

Aberdeen Western Peripheral Route

Environmental Statement 2007

Part A: The Scheme

1 Introduction

1.1 Background

- 1.1.1 The Aberdeen Western Peripheral Route (AWPR) is a new 46km dual carriageway proposed jointly by the Scottish Executive, Aberdeen City Council and Aberdeenshire Council.
- 1.1.2 The AWPR was highlighted as a key element in an integrated transportation strategy for the North East of Scotland based on the results of a Scottish Transport Appraisal Guidance (STAG) analysis of transport proposals: the Modern Transport System (MTS). The AWPR will act as a bypass and distributor around the city of Aberdeen between the A90 Trunk Road to the north and south, providing links between the proposed and existing Park and Ride sites, and integrating with the proposed rail freight transfer sites around the periphery of the city.
- 1.1.3 Grampian Regional Council, the previous local roads authority for the North East, developed a corridor for a western leg of the route between the A90 Trunk Road (Stonehaven Road) and the A96 Trunk Road (Inverurie Road), then named the Western Peripheral Route. This corridor was endorsed by Grampian Regional Council's successor authorities, Aberdeen City Council and Aberdeenshire Council. The Western Peripheral Route corridor was subsequently extended to link with the A90 north of Aberdeen by the North East of Scotland Transport Partnership (NESTRANS) comprising Aberdeen City Council, Aberdeenshire Council, Scottish Enterprise Grampian and Grampian Chamber of Commerce. The entire scheme was called the AWPR, and in April 2003 the Scottish Ministers announced that the AWPR would be promoted by the Scottish Executive as a Trunk Road within a funding partnership of the Scottish Executive, Aberdeen City Council and Aberdeenshire Council.
- 1.1.4 Considerable environmental, engineering and economic assessment work has been undertaken to progress the proposed scheme, and a number of different route corridors and options have been investigated. This process is described in detail in Chapter 3 (Alternatives Considered), and included a significant scheme alteration announced by the Minister for Transport on 01 December 2005. This amended the AWPR corridor between Charleston to the south of the city and Kingswells on the west side of the city, and added a link between the A90 near Stonehaven and the AWPR to the south of the River Dee.
- 1.1.5 A number of routes were assessed within the December 2005 route corridor resulting in a preferred alignment being announced by the Minister for Transport on 02 May 2006.
- 1.1.6 Jacobs UK Ltd (hereafter referred to as Jacobs) was commissioned in October 2003 to develop proposals for the proposed scheme within the preferred corridor announced in April 2003 (and subsequently amended in December 2005) and to undertake an Environmental Impact Assessment (EIA) of the proposed scheme.
- 1.1.7 An Environmental Statement (ES) was published in December 2006 reporting this EIA. The ES noted that a further Environmental Report would be prepared providing details of site specific mitigation and residual impact assessment for areas of further design development and/or where further survey information became available.
- 1.1.8 Changes in environmental legislation (The Environmental Impact Assessment (Scotland) Amendment Regulations 2006) have come into force since publication of the December 2006 ES and as a result, it has been decided that the Environmental Report should be an Environmental Statement. This ES therefore replaces the December 2006 ES, which is withdrawn.

Aberdeen Western Peripheral Route

Environmental Statement 2007

Part A: The Scheme

1.1.9 The proposed scheme is shown in Figure 1.1 and comprises three sections:

- Northern Leg: North Kingswells to Blackdog. Based on the route selected by NESTRANS in 2002, including junctions at North Kingswells, the A96 at Craibstone, A947 at Goval and A90 north of Blackdog and crossings of the Aberdeen to Inverness railway line at Dyce and the River Don at Goval.
- Southern Leg: Charleston to North Kingswells. Based on the corridor announced by the Minister for Transport in December 2005 including junctions at Charleston, Cleanhill (with the Fastlink), A93 at Milltimber, A944 west of Kingswells, and crossing the River Dee south of Milltimber.
- Fastlink: Stonehaven to Cleanhill. Based on the corridor announced by the Minister for Transport in December 2005 including junctions at the A90 at Stonehaven and Cleanhill (with the Southern Leg).

1.2 Statutory Context of EIA

1.2.1 The legal requirement for an EIA is determined by the Environmental Impact Assessment (Scotland) Regulations 1999 as amended by the Environmental Impact Assessment (Scotland) Amendment Regulations 2002 and the Environmental Impact Assessment (Scotland) Amendment Regulations 2006. These Regulations implement European Commission Directive 85/337/EEC as amended by Directive 97/11/EC, regarding the assessment of the environmental effects of certain public and private projects and Directive 2003/35/EC regarding public participation.

1.2.2 An EIA of certain road construction or improvement projects is also required under the terms of the Roads (Scotland) Act 1984, as amended by both by the current (1999 as amended in 2006) and original (1988¹) EIA Regulations.

1.2.3 The EIA Regulations categorise developments according to their requirement for an EIA. Schedule 1 lists large-scale or potentially high impact developments for which an EIA is always required, whereas Schedule 2 lists developments which may or may not require an EIA depending on the characteristics and location of the development, and the significance of potential impacts. An EIA is required for the AWPR under Item 7(3) of Schedule 1 of the EIA Regulations:

1.2.4 '7(3) – Construction of a new road of four or more lanes, or realignment and/or widening of an existing road of two lanes or less so as to provide four or more lanes, where such as new road, or realigned and/or widened section of road, would be 10 kilometres or more in a continuous length'.

1.3 AWPR EIA Approach

Purpose and Objectives

1.3.1 The purpose of the EIA is to investigate the likely impact of the preferred route on the biological, physical and historical environment, as well as on human welfare and current or planned future use of the environment.

1.3.2 The EIA has been undertaken as an integral part of scheme design and appraisal, used as a means of informing decision making throughout the design process to address potentially significant impacts where practicable, by incorporating measures to avoid, reduce, remedy or offset any predicted adverse environmental impacts.

¹ The Environmental Assessment (Scotland) Regulations 1988

Aberdeen Western Peripheral Route

Environmental Statement 2007

Part A: The Scheme

Environmental Assessment

- 1.3.3 As set out in paragraph 1.1.6, Jacobs has been undertaking EIA on the AWPR since 2003. The Ministerial announcement in December 2005 of a change to the corridor for the southern part of the route required revision of, and extensions to, environmental survey and assessment work already undertaken.
- 1.3.4 The Northern Leg of the proposed scheme was effectively unchanged by the December 2005 scheme alteration, and the EIA described in Part B of this ES is therefore based on survey and review undertaken since October 2003, with detailed impact assessment and finalised mitigation.
- 1.3.5 Environmental assessment of the Southern Leg and Fastlink of the proposed scheme commenced in January 2006, supplemented, where appropriate, by relevant data from previous route option surveys/reviews (refer to Chapter 3: Alternatives Considered). The EIA described in Parts C and D of this ES provides a detailed impact assessment and finalised mitigation.
- 1.3.6 The overall approach to the assessment of the scheme is described within Chapter 5 (Overview of Assessment Process). The assessment described in this Environmental Statement amends and builds on that described in the December 2006 ES, taking into account further design development and additional survey information. This is consistent with the approach described in the December 2006 ES which clarified that publication of the following documentation was planned:
- Environmental Statement – December 2006 (published and now withdrawn).
 - Environmental Report – Summer 2007 (this Environmental Statement, which replaces the December 2006 ES) – including details of site specific mitigation and residual impact assessment for areas of further design development and/or where further survey information is available).
 - Environmental Assessment Reports – Autumn 2007 (providing details of any further site specific mitigation and residual impact assessment in relation to the results of additional surveys of breeding birds and bats. These will be published as two separate documents).
- 1.3.7 Section 5.4 of Chapter 5 identifies the level of assessment detail undertaken. Each chapter of this ES also clearly identifies any limitations to the assessment process in the Approach and Methods. Any additional survey, impact assessment and detailed mitigation that will be published at a later date is also stated.

1.4 The Assessment Team

- 1.4.1 The EIA was undertaken, managed and compiled by Jacobs. Specialist input was also provided by others, including:
- Air Quality Consultants – air quality assessment;
 - Count on Us – pedestrian, cyclists and equestrian winter surveys;
 - Hamilton & McGregor – noise and vibration assessment;
 - MBEC – breeding bird and bat baseline survey and assessment for Southern Leg/Fastlink;
 - MVA Consultants – provision of traffic data, including modelling and forecasting;
 - Northern Ecological Services (NES) – Northern Leg baseline ecology input.
 - Paul Castle Consultancy – pedestrian, cyclists and equestrian winter surveys;
 - Scottish Agricultural College (SAC) and ADAS – agricultural assessment; and
 - Tribal HCH – socioeconomic assessment.

Aberdeen Western Peripheral Route

Environmental Statement 2007

Part A: The Scheme

1.4.2 Specialist inputs are identified as appropriate within the relevant ES chapter. Independent reviews of assessments of certain specialist reports were also undertaken where appropriate, and as identified in the ES.

1.4.3 A list of staff and qualifications is provided in Appendix A1.1.

1.5 Report Structure

ES Volumes

1.5.1 This ES is presented in several volumes, as listed in Table 1.1 below:

Table 1.1 – Structure of AWPR Environmental Statement

ES component	Contents	Volume Reference
Non Technical Summary	Summary of the ES in non-technical language	NTS
Main Report	Part A: The Scheme	1
	Part B: Northern Leg	2
	Part C: Southern Leg	3
	Part D: Fastlink	4
	Part E: Cumulative Impact Assessment	5
Specialist Technical Reports	Northern Leg Appendices: Specialist Technical Reports	6
	Northern Leg Appendices: Specialist Ecology Reports	7
	Southern Leg Appendices: Specialist Technical Reports	8
	Southern Leg Appendices: Specialist Ecology Reports	9
	Fastlink Appendices: Specialist Technical Reports	10
	Fastlink Appendices: Specialist Ecology Reports	11
Graphics	The Scheme & Northern Leg Figures	12
	Southern Leg Figures	13
	Fastlink & Cumulative Impact Assessment Figures	14

1.5.2 The Main Report is divided into 5 parts (Parts A-E), as listed in Table 1.1 above and described in further detail below:

Part A – The Proposed Scheme

1.5.3 This provides project background and scheme information relevant to the full AWPR scheme. Following Chapter 1 (this chapter), the Need for the Scheme (Chapter 2); Alternatives Considered (Chapter 3); and The Proposed Scheme (Chapter 4) are explained. The Overview of the Assessment Process (Chapter 5) and the results of Scoping and Consultation (Chapter 6) are also presented.

Part B – Northern Leg

Part C – Southern Leg

Part D – Fastlink

1.5.4 These provide the results of the assessment of the environmental parameters undertaken within each road section. An introduction, approach and methods are provided for each, and the baseline conditions and potential impacts are described. For the majority of assessments, mitigation measures and residual impacts are also described. An Environmental Impact Table and a Schedule of Environmental Commitments is also provided for each road section.

Aberdeen Western Peripheral Route

Environmental Statement 2007

Part A: The Scheme

Part E – Cumulative Assessment

- 1.5.5 This provides a summary of the key scheme impacts, and reports the assessment made of the overall (cumulative) impact of the full AWPR scheme. Consideration is also given to the cumulative impact of other developments in the area.

Additional Information

- 1.5.6 A glossary of terms and a list of abbreviations are provided at the front of the main report.
- 1.5.7 The Non-Technical Summary (NTS) provides an outline of the scheme proposals and highlights the key impacts and mitigation measures in non-technical language. This is available as a separate document.

1.6 Draft Orders

- 1.6.1 Draft Special Road Orders and Draft Detrunking Orders for the scheme were published in December 2006. Following the changes in environmental legislation described in section 1.1 and new transport legislation (The Transport and Works (Scotland) Act 2007) it has been decided to republish these Draft Orders. These Draft Orders are:

- The A90 Special Road (Aberdeen Western Peripheral Route) Scheme 200_;
- The A956 Special Road (Aberdeen Western Peripheral Route) Scheme 200_;
- The A90 Trunk Road (Charleston to Blackdog) Detrunking Order 200_;
- The A96 Trunk Road (Dyce Drive to Haudagain Roundabout) Detrunking Order 200_.

- 1.6.2 In addition, this ES is published with Draft Orders relating to the Compulsory Purchase of land, Special Road, Trunk Road, Detrunking, Side Roads, New Means of Access and Extinguishment of Public Rights of Way for the scheme as a whole. These Draft Orders comprise notices and schedules with accompanying plans detailing all of the roads to be constructed, and the impact of these on existing roads and accesses. A Public Notice has been issued to confirm the publication of these documents.

- 1.6.3 The AWPR Draft Orders published with this ES therefore comprise the following:

- The A90 (Aberdeen Western Peripheral Route) Special Road Scheme 200_
- The A956 (Aberdeen Western Peripheral Route) Special Road Scheme 200_
- The A90 (Aberdeen Western Peripheral Route) (Craibstone Junction) Special Road Scheme 200_
- The A90 (Aberdeen Western Peripheral Route) Trunk Road Order 200_
- The A96 (Aberdeen Western Peripheral Route) Trunk Road Order 200_
- The A956 (Aberdeen Western Peripheral Route) Trunk Road Order 200_
- The A90 Trunk Road (Aberdeen Western Peripheral Route) Detrunking Order 200_
- The A96 Trunk Road (Aberdeen Western Peripheral Route) Detrunking Order 200_
- The A96 Trunk Road (Dyce Drive Roundabout to Craibstone) Detrunking Order 200_
- The A90 (Aberdeen Western Peripheral Route) Special Road (Side Roads) Order 200_
- The A956 (Aberdeen Western Peripheral Route) Special Road (Side Roads) Order 200_
- The A90 (Aberdeen Western Peripheral Route) Trunk Road (Side Roads) Order 200_
- The A956 (Aberdeen Western Peripheral Route) Trunk Road (Side Roads) Order 200_
- The A96 (Aberdeen Western Peripheral Route) Trunk Road (Side Roads) Order 200_

Aberdeen Western Peripheral Route

Environmental Statement 2007

Part A: The Scheme

- The A90 (Aberdeen Western Peripheral Route) Special Road (Redetermination of Means of Exercise of Public Right of Passage) Order 200_
- The A90 (Aberdeen Western Peripheral Route) (Special Road) (Extinguishment of Public Right of Way) Order 200_
- The A90 (Aberdeen Western Peripheral Route) Special Road and the A956 (Aberdeen Western Peripheral Route) Special Road Compulsory Purchase Order 200_

1.7 Review and Comments

1.7.1 Copies of this ES and Draft Road Orders are made available for inspection during normal office hours at:

Transport Scotland
Trunk Roads: Infrastructure and Professional Services
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Aberdeen City Council
St. Nicholas House
Broad Street
Aberdeen
AB10 1BX

Aberdeenshire Council
Woodhill House
Westburn Road
Aberdeen
AB16 5GB

AWPR Managing Agent
Willowbank House
Willowbank Road
Aberdeen Business Centre
Aberdeen
AB11 6YG

1.7.2 Copies of the ES and Draft Road Orders will also be made available at a number of Aberdeen City Council and Aberdeenshire Council offices and public libraries. A list of locations providing copies for inspection can be obtained from the relevant Council offices listed above.

1.7.3 The ES can be viewed at the AWPR website: www.awpr.co.uk.

1.7.4 A bound paper copy of the ES may be purchased (£500), and is also available in DVD format (£10) on application in writing to the 'Chief Road Engineer' at Transport Scotland.

1.7.5 Following the publication of the Draft Road Orders and the ES, there will be a period during which representations may be made in writing to The Chief Road Engineer of Transport Scotland at the address above. The closing date for any such representations will be as specified in the Public Notice issued in respect of the scheme.