

## Environmental and Social Data Sheet

### Overview

Project Name: ABERDEEN WESTERN PERIPHERAL ROUTE PPP  
 Project Number: 2013-0397  
 Country: United Kingdom  
 Project Description: The AWPR project involves the construction of about 58km of new dual carriageway. The project is almost exclusively greenfield. It includes the construction of 12 new intersections, extensive drainage, earthworks and pavement works, as well as the construction of over 150 structures (including two significant river crossings). The project will also accommodate a number of intelligent transport system elements.

EIA required: yes

Project included in Carbon Footprint Exercise<sup>1</sup>: yes

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

Separate Environmental Impact Assessments (EIA) were completed for the Aberdeen bypass and the Balmedie to Tipperty (B-T) section components of the Aberdeen Western Peripheral Route Project (AWPR), in accordance with Directive 2011/92/EU.

The project will result in localised noise, visual and air quality benefits from reduction in traffic in urban areas. Potential adverse cumulative effects include those typically related to new road construction, particularly on land use, water environment, landscape and access. The project crosses and is located close to Natura 2000 and Ramsar sites. Appropriate assessments concluded that the scheme would not significantly impact the integrity of the sites. Recommendations from the EIA process, appropriate assessments and stakeholders have been incorporated as far as possible and include mitigation and compensation measures. Project procurement specifies requirements on environment, sustainability, health and safety, and carbon for design, construction and monitoring.

Positive planning decisions have been awarded for the project and building permits have been issued. There are outstanding claims by private land owners related to compulsory purchase orders (CPO) for AWPR. Decisions on these claims are expected at the start of 2014. Evidence of resolution of the claims is a Bank disbursement condition.

Subject to fulfilment of the disbursement conditions, the project is acceptable in relation to environmental and social issues.

### Environmental and Social Assessment

#### Compliance with applicable Environmental Legislation

The AWPR was not included in a plan or programme subject to a SEA according to Directive 2001/42/EC. Each scheme was initiated prior to the date of legislation.

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

The EIA Directive 2011/92/EU has been transposed into Scottish law through a number of Scottish Statutory Instruments including the EIA (Scotland) Regulations 1999, as amended. EIAs were required for the AWPR. Both schemes being classes of development under Item 7(3) of Schedule 1 of the EIA Regulations, and falling within Annex I of the EIA Directive. For Trunk Roads, an EIA of certain road construction or improvement projects is also required under the terms of the Roads (Scotland) Act 1984, as amended.

Both the Birds Directive 2009/147/EC and the Habitats Directive 92/43/EEC are transposed into Scots law through the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended).

### **Environmental Impacts**

Environmental Statements for the Aberdeen bypass and the B-T section were published in September 2007 and August 2007 respectively. The project will result in localised environmental benefits – particularly from noise and air pollution reductions related to removing traffic and congestion from urban areas. Potential adverse cumulative effects associated with the introduction of a new transport corridor on a predominately new alignment through rural environment include impacts on land use, ecology, water environment, landscape, noise, visual and access.

Measures designed to minimise environmental impact included adjustment of alignment, interventions to reduce fragmentation – such as wildlife bridges, habitat replacement and creation through planting, use of wildlife fencing, culverts for fish and mammal passage, sustainable drainage systems (SUDS) and material selection. Mitigation measures to minimise impacts during construction included appropriate construction management / environmental management plans, protecting water courses, traffic management, protective fencing, and reducing noise and vibration.

### **Natura 2000**

The Aberdeen bypass crosses the River Dee, a designated SAC. The B-T section is located within 3km of the Special Protection Area (SPA), Ramsar site and SAC at the Ythan Estuary, Sands of Forvie and Meikie Loch. Appropriate assessments were undertaken by the Scottish Ministers as Competent Authority and informed by Scottish Natural Heritage. The assessments concluded in both cases that the schemes would not impact the integrity of the Natura 2000 sites. Form A declaration has been received.

### **Building Permit and Land Acquisition**

AWPR followed the Roads (Scotland) Act 1984. The Scottish Ministers announced their decision in respect of the Aberdeen bypass in December 2009 and made Schemes and Orders published in early 2010. Legal challenges were raised to the making of the Schemes and Orders, which were successively appealed up to the UK Supreme Court. The judgement of October 2012 was in favour of the Scottish Ministers. The Scottish Ministers announced their decision in respect of the B-T section in January 2011 and Made Schemes and Orders were published and came into force in March 2012.

A total of some 700 hectares of agricultural land will be taken. Other land uses includes 51 residential properties and 27 businesses. The process of transferring title of land started for the Aberdeen bypass and B-T section in January 2013 and February 2013 respectively. Currently four claims by private landowners related to the CPOs for AWPR are outstanding and have been referred to the Lands Tribunal. Decisions on the claims are expected by the start of 2014. Evidence of resolution of the claims is a Bank disbursement condition.

### **Climate Change and Sustainability**

The location and environment may be susceptible to climate change. The project has considered climate change scenarios in the design process, specifically in respect of structures including drainage measures. Carbon assessments / footprinting of the project are required to be carried out by the SPV. Sustainability considerations have been included in the design related to resource, energy, carbon, water and waste minimisation.

### **EIB Carbon Footprint Exercise**

Estimated annual 3<sup>rd</sup> party greenhouse gas emissions (vehicular use, existing and generated traffic demand) from the use of the project and part of the existing road network from which traffic has been diverted in a standard year of operation:

- Estimated absolute (gross) emissions are 152,000 CO2 equivalent per year
- Estimated emissions created are 22,000 tonnes of CO2 equivalent per year

The project boundaries are the North-South Corridor from Tippetty to Stonehaven and encompasses, besides the new 58-km motorway, the existing trunk roads A90 & A956, as well as the local road B979. The baseline is the forecast third party emissions in the absence of the project and from the existing network within the project boundaries.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

### **Social Assessment**

Social, accessibility, inclusion and integration issues were included at Stage 2 of the Scottish Transport Appraisal Guidance (STAG), in addition to the planning, environmental and building permitting process.

The project, at appraisal, is compliant with health and safety legislation transposing Directive Directive 92/57/EEC, including the Construction Design and Management Regulations 2007.

Milltimber Residential School as part of Camphill Communities was not affected by compulsory acquisition. Concern expressed regarding disturbance during construction and operation of AWPR. Consultations are on-going and are likely to be mitigated by conditions and constraints applied to the contractor in the River Dee area.

### **Public Consultation and Stakeholder Engagement, where required**

The project has engaged stakeholders through public consultations and meetings during 2005-2007 period. Information published through planning and statutory processes is in-line with the Aarhus Convention.

### **Other Environmental and Social Aspects**

The project will require a Construction Phase Plan including a health and safety management systems, risk assessment and method statements. Post completion, a Health and Safety File will be produced.

The Environmental Statement and Schedule of Environmental Commitments details the range of measures to be adopted and monitored during construction and operation, including surveying protected species, designated sites and water courses.