

A90/A937

Laurencekirk Junction Improvement Scheme:

Access to Oatyhill

Supplementary Draft Orders

Welcome

The Scottish Government has committed to take forward the design and construction of a **new grade-separated junction at Laurencekirk** as part of a package of additional investment alongside the Aberdeen City Region Deal.

This exhibition presents the outcome of the design and assessment work in relation to the provision of **Access to Oatyhill** as part of the A90/A937 Laurencekirk Junction Improvement Scheme which is presented in the published **Supplementary draft Orders**.

Information on the following panels include details of the proposals and an explanation of the statutory process that is being followed.



Oatyhill Rail Bridge looking northwest

The information presented on these panels is available in full on the project website:
transport.gov.scot/projects/a90a937-laurencekirk-junction-improvement-scheme

History of A90/ A937 Laurencekirk Junction Improvement Scheme

2013

In June 2013, Transport Scotland, Nestrans and Aberdeenshire Council reached agreement that Nestrans would lead an Access to Laurencekirk Study. The study was commissioned by Nestrans and identified improvement options for further consideration. The study was undertaken in accordance with Scottish Transport Appraisal Guidance (STAG) and Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment methodologies.

2016

In January 2016, the Scottish Government announced £24 million for the design and construction of a new grade-separated junction at Laurencekirk as part of a package of additional investment alongside the Aberdeen City Region Deal.

In September 2016, Transport Scotland appointed Amey to progress the next stage of the DMRB design process. This was the Stage 2 Assessment to identify a preferred option.

2017

In October 2017, as part of Transport Scotland's community engagement, a public exhibition was held in Laurencekirk to allow the community the opportunity to see and comment on the emerging options which were being considered for the A90/A937 Laurencekirk Junction Improvement Scheme.

2018

In July and August 2018, public exhibitions were held in Laurencekirk to provide an overview of the outcome of the options assessment work and to allow the community the opportunity to see and comment on the preferred option for the scheme.

2019

During 2019, it was confirmed that the existing Oatyhill junction would need to be closed, due to its proximity to the northbound diverge of the new grade-separated junction at Laurencekirk identified as the preferred option for the [A90/A937 Laurencekirk Junction Improvement Scheme](#).

Following detailed development and assessment of the preferred option, Transport Scotland published [draft Orders](#) and the [Environmental Impact Assessment Report](#) on 19 December 2019.

2020

In February 2020, Transport Scotland received [objections](#) to the [draft Orders](#) for the [A90/A937 Laurencekirk Junction Improvement Scheme](#).

Background to Access to Oatyhill Scheme

2020

In August 2020, Aberdeenshire Council identified structural defects during inspection of the existing [Oatyhill Rail Bridge](#).

The bridge was closed to vehicular traffic meaning that the only remaining vehicular access to Oatyhill was via the existing A90 Oatyhill Junction which is to be closed under the [A90/A937 Laurencekirk Junction Improvement Scheme](#).

An alternative [Access to Oatyhill](#) was therefore required before the [A90/A937 Laurencekirk Junction Improvement Scheme](#) could progress any further through the required Statutory processes.

2021

Amey began the assessment of options to provide alternative [Access to Oatyhill](#). The study was undertaken in accordance with Scottish Transport Appraisal Guidance (STAG) criteria.

During the assessment, four potential alternative routes to the northeast and southwest of Oatyhill were identified and considered as part of the options assessment.

2022

In January 2022, Transport Scotland and Amey identified a preferred option for [Access to Oatyhill](#). This was a replacement bridge to the south side of the existing [Oatyhill Rail Bridge](#).

2023

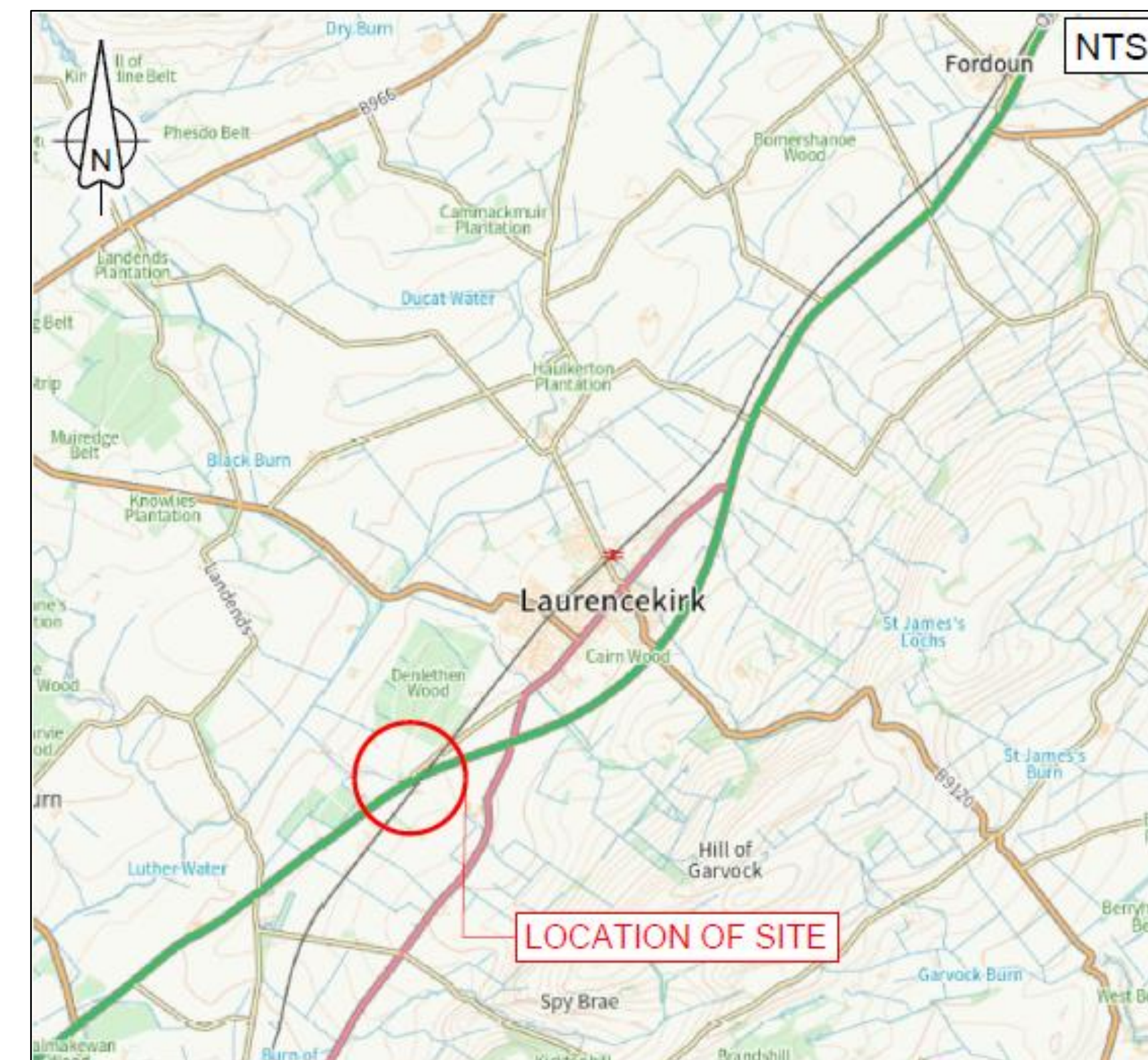
Transport Scotland continued to work constructively with Aberdeenshire Council and the other remaining objectors to resolve outstanding objections.

2024

In February 2024 Transport Scotland and Aberdeenshire Council agreed terms relating to liability of funding for the bridge construction and removal of Aberdeenshire Council's objection.

In September 2024 Transport Scotland received confirmation that, all objections to the [A90/A937 Laurencekirk Junction Improvement Scheme](#) were removed.

Following completion of detailed development and assessment of the preferred option for [Access to Oatyhill](#), Transport Scotland published [Supplementary draft Orders](#) and an [Environmental Impact Assessment Report Addendum](#) on 06 December 2024.



Location Map of the Access to Oatyhill Scheme

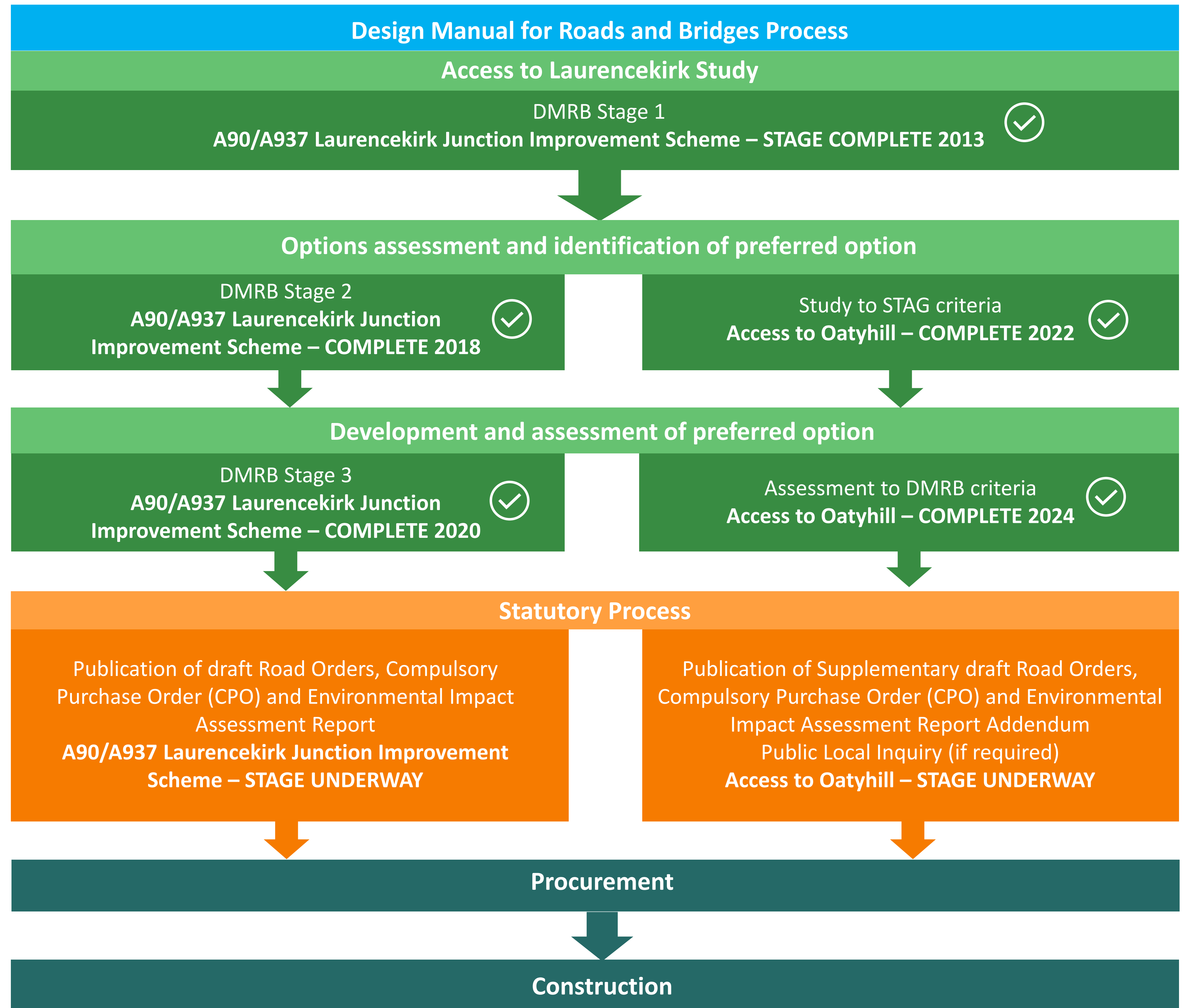
Scheme Assessment Process

Transport Scotland carries out a rigorous assessment process to establish the preferred option for a road improvement scheme.

The preparation and development of trunk road schemes follows the scheme assessment process set out in the [Design Manual for Roads and Bridges \(DMRB\)](#). This three-stage assessment process covers [engineering](#), [environmental](#), [traffic](#) and [economic considerations](#).

The Preferred Option Assessment for [Access to Oatyhill](#) is now complete and the required statutory process is now underway.

This exhibition will provide you with further information on the publication of [Supplementary draft Road Orders](#) and the [Environmental Impact Assessment Addendum Report](#).



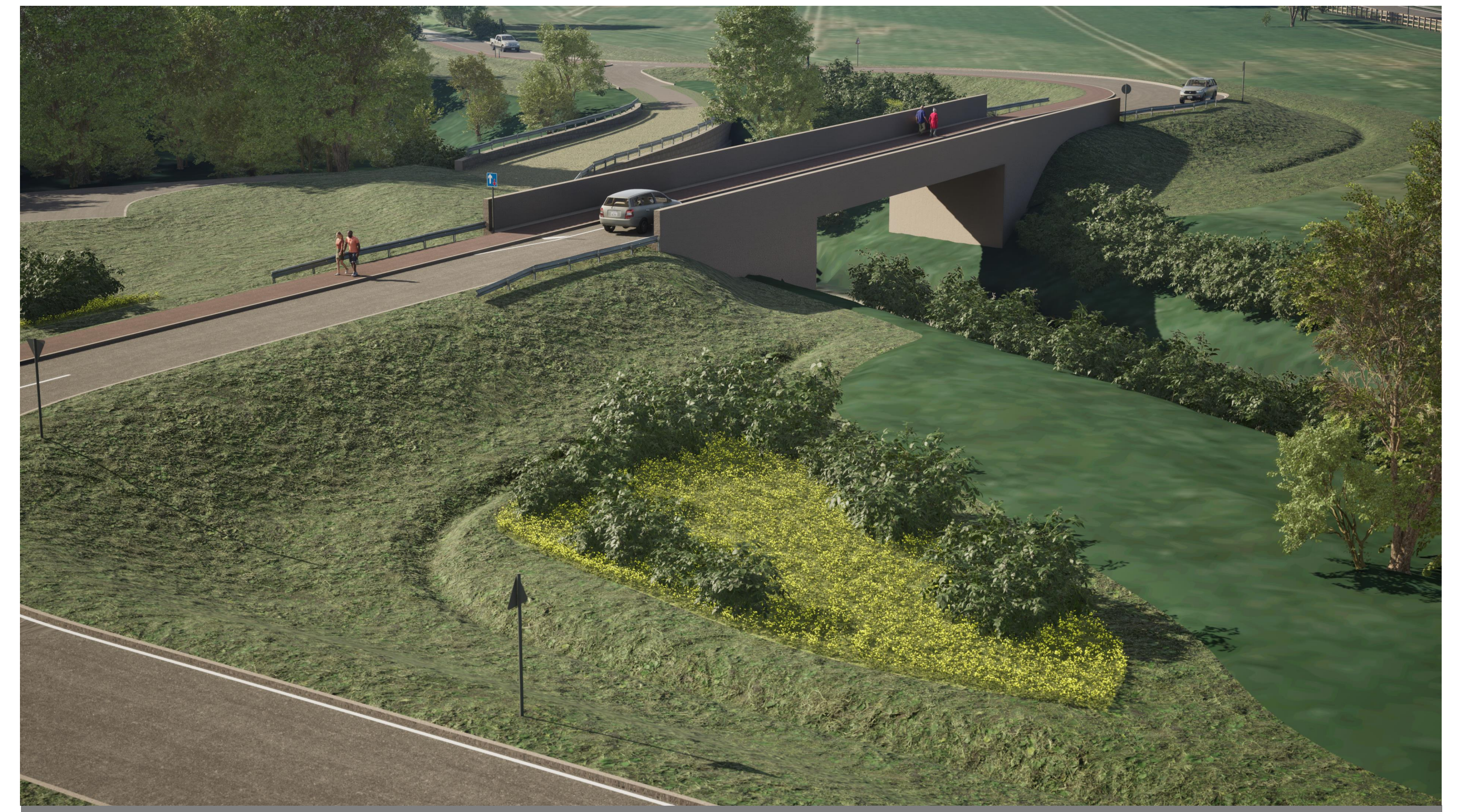
A90/A937 Laurencekirk Junction Improvement – Access to Oatyhill

The proposals for **Access to Oatyhill** will maintain access for residents, landowners and users of Denlethen Wood from the U91K Oatyhill to Laurencekirk Road and will facilitate the closure of the A90 Oatyhill Junction as part of the **A90/A937 Laurencekirk Junction Improvement Scheme**. The proposals for Access to Oatyhill comprise:

- A new bridge structure crossing the Edinburgh to Aberdeen, East Coast Mainline railway at Oatyhill
- Realignment of the U91K over the new bridge & a new sustainable drainage system
- Provision of footways and shared routes suitable for Active Travel users such as pedestrians and cyclists
- Diversion and protection works to public utility services such as electricity, gas and telecommunications
- The **Access to Oatyhill** proposals allow the **A90/A937 Laurencekirk Junction Improvement Scheme** to progress further.



Proposed Access to Oatyhill to the southwest of Laurencekirk looking generally west



Proposed new Oatyhill railway crossing to the south of the existing Oatyhill bridge looking generally northeast



Access to Oatyhill with A90/ A937 Laurencekirk Junction Improvement Scheme

LAURENCEKIRK

DENLETHEN WOOD

EAST COAST MAIN LINE RAILWAY

A90 TRUNK ROAD

PROPOSED ACCESS TO OATYHILL

LOCAL ACCESS ROAD

U91K ROAD


PROPOSED A90/ A937 LAURENCEKIRK
JUNCTION IMPROVEMENTS SCHEME

OATYHILL

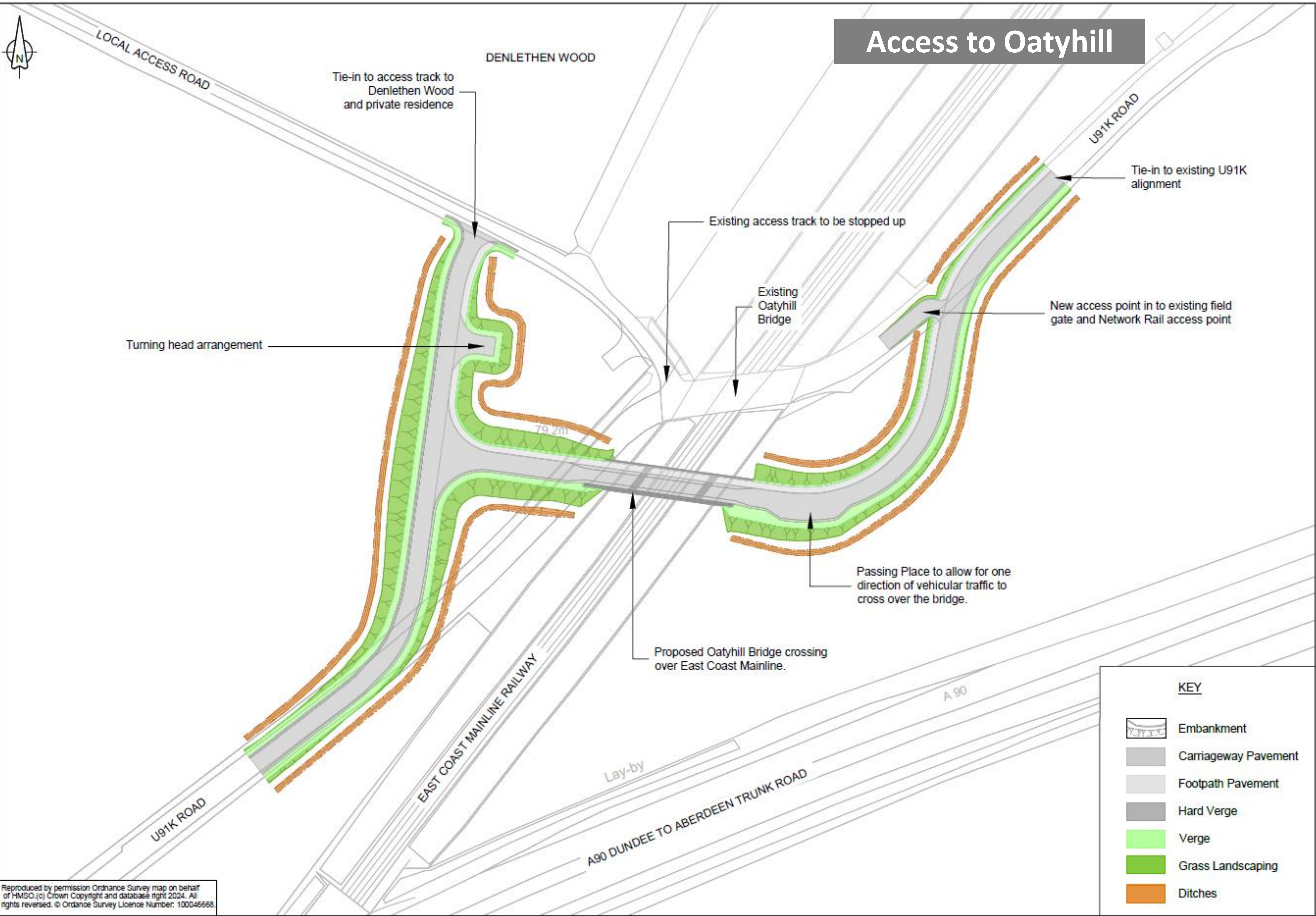
U91K ROAD

A937

KEY

-  A90/A937 LAURENCEKIRK JUNCTION IMPROVEMENTS
Draft Orders published in December 2019
-  A90 OATYHILL JUNCTION (TO BE CLOSED)
Draft Orders published in December 2019
-  ACCESS TO OATYHILL
Supplementary Draft Orders published December 2024

Access to Oatyhill



Tie-in to access track to Denlethen Wood and private residence

DENLETHEN WOOD

U91K ROAD

Tie-in to existing U91K alignment

Existing access track to be stopped up

Existing Oatyhill Bridge

New access point in to existing field gate and Network Rail access point

Turning head arrangement

79.2m

Passing Place to allow for one direction of vehicular traffic to cross over the bridge.

Proposed Oatyhill Bridge crossing over East Coast Mainline.


EAST COAST MAINLINE RAILWAY

A90 DUNDEE TO ABERDEEN TRUNK ROAD

A 90

Lay-by

KEY

-  Embankment
-  Carriageway Pavement
-  Footpath Pavement
-  Hard Verge
-  Verge
-  Grass Landscaping
-  Ditches

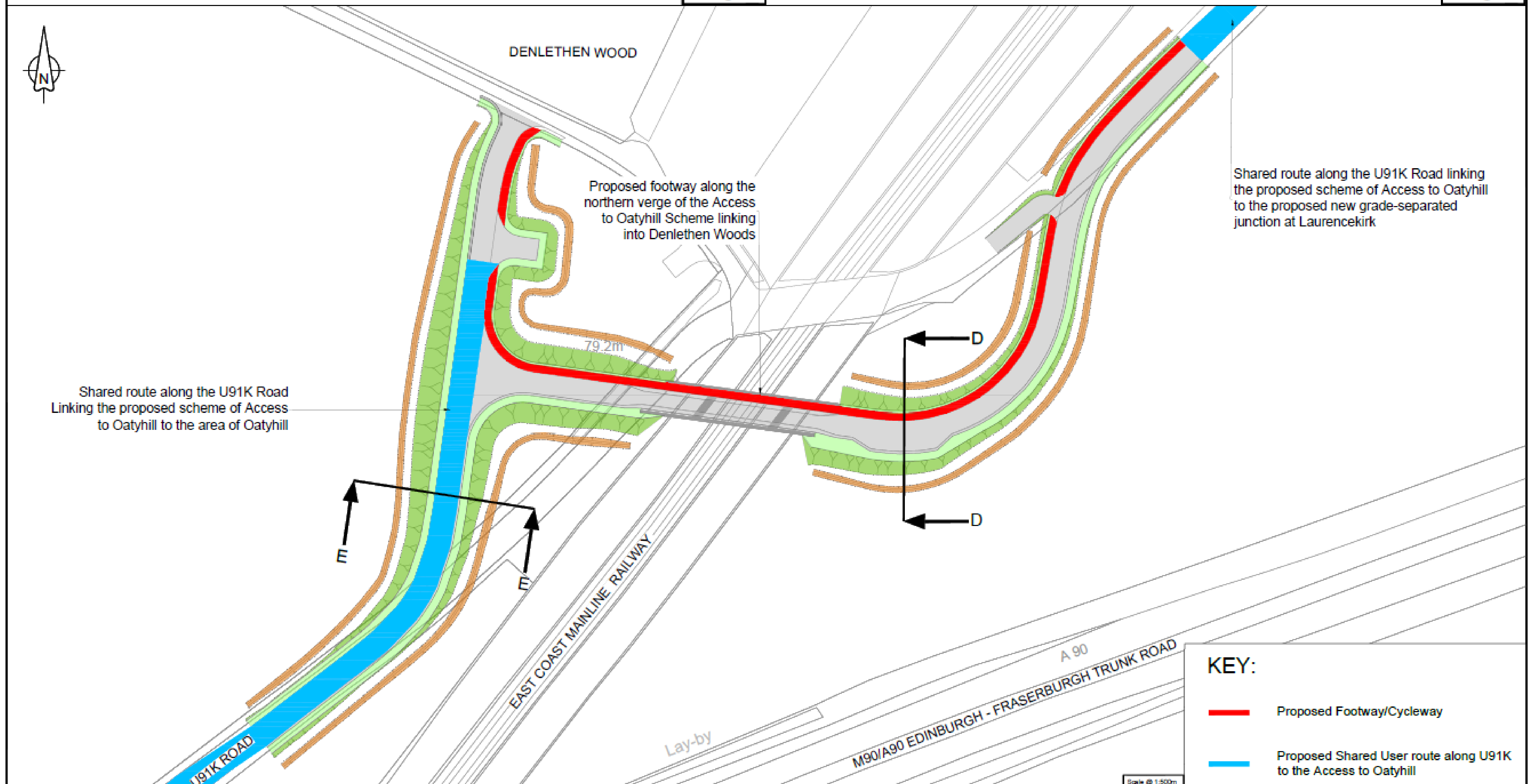
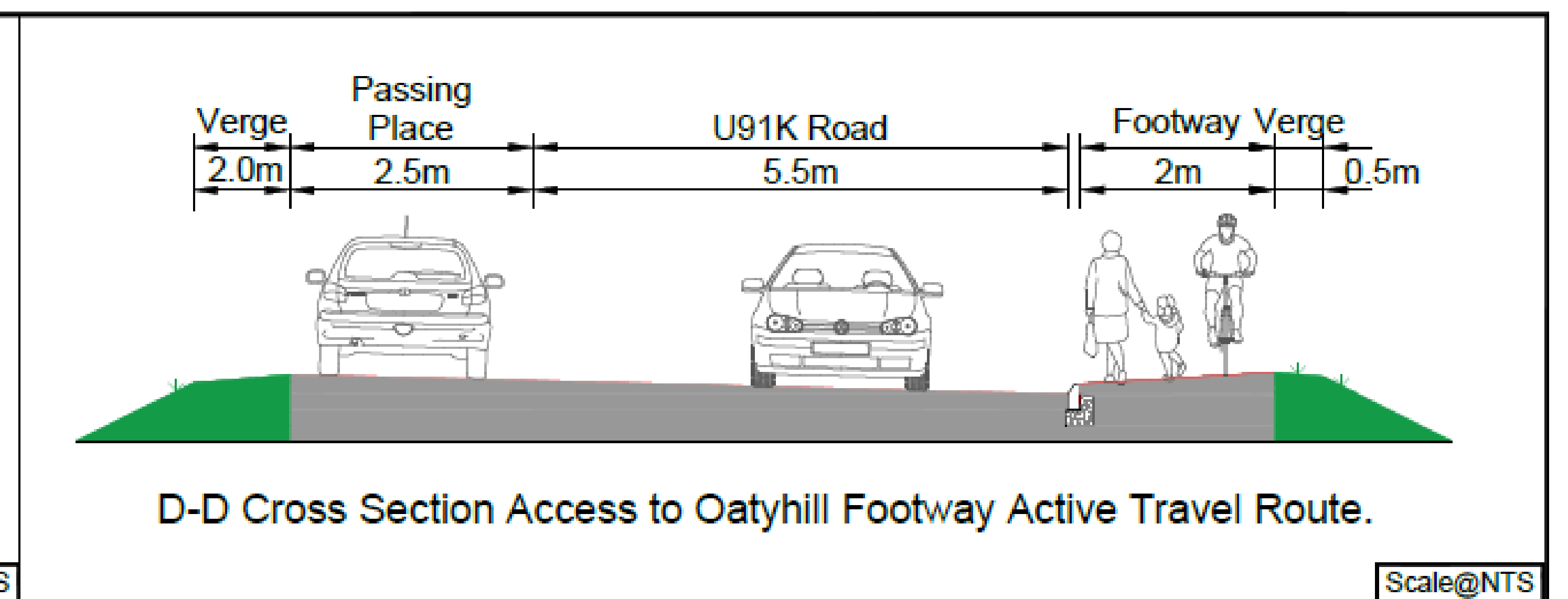
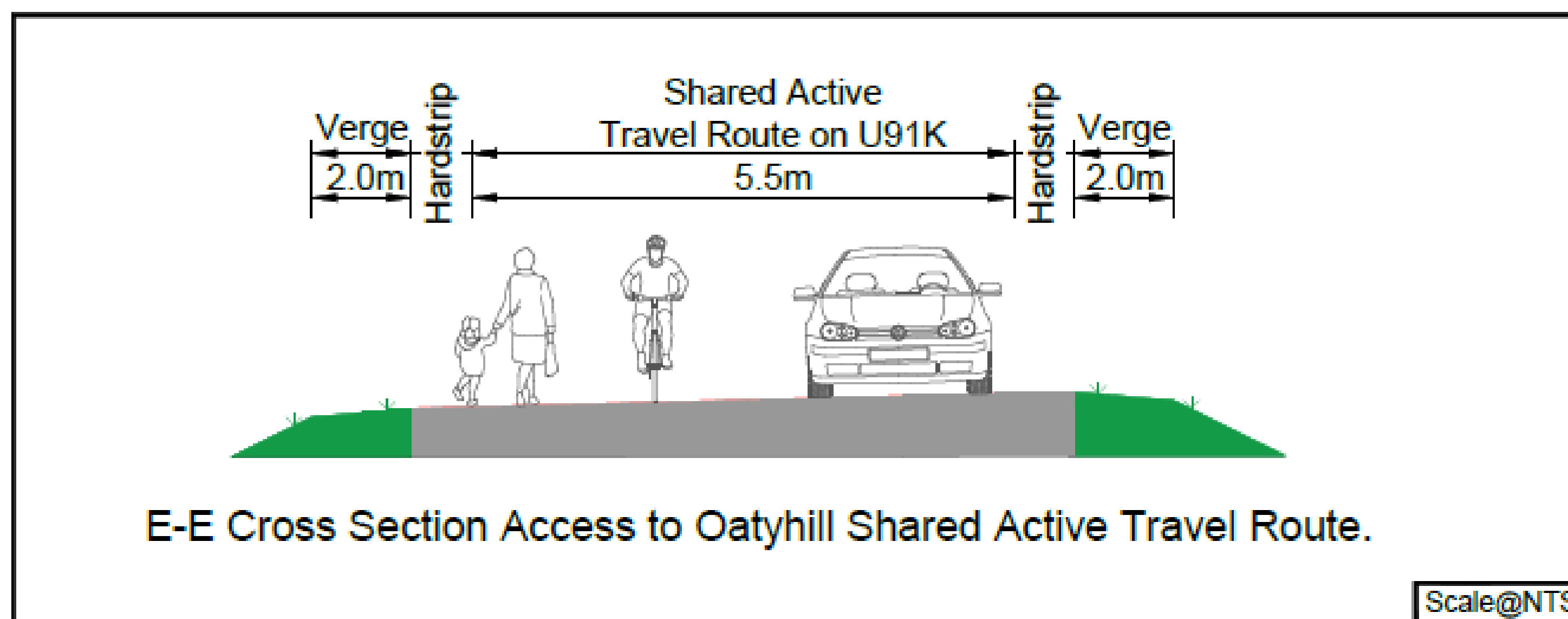
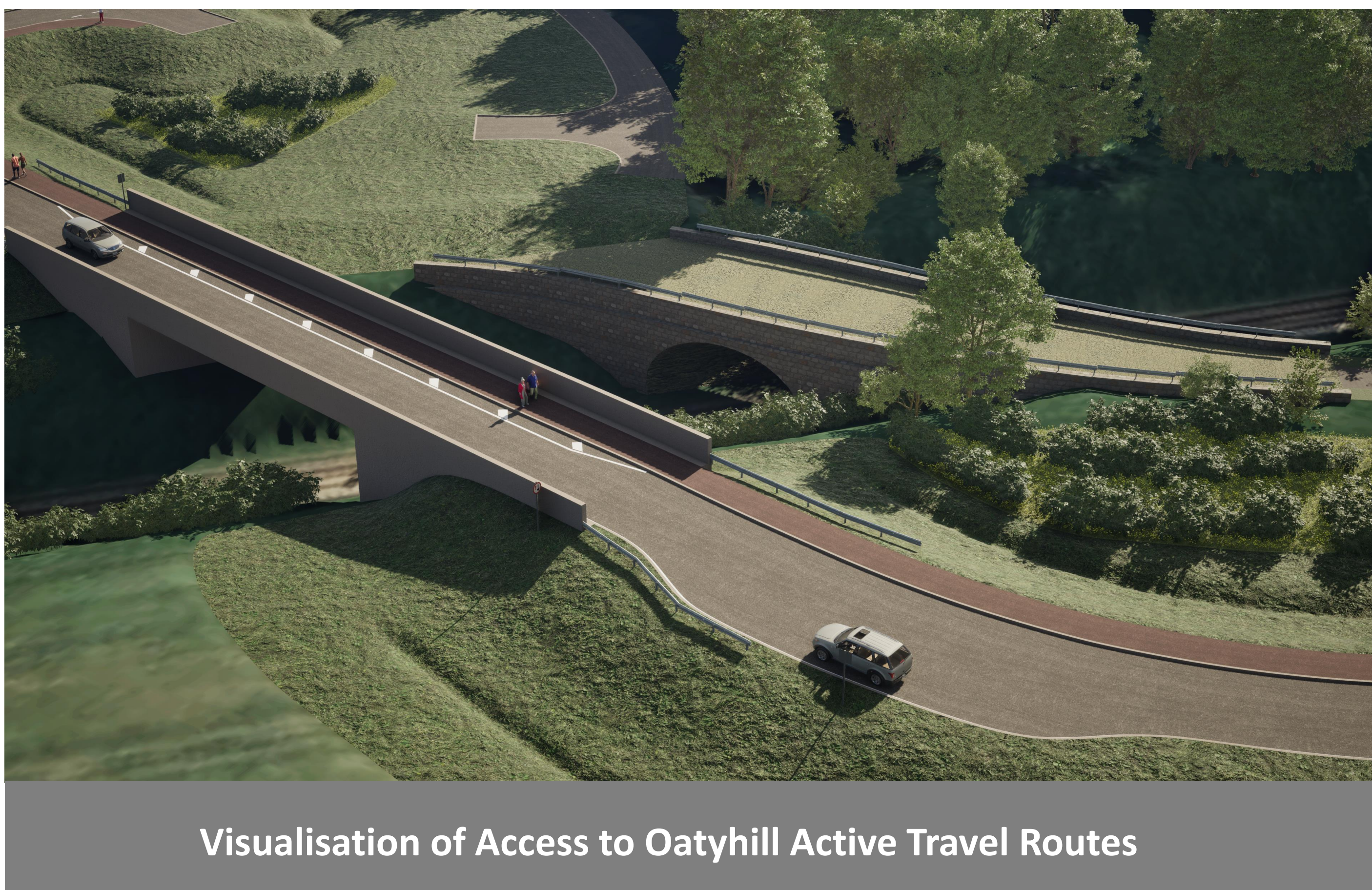
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Active Travel Users

Suitable provision for Active Travel is an important part of the scheme. One of the key uses of the current Oatyhill Railway Bridge is to provide recreational access for pedestrians and active travel traffic which access Denlethen Woods.

The Active Travel design has been developed to include:

- A 5.50 metre shared surface along the extents of the U91K road realigned over the new bridge
- A dedicated 2 metre pedestrian route on the north side of the realigned U91K and lead into the Denlethen Wood.

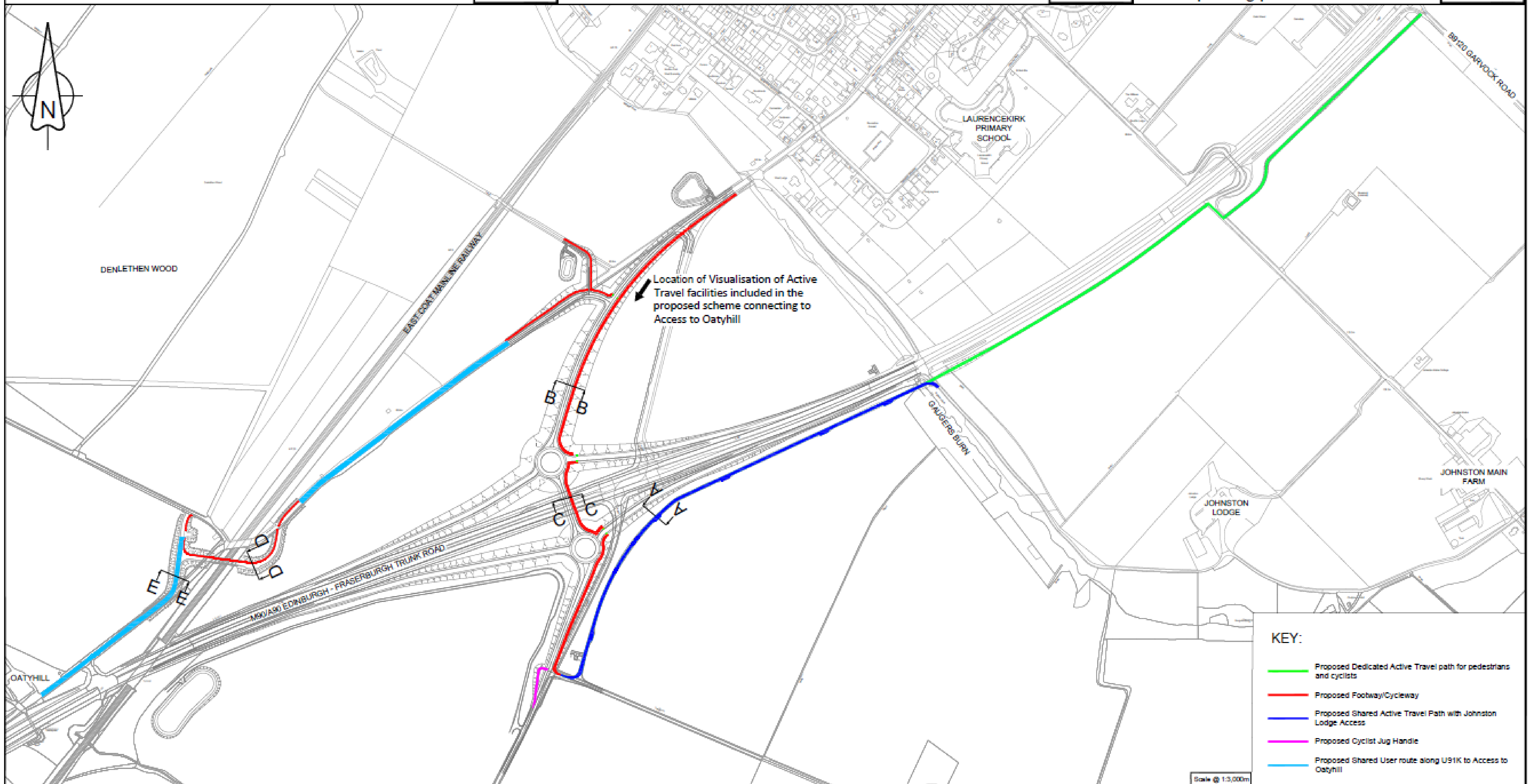
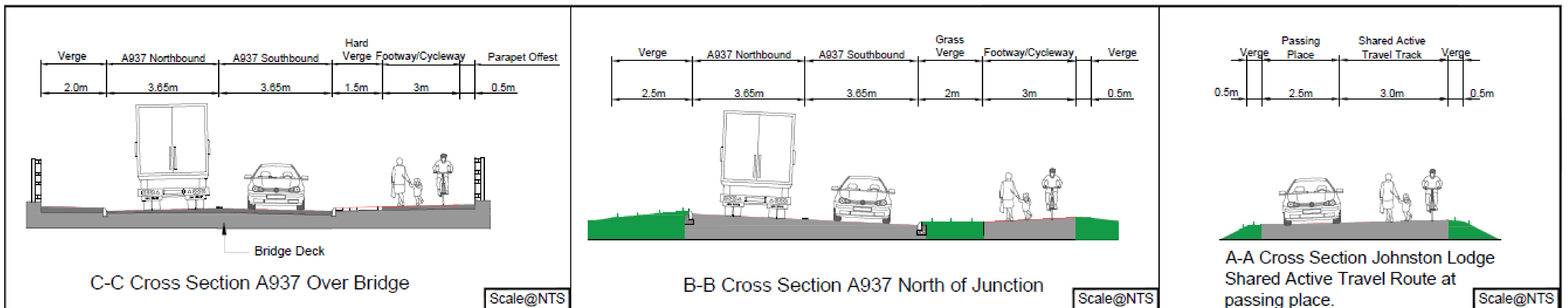


Active Travel Facilities

Active Travel facilities will be interconnected between Access to Oatthill and the A90/ A937 Laurencekirk Junction Improvement Scheme via the existing low traffic section of the U91K.



Visualisation of Active Travel facilities included in the proposed scheme connecting to Access to Oatthill. (Located by the arrow on the below plan)



Plan highlighting proposed Active Travel routes

Environmental design and mitigation

The proposed scheme is located in a semi-rural area which runs through farmland and near to some residential properties. Therefore, the environmental design and mitigation proposals include the following:

- Use of sustainable drainage systems (SuDS) for the road drainage.
- Landscape design to minimise visual impacts on local receptors.
- Incorporation of best practice measures during construction to minimise effects from noise, dust and pollution on water quality and local residents.
- Preliminary archaeological investigation to make a permanent record of any archaeological remains.
- Incorporation of new facilities for pedestrians and cyclists.
- Retention of existing vegetation where possible. Use of native species in landscaping to allow integration into the landscape and benefit local biodiversity.
- New road surfacing to minimise noise effects on local residents.

**Receptors are defined as individual environmental features that have the potential to be affected by the proposed scheme*



View of the U91K and Denlethen Woods from the A90 Oatyhill Junction looking north towards Laurencekirk

Environmental Impact Assessment Report

Addendum

The **Environmental Impact Assessment Report Addendum** contains full details of the additional information considered as part of the environmental assessment of the proposals for **Access to Oatyhill**. This includes mitigation proposed to avoid or reduce potential impacts. The **Environmental Impact Assessment Report Addendum** provides information regarding:

- Air quality
- Noise and vibration
- Landscape and visual
- Biodiversity, ecology and nature conservation
- Geology, soils, contaminated land and groundwater
- Road drainage and the water environment
- Cultural heritage
- Interactions and cumulative effects
- Materials and waste
- Cumulative impacts
- Population and human health
- Potential climate impact



Existing U91K and surrounding landscape including Denlethen Woods at Oatyhill Rail Bridge



Oatyhill Tributary near Oatyhill

Consultation

To inform the EIA process in 2019, comprehensive consultation was carried out with statutory consultees including **Historic Environment Scotland (HES), Nature Scot (NS) and Scottish Environmental Protection Agency (SEPA); non-statutory consultees; other stakeholders**. The project team has worked closely with these groups throughout the development of the Access to Oatyhill proposals to develop a scheme that aims to reduce environmental impacts through careful design, specific mitigation measures and by seeking to avoid sensitive features wherever possible.

Predicted environmental impacts

Environmental impacts associated with the proposed **Access to Oatyhill** are anticipated to include the following:

- Temporary construction related visual impacts on residents at Oatyhill
- Impact on local landscape from introduction of new bridge, associated approach roads and drainage
- Loss of agricultural land
- Beneficial impacts on development lands to improve access
- Beneficial impacts on pedestrians and cyclists from new footpaths and share path routes
- Beneficial impacts on facilitating the new grade separated junction to improve safety and access



Existing U91k from Oatyhill Railway Bridge and surrounding landscape looking south by Denlethen Woods

With best practice mitigation measures in place, the **Environmental Impact Report Addendum** concluded that the addition of the **Access to Oatyhill** proposals will not result in any new or different baseline conditions or significant effects to those reported in the **2019 Environmental Impact Assessment Report** and will not alter the findings or conclusion of the assessment.

Supplementary Draft Orders and Environmental Impact Assessment Report Addendum

The **Supplementary draft Orders for Access to Oatyhill** are statutory documents that define the line of the proposed road and associated improvements and the extent of land that must be acquired for the construction, operation and maintenance of the proposed scheme.

The **Supplementary draft Orders and the Environmental Impact Assessment Report Addendum** are available to view on Transport Scotland's website:

transport.gov.scot/projects/a90a937-laurencekirk-junctionimprovement-scheme

Copies of the **Supplementary draft Orders and Environmental Impact Assessment Report Addendum** are also available for inspection at the following locations during normal business hours between 6 December 2024 and 31 January 2025.

Transport Scotland

2nd Floor George House,
36 North Hanover Street,
Glasgow,
G1 2AD

Aberdeenshire Council Headquarters

Woodhill House,
Westburn Road,
Aberdeen,
AB16 5GB

Mearns Community Campus Library

Aberdeen Road,
Laurencekirk,
AB30 1ZJ

How To Contact Us

If you have any queries on the [Supplementary draft Orders](#) and [Environmental Impact Assessment Report Addendum for Access to Oatyhill](#), or have questions on the information provided as part of these publication boards

Please contact the Design Consultants Amey on the telephone number below:

Call Amey On: 07894 994 386

Amey will operate the number during normal business hours, except for Public Holidays.

In the event you get directed to an answer phone message, please leave your name and contact details at the end of your message to ensure a response from the project team.

All questions or queries can also be submitted in writing via email to:
a90a937-laurencekirk-junction@transport.gov.scot



Proposed Access to Oatyhill to the southwest of Laurencekirk looking east

What happens next?

The [Supplementary draft Orders](#) and [Environmental Impact Assessment Report Addendum](#) for Access to Oatyhill, part of the A90/A937 Laurencekirk Junction Improvement Scheme were published on [06 December 2024](#). This marked the start of the statutory process and the formal consultation period. Delivery of the Scheme cannot commence until the successful completion of the statutory process.

Representations to the [Supplementary draft Orders](#), including objections, can be made in writing to Transport Scotland during the formal consultation period which closes on:

31 January 2025

Formal representations should be submitted in writing to the address below:

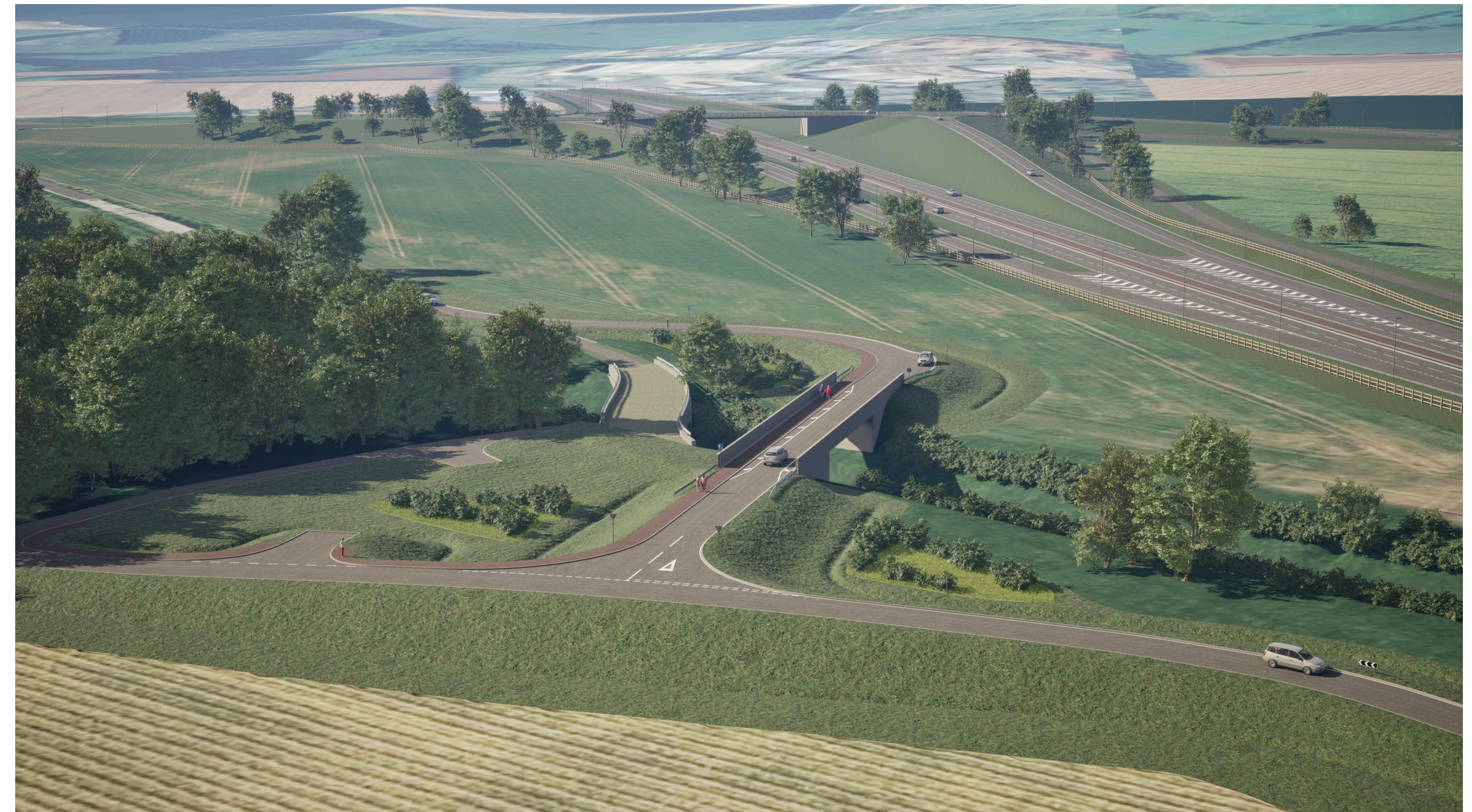
**Director of Major Projects
A90/A937 Laurencekirk Junction Improvement Scheme –
Access to Oatyhill
Transport Scotland
2nd Floor George House
36 North Hanover Street
Glasgow
G1 2AD**

Or by email to:

a90a937-laurencekirk-junction@transport.gov.scot

For further information on the A90/A937 Laurencekirk Junction Improvement scheme, please visit the Transport Scotland website at:

transport.gov.scot/projects/a90a937-laurencekirk-junction-improvement-scheme



Proposed Access to Oatyhill to the southwest of Laurencekirk looking east, with the new grade-separated junction at Laurencekirk in the background

Should formal objections to the [Supplementary draft Orders](#) be received which cannot be resolved, there may be the need for a [Public Local Inquiry \(PLI\)](#). A timetable for construction can only be determined once the scheme has been approved under the statutory procedures.