



Your Ref:  
Our Ref: SD/CP87499  
Contact: Suzanne Duncan  
Location: Ground Floor North  
  
Date: 21st February 2024

FAO Matthew Easton  
Development Management Team  
Marischal College  
Ground Floor North  
Broad Street  
Aberdeen  
AB10 1AB

Dear M Easton

### **B999/Shielhill Road Junction Improvement Project Request for an EIA Screening Opinion**

With reference to “The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, I am writing to formally request an Environmental Impact Assessment screening opinion for the B999/Shielhill Road Junction Improvement Project.

It is our understanding that this proposed project falls within the descriptions of developments listed in Schedule 2 of the EIA Regulations, under Column 1 Part 10(f) “*Infrastructure Projects – Construction of Roads*”, where the criteria sets out in Column 2 “*The area of the works exceeds 1 hectare*”. This project covers an area which will exceed the one hectare threshold.

The following information in this letter is intended to assist the planning team in their assessment to determine if the proposed development would likely result in significant environmental effects.

The table included below is our analysis of the Environmental Impact Assessment screening criteria outlined in the EIA screening checklist.

#### **Location of Proposed Development**

The proposed development lies in a semi-rural location to the north of the City, near the residential suburb of Bridge of Don and Denmore, and the Aberdeen City/Aberdeenshire boundary as can be seen circled in **Figure 1**. The area is of generally an agricultural nature within open space. There is one watercourse which intersects the project area, known as the Burn of Mundurno. The burn is situated to the south side of Shielhill Road and follows the road until it passes beneath the B999 and onwards to what was formerly the Mill Dam at the Mill (of Mundurno) on the east side of the B999. For the most part, the burn is an open watercourse until it reaches the B999 where it is culverted under the road.



**Figure 1**

**Description of Proposed Development**

The B999 runs in a north-south direction from the City towards Aberdeenshire and Shielhill Road (C191C) runs in an east-west direction and meets the B999 at a “T” junction. The purpose of this development is to improve the visibility issues on the B999 and at the B999/Shielhill Road junction by realigning approximately 340m of the existing B999 to eliminate the tight bend and extending Shielhill Road to meet the new alignment as shown in **Figure 2**. The new alignment on the B999 will extend from a point approximately 100m south of Shielhill Road and tie back into the existing B999 as it rises approximately 240m north of Shielhill Road. The area within the proposed development boundary is approximately 1.5 hectares.



**Figure 2**

## Environmental Impact Assessment Screening Criteria

Selection Criteria	Yes/No	Briefly describe potential impact	Is this likely to result in a significant effect? Please explain
<b>1. Characteristics of the Development</b>			
<b>(a) Size and design of the development</b>			
Will the proposed development be out of scale with the existing environment?	No	As the proposed development will be built on an embankment and there will initially be a loss of vegetation through the construction process, it is possible that to transport users of the road network and residents in the near vicinity the development may be more prominent than the existing road.	It is thought that the prominence of the proposed development is likely to be temporary as mitigation planting and grass verges/embankments will become established over time and help soften the appearance of the road within the landscape. Overall, the visual effects on the landscape would be minimal and not out of scale with the existing environment.
<b>(b) Cumulation with other existing and/or approved development</b>			
Will the proposed development lead to further consequential development or works?	No	Not Applicable	Not Applicable
Are there potential cumulative impacts with other existing development, approved developments or developments the subject of valid applications?	Yes	This proposed development has arisen through a Section 75 agreement at the time planning consent was granted for the Dubford Scotia housing development. As a consequence of this housing development it was considered that traffic volumes would increase at the Shielhill Road junction. Currently the visibility at the junction is poor and with the increased traffic usage, the safety risks will remain without intervention.	The significant effect will be a positive one as the proposed development will enhance road safety and therefore benefit all road users.

Selection Criteria	Yes/No	Briefly describe potential impact	Is this likely to result in a significant effect? Please explain
Should the application for the proposed development be regarded as an integral part of a more substantial project? If so, can related developments which are subject to separate applications proceed independently?	Yes	The proposed development is required to improve the road infrastructure to support the new Dubford housing development but also other housing developments in the area that have yet to be constructed.	The significant effect will be a positive one as the proposed development will enhance road safety and therefore benefit all road users. In our opinion related developments which are subject to separate applications can proceed independently.
<b>(c) Use of natural resources, in particular land, soil, water and biodiversity</b>			
Will the proposed development use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or are in short supply?	No	As part of the proposals there may be some re-use of natural resources such as soils however the impact would be minimal. A geotechnical survey will determine if this is a possibility.	The proposed development will not result in the significant use of natural resources. The design will consider how best to use existing materials and will also aim to use recycled materials over virgin materials. All natural resources will be considered to ensure they are not disturbed or wasted during construction phase.
<b>(d) Production of waste</b>			
Will the construction, operation or decommissioning of the proposed development produce wastes?	No	It is inevitable that the proposed development will produce some waste materials which will not be considered suitable for re-use on the site but due to the size of the construction footprint, the waste levels will have no significant impact and no more than typical roads improvement projects. The quantity will be better determined through the Ground Investigation survey.	As the proposed development will be built on an embankment, it is thought that the excavation activity will be minimal. The use of site-won materials will be prioritised where possible.  The Contractor will be required to comply with the relevant regulations with regards to the disposal of soils and other waste.

Selection Criteria	Yes/No	Briefly describe potential impact	Is this likely to result in a significant effect? Please explain
<b>(e) Pollution and nuisances</b>			
Will the construction, operation or decommissioning phases of the proposed development release pollutants or any hazardous, toxic or noxious substances to the air?	No	<p>During the handling and loading/offloading of materials on site, there may be a small level of dust particles released into air but this will have no lasting impact on the environment.</p> <p>There is no evidence of contaminated land within the development area.</p>	<p>This development is not immediately adjacent to a built-up area and it is anticipated that dust emissions will be low. The Contractor has a responsibility through their CEMP (Contractor's Construction Environmental Plan) to provide mitigation measures to control dust emissions.</p> <p>The CEMP will also include measures to control the storage, use and safe disposal of hazardous substances to minimise the potential for pollutant release.</p>
Will the construction, operation or decommissioning of the proposed development lead to risk of contamination of land or water from releases of pollutants?	No	The potential impact of contamination would be the release of pollutants into the Mundurno burn impacting on biodiversity, however this is very unlikely to occur and therefore the impact would be negligible.	<p>During the construction, potential risks of contamination to land, surface waters and groundwater will be minimised by following standard good pollution prevention guidance, which will be specified and implemented.</p> <p>Any potential adverse impacts on the water environment during the operational stage will be covered in the SuDS drainage strategy for the proposed development. SEPA will be involved in the drainage strategy proposals. It is anticipated that there will be a betterment in the quality of road drainage outfalling to the burn, through SuDS, compared with the existing situation.</p>



Selection Criteria	Yes/No	Briefly describe potential impact	Is this likely to result in a significant effect? Please explain
Will the construction, operation or decommissioning phases of the proposed development cause noise, vibration or the release of light?	No	Due to the very nature of the construction work, a small level of noise pollution is inevitable and unavoidable, however there would be no long lasting impact on the environment.	<p>Given the size and location of the development, the noise levels are likely to be relatively low. With good mitigation practice the Contractor will be required, through the preparation and implementation of the CEMP, to demonstrate how any noise and vibration will be minimised.</p> <p>Following the completion of the works, a positive effect in relation to noise pollution is expected for the residents living in the properties nearest the junction.</p>
<b>(f) Risk of major accidents and/or disasters which are relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge</b>			
Will there be any risk of accidents during construction, operation or decommissioning of the proposed development which could affect the environment or human health?	No	On all typical road construction sites there is a small risk of accidents occurring, but the likelihood is low and can be further mitigated through the Health & Safety Plan.	<p>Mitigation measures in the form of the Health and Safety measures such as the Health &amp; Safety Plan, risk assessments and method statements will all be prepared and approved before the construction process commences.</p> <p>As the Proposed Development is a road infrastructure improvement project, it is anticipated the risk of accidents occurring is significantly decreased once operational.</p>
<b>(g) Risk to human health</b>			
Will the construction, operation or decommissioning phases of the proposed development involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health?	No	No significant impact is likely, however during the construction, as with typical civil engineering projects, there may be a need to use, store, transport, handle or produce a substance or material that could be harmful to human health.	This will be mitigated through the Contractors CEMP and health and safety procedures therefore the likelihood of this resulting in a significant effect to human health is very low.

With reference to the regulations a development of a type listed in Schedule 2 requires an Environmental Impact Assessment if it is in a “*sensitive area*” or likely to have significant effects on the environment by virtue of factors such its nature, size or location. Based on the information provided, it is considered that the proposed development is not located in a sensitive area nor likely to have significant effects on the environment. It is therefore our opinion that the proposed development does not comprise “EIA Development” as defined by the EIA regulations.

I trust you have sufficient information to undertake your assessment and I look forward to receiving a formal screening opinion in the near future. If I can be of any further assistance, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink that reads "SDuncan" with a checkmark at the end.

Suzanne Duncan  
**Senior Engineer IEng MICE**