the introduction of new roads and/or rerouting of existing traffic. However, the increase in noise is identified at communities with a relative low population count such as Colpy and communities located by the existing A96.		All alignments are generally in line with the current alignment. The area covered is sparsely populated and there are no agglomerations of receptors. All alignments are assigned neutral impact.		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. Route passes through small scale committed development.		Peat in 350m of alignment. Small area of prime agricultural land. Contaminated Land (textile mill in one location). Small areas of mineral resources.
OLN-003		The majority of impacts are Moderate or Minor along this alignment and relate primarily to earthworks. Given the relatively small loss of woodland the alignment is assessed as Moderate adverse overall.		Route crosses the extensive floodplain of the River Urie (ch.9100m) and is not perpendicular to flow (major adverse). Potential for active morphology at a number of crossings of the River Urie (moderate adverse). Potential requirement for river realignment of the River Urie at a number of locations where existing A96 is in close proximity to the watercourse (moderate adverse).		Ecological receptors/constraints include the wildcat priority area, one Local Nature Conservation Site (LNCS), and four water crossings.		Scattered private property along the route with a cluster at Colpy end. Very small area of prime agricultural land at Colpy. Remainder of alignment within non-prime land.		There is noticeable potential change to level of the existing noise climate, resulting from the introduction of new roads and/or rerouting of existing traffic. However, the increase in noise is identified at communities with a relative low population count such as Colpy and communities located by the existing A96.		All alignments are generally in line with the current alignment. The area covered is sparsely populated and there are no agglomerations of receptors. All alignments are assigned neutral impact.		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 prime agricultural land. Contaminated Land (textile mill in one location). Small areas of mineral resources.
OLN-004		The majority of impacts are Major or Minor along this alignment and relate primarily to earthworks. Given the fact that the alignment is predominantly off line it is assessed as Major adverse overall.		No crossings of extensive floodplain. A number of watercourse crossings of floodplain <100m wide (minor adverse). Potential for active morphology at a number of crossings of the River Urie (moderate adverse). Potential requirement for river realignment of the River Urie at a number of locations (moderate adverse).		Ecological receptors/constraints include the wildcat priority area, one Local Nature Conservation Site (LNCS), and five water crossings.		Scattered private property along the route with a cluster at Colpy end. Very small area of prime agricultural land at Colpy. Remainder of alignment within non-prime land.		There is noticeable potential change to level of the existing noise climate, resulting from the introduction of new roads and/or rerouting of existing traffic. However, the increase in noise is identified at communities with a relative low population count such as Colpy and communities located by the existing A96.		All alignments are generally in line with the current alignment. The area covered is sparsely populated and there are no agglomerations of receptors. All alignments are assigned neutral impact.		No potential for significant impacts resulting from the use of this alignment has been identified.		Route entirely outwith settlement boundaries and LDP allocations. Route passes through small scale committed development.		Peat in 350m of alignment. Small areas of prime agricultural land. Contaminated Land (textile mill in one location). Small areas of mineral resources.
OLN-005		The majority of impacts are Major or Moderate along this alignment. The scale of earthworks is considerable at two locations with cuttings of up to 32m and 58m respectively. In addition there will be considerable variation in levels at five other locations along the alignment. The overall impact is therefore assessed as Major 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 at ch.9450m (moderate adverse). Potential requirement for river realignment of the River Urie at a number of locations (moderate adverse).		Ecological receptors/constraints include the wildcat priority area, one Local Nature Conservation Site (LNCS), and four water crossings.		Scattered private property along the route with a cluster at Colpy end. Very small area of prime agricultural land at Colpy. Remainder of alignment within non-prime land.		There is noticeable potential change to level of the existing noise climate, resulting from the introduction of new roads and/or rerouting of existing traffic. However, the increase in noise is identified at communities with a relative low population count such as Colpy and communities located by the existing A96.		All alignments are generally in line with the current alignment. The area covered is sparsely populated and there are no agglomerations of receptors. All alignments are assigned neutral impact.		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 prime agricultural land. Contaminated Land (textile mill in one location). Small areas of mineral resources.
OLN-006		The majority of impacts are Major or Moderate along this alignment. The scale of earthworks is considerable at three locations with an embankment up to 32m in height and cuttings of up to 28m and 82m respectively. The overall impact is therefore assessed as Major 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 at ch.8750m (moderate adverse). Potential requirement for river realignment of the River Urie at ch.6500m (moderate adverse).		Ecological receptors/constraints include the wildcat priority area, one Local Nature Conservation Site (LNCS), and four water crossings.		Scattered private property along the route with a cluster at Colpy end. Very small area of prime agricultural land at Colpy. Remainder of alignment within non-prime land. Two commercial properties at Ch 10000 and 10250.		There is noticeable potential change to level of the existing noise climate, resulting from the introduction of new roads and/or rerouting of existing traffic. However, the increase in noise is identified at communities with a relative low population count such as Colpy and communities located by the existing A96.		All alignments are generally in line with the current alignment. The area covered is sparsely populated and there are no agglomerations of receptors. All alignments are assigned neutral impact.		At the southern end of the alignment, this alignment diverges from the course of the existing A96 road, and may have an effect upon the setting of Woodside hut circles (Scheduled Monument - SM11513).		Route entirely outwith settlement boundaries and LDP allocations and committed development.		Small area of prime agricultural land. Contaminated Land (textile mill in one location). Small areas of mineral resources.
OLN-007		The majority of impacts are Major or Moderate along this alignment. The scale of earthworks is considerable at two locations with cuttings of up to 27m and 35m respectively. The overall impact is therefore assessed as Major adverse.		No crossings of extensive floodplain. A number of watercourse crossings of floodplain <100m wide (minor adverse).		Ecological receptors/constraints include the wildcat priority area, one Local Nature Conservation Site (LNCS), two water crossings, and two areas with protected species (badgers).		Scattered private property along the route.		Potential noticeable decrease to level of current noise climate at Colpy and receptors located by A96, resulting from rerouting traffic via new roads. The increase in noise from the new roads, potentially impacts only communities with a relative low population count.		All alignments are generally in line with the current alignment. The area covered is sparsely populated and there are no agglomerations of receptors. All alignments are assigned neutral impact.		At the southern end of the alignment, this alignment diverges from the course of the existing A96 road, and may have an effect upon the setting of Woodside hut circles (SM11513).		Route entirely outwith settlement boundaries and LDP allocations. Route passes through small scale committed developments.		Peat in 375m of alignment. Small area of prime agricultural land. Small areas of mineral resources.
OLN-008		The majority of impacts are Major or Moderate along this alignment. The scale of earthworks is considerable at four locations with embankments up to 24m and 32m in height and cuttings of up to 40m and 24m respectively. The overall impact is therefore assessed as Major 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 at ch.8950m (moderate adverse). Potential requirement for river realignment of the River Urie at ch.10450m (moderate adverse).		Ecological receptors/constraints include the wildcat priority area, one Local Nature Conservation Site (LNCS), three water crossings, one area with protected species (badgers), and one area of ancient woodland.		Scattered private property along the route with a cluster at Colpy end. Very small area of prime agricultural land at Colpy. Remainder of alignment within non-prime land.		There is noticeable potential change to level of the existing noise climate, resulting from the introduction of new roads and/or rerouting of existing traffic. However, the increase in noise is identified at communities with a relative low population count such as Colpy and communities located by the existing A96.		All alignments are generally in line with the current alignment. The area covered is sparsely populated and there are no agglomerations of receptors. All alignments are assigned neutral impact.		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 prime agricultural land. Contaminated Land (textile mill in one location). Small areas of mineral resources.