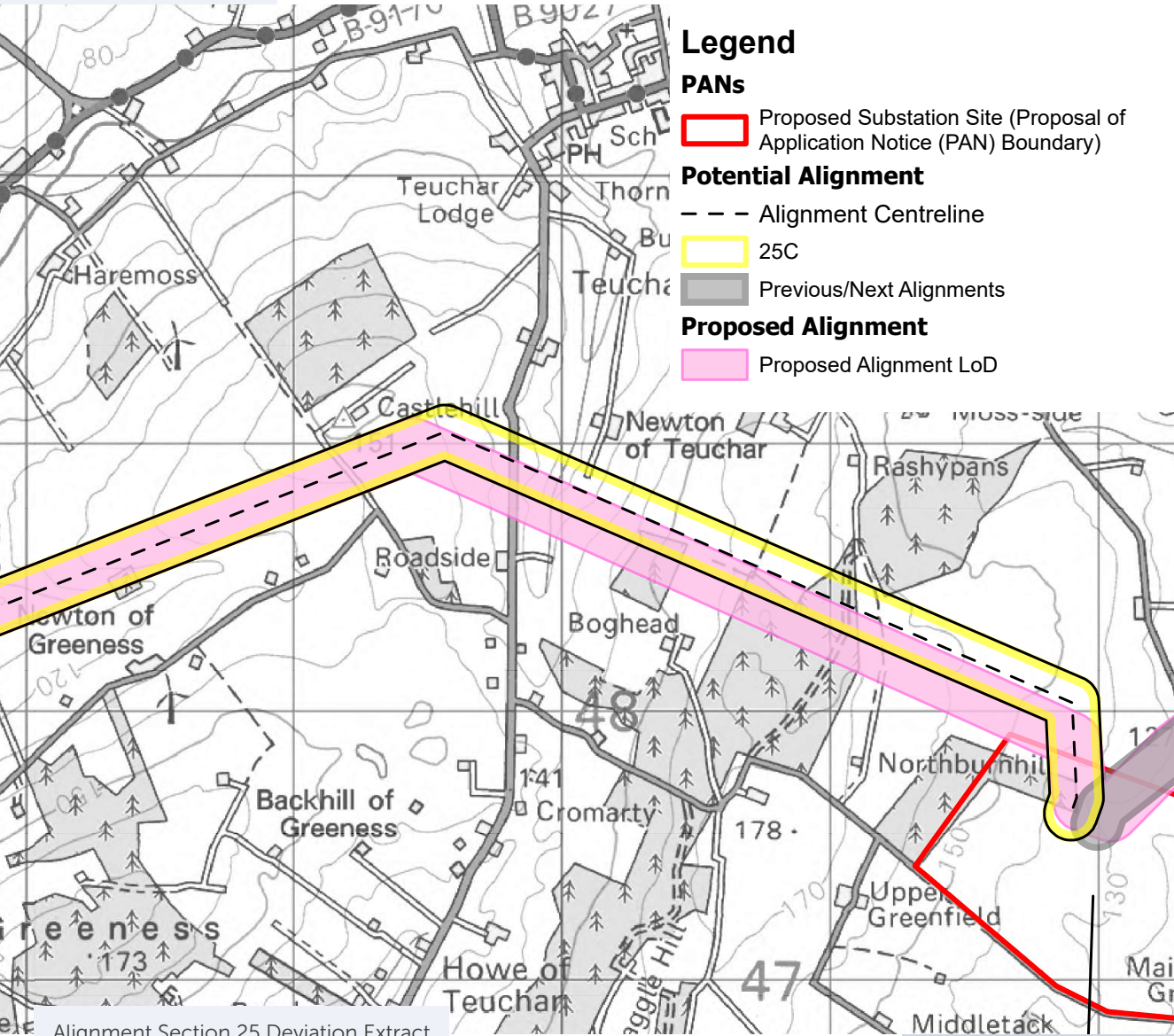


Route Section 10
(Alignment Section 25)
– south of Turriff to New Deer

Following review of consultation feedback in Section 25, we identified an alignment deviation (Alignment 25D) that takes a more southerly route than Potential Alignment

25C to stay closer to field margins and to reduce limitations to future land use. Further assessment concluded that Alignment 25D is acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 25C. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 25D will therefore be taken forward as the Proposed Alignment for EIA and detailed design.



Route Section 11 (Alignment Sections 26, 27, 28 and 29)
– New Deer to Peterhead

Based on consultation feedback and further assessments, we have made some changes to the Potential Alignment in Sections 26, 27, 28 and 29, as described below.

In Section 26, we identified an alignment deviation (Alignment 26E) which accommodates a landowner request to move the alignment slightly further from their main property. It takes it closer to a second property, however it is one that they also own and is not occupied. This deviation extends into the western end of Section 27. Further assessment concluded that Alignment 26E is acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 26A. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 26E will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

