

**Eastern Access Road,  
Edinburgh Airport  
Volume 1 EIA Report: Non-  
Technical Summary  
(December 2020)**

**LICHFIELDS**

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## 1.0 Introduction and Methodology

- 1.1 This document is a summary in non-technical language of an Environmental Impact Assessment Report ('EIAR') prepared on behalf of Edinburgh Airport Limited ('the Applicant').
- 1.2 This document sets out the findings of an Environmental Impact Assessment ('EIA') for the formation of a new airport access road and active travel route from the east of the existing terminal building at Edinburgh Airport to the Gogar Roundabout via Myreton Drive ('the proposed development').
- 1.3 On the basis that the proposed development is for the formation of a new access road with a site area that exceeds 1 hectare, the development falls within part 10 (f) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (the 'EIA Regulations'). For Schedule 2 developments, the EIA Regulations require that an EIA be undertaken where the development is "*likely to have significant effects on the environment by virtue of factors such as its nature, size and location*". An EIA Screening Opinion was received from City of Edinburgh Council ('CEC') on 26 August 2019 which confirmed that the proposed development comprises EIA development.
- 1.4 This EIA considers the likely significant effects arising during the construction and operation of the scheme and the potential cumulative effects which may arise when considered with other relevant nearby development proposals. Where significant adverse effects on the environment are identified, the assessment process establishes mitigation measures to prevent, reduce, and where possible, off-set the effects. Monitoring measures necessary to monitor significant adverse effects on the environment of the proposed development have also been identified.
- 1.5 This document includes the following information:
- 1 Section 1.0 – background to the assessment process and the scheme;
  - 2 Sections 2.0 to 3.0 – description of the site and the proposed development;
  - 3 Sections 4.0 to 8.0 – a topic by topic review of the findings of the EIA;
  - 4 Section 9.0 – a review of whether other direct or indirect effects may arise when the scheme is considered with other schemes in the area;
  - 5 Section 10.0 outlines the proposed mitigation, monitoring and conclusions of the EIA and provides details of how to obtain a full copy of the ES; and
  - 6 Appendix 1 – provides a copy of the key Plans submitted for approval, upon which the EIA is based.

### EIA Process

- 1.6 The EIAR sets out the findings of an EIA of the development.
- 1.7 The EIA process aims to ensure that any significant effects arising from a development are systematically identified, assessed and presented to help a local planning authority, statutory consultees and other key stakeholders in their understanding of impacts arising from a development. If measures are required to minimise or reduce effects then these are clearly identified.
- 1.8 For this development, EIA has been carried out to consider the likely significant effects that may arise during its construction and operational phases. It has been completed with regard to best practice and relevant legislation and has addressed the following matters to assess the impacts of the development:

- 1 Transport
- 2 Noise and Vibration
- 3 Air Quality
- 4 Water Environment
- 5 Ground Conditions

- 1.9 The scope of the EIA as defined in paragraph 1.8 above was formally agreed with City of Edinburgh Council in December 2019. It was agreed through this process that significant effects, as a result of the proposed development, would not arise in relation to the following topics: biodiversity, above ground heritage, archaeology, landscape and visual, energy and waste and socio-economics. We agreed that population, human health and climate change would not be separate chapters in the EIAR but will be dealt with in other chapters.
- 1.10 Likely effects are identified based on current knowledge of the site and surroundings, desktop assessment, survey and fieldwork and information available to the EIA team. All those matters that could be (reasonably) needed to assess the proposals are set out in the EIAR. This includes effects arising from the development itself, as well as temporary effects arising during the demolition and construction of the proposed development. The assessment has had regards to the requirements of the current EIA Regulations.
- 1.11 The EIA team has worked with the design team to make sure that the development for which planning permission is sought incorporates revisions and modifications that are necessary or appropriate to avoid or reduce significant adverse effects on the environment.
- 1.12 Consultation has also informed the EIA process in relation to the methods that have been used in the EIA, as a means to gather environmental data, to review the effectiveness of any identified mitigation measures and as a way to keep interested bodies informed of the process of EIA undertaken.
- 1.13 The EIA has had regard to planning and environmental policy and legislation at the national and local level that is relevant to the development and to the assessment process.
- 1.14 There were no significant difficulties in compiling information and testing the effects or assumptions that have been adopted. Any amendments to the methodologies set out in the individual topic areas have been agreed with key consultees
- 1.15 The applicant commissioned a team to undertake the EIA that has sufficient expertise and the necessary professional credentials to ensure the quality of the EIAR and that it is complete.
- 1.16 The EIAR comprises the following three volumes:
- 1 Volume 1: Non Technical Summary – this document;
  - 2 Volume 2: Main Technical Assessments, which comprises Chapters A to J; and
  - 3 Volume 3: Appendices to the Main Technical Assessments.

## **Background to the Scheme**

- 1.17 Edinburgh Airport has published an Airport Surface Access Strategy (ASAS) (2012) and will be updating this to support a new Masterplan. This strategy emphasises the importance of improving public transport access but notes that road capacity is of increasing long-term concern and that increasing road capacity is likely to be required to support both airport development and that of West Edinburgh. In terms of future surface access infrastructure, it is noted that new road access initiatives in West Edinburgh should be coordinated to ensure that their development does not compromise the accessibility and operation of the airport.

- 1.18      Edinburgh Airport published a Masterplan document in 2016, which identifies that there is anticipated to be a growth in passenger numbers in the future. The document notes considerable scope for growth in demand around the middle of the day, indicating that the increase in number of passengers could be driven by an increase in flights arriving and departing the airport. The document sets out passenger and air traffic movements between 2017 and 2050, noting the longer-term figures are more speculative. It shows a growth in passenger numbers from around 12 million per annum in 2016 to 14.3 million in 2020, 16.6m, in 2025, 19.2m in 2030 and 22.3m in 2035. Recent figures for Edinburgh Airport, anticipate an increase from 13.4 million in 2017 to 17 million in 2022 and 21.2million in 2023. Due to the Covid19 pandemic, there has been a significant drop in passenger numbers over the last 9 months and therefore, currently levels are significantly different than what was expected. It is unclear what the near future holds, however, Edinburgh Airport are expecting that their passenger numbers will return to pre-pandemic levels within 3 years and growth in the medium to long term will be as anticipated.
- 1.19      The Masterplan sets out potential future land uses within the airport. By 2025 it identifies the requirement for the new eastern access road (which is the subject of this planning application) with its purpose being to reduce congestion and increase access resilience. Other airport improvements are identified in this document, some of which have been brought forward and are already in place.
- 1.20      In addition to the above there is a policy requirement with the Edinburgh Local Development Plan for the development of the Gogar Link Road (reference T9), which includes creating a secondary access to the airport connecting through Eastfield Road.

## 2.0 Site and Surroundings

### The Site

- 2.1 The site, as shown on Figure 2.1 below, extends to approximately 10.35 hectares and mainly comprises land within the existing operational boundary of Edinburgh Airport, land to the west which is within the ownership of Crosswind Development Ltd. and an area of land that includes the adopted road (Myreton Drive) from the Gogar Roundabout to the Gogar Tram Depot.

Figure 2.2.1 Proposed Site



Source: Google Earth

- 2.2 The site has been split into three sections, as described in turn below:

#### Section 1

- 2.3 This section of the site (as defined in blue on Figure 1 above) comprises poor semi-improved grassland within the boundary of the airport, as well as Myreton Drive with its connection to the tram depot and across the tramlines to the Gogar Roundabout.
- 2.4 The Edinburgh Gateway Station and drop-off point are located to the east. The tram depot is located to the south and to the west is the further extension of Myreton Drive and the access to the tram depot.

#### Section 2

- 2.5 This is the narrower, eastern section of the site (highlighted green in Figure 1 above) and is largely comprised of poor semi-improved grassland.
- 2.6 This part of the site extends northwards, running parallel to the Fife Circle rail line, which forms the north-eastern boundary of the site.

- 2.7 Directly to the west of the site lies the former 12/30 'Crosswind' runway at Edinburgh Airport which was formally decommissioned in 2018 by the Civil Aviation Authority and is now proposed for mixed-use redevelopment by Crosswind Developments Ltd. An application for planning permission in principle was submitted for this site in August 2020 for a large mixed use redevelopment centred on a digital quarter and known as Elements Edinburgh. At the time of writing it had not yet been determined. Beyond this is the Gogar Burn watercourse (Union Canal to River Almond) – which is designated as a Local Nature Conservation Site (LNCS), the Castle Gogar Estate and residential properties at Gogar Mains, as well as the IBG development site.
- 2.8 The eastern boundary is formed by the existing Fife Circle railway line. Further east, beyond the railway line, lies the large greenfield site of West Craigs, which is included in the extant Edinburgh Local Development Plan (LDP) as part of the Maybury (ref. HSG 19) allocation for residential-led development. Planning permission in principle has been consented for a residential led development on this site.

### **Section 3**

- 2.9 Sections 3 (highlighted orange in Figure 1) of the site includes existing operational airport development and associated infrastructure, such as the airport's mid/long stay car parks, Gogar Bridge Road, Eastfield Avenue and existing airport related buildings, as well as part of the former 12/30 'Crosswind' runway.
- 2.10 The central section of the site comprises the existing Gogar Bridge Road and Eastfield Avenue. This area also includes access to airport parking, to operational buildings and various other uses connected to the operation of the airport.
- 2.11 The southern boundary of this section is partly formed by the former operational area of the decommissioned 'Crosswind' runway comprising the hard standing of the former runway (currently utilised for car parking) and poor semi-improved grassland, with the Gogar Burn watercourse (Union Canal to River Almond) forming the remaining boundary to Section 3, to the west and south. Beyond this is the tram line, the airport's short stay car parks and the Double Tree by Hilton Hotel and to the south the undeveloped IBG phase 2 site. The Gogar Burn in this area is designated as a Local Nature Conservation Site (LNCS).
- 2.12 The most northerly point of the site is formed by the eastern access to the main Edinburgh Airport terminal which includes the Edinburgh Trams terminus, with the existing operational area of the airport beyond.
- 2.13 Beyond the northern boundary of this part of the site is operational airport land. The eastern boundary to this area is formed by the existing railway line. Further east beyond the railway line lies the large greenfield site of West Craigs (HSG19) as described above.

### **Topography**

- 2.14 The topography of the site can be described as follows:
- In the south eastern part of the site (Section 1) the elevation decreases from south east (52m AOD to north west 41m AOD;
  - Within the both Sections 1 and 2 there is a stockpile of materials. The topography is therefore varied in this location, with steep elevations, falling from 45m AOD to 35m AOD;
  - Within the northwest of the site (Section 3) the elevation remains fairly constant at approximately 34m AOD.

## **Access**

- 2.15 Existing access to the majority of the site is limited, as much of the application site lies within the operational area of the airport, with the majority of the site boundary defined by security fencing. The most northerly areas of the site (as described above) are publicly accessible, such as the mid/long stay car parks and airport related buildings. Access to this area of the site is provided via Eastfield Road from the roundabout at the Hilton Double Tree Hotel and across the existing tram line crossing.
- 2.16 A public footpath runs directly adjacent to the north-eastern boundary of the site, parallel to the Edinburgh-Fife railway line. There is also an existing footbridge over the railway line, linking to the West Craigs (HSG19) residential site which is under the ownership of Network Rail. Access to the southern section of the site is available from Myreton Drive which links to the Gogar Roundabout and the A8 (Glasgow Road), as described above.

## **Surrounding Area**

- 2.17 The site is located within West Edinburgh, approximately 5 miles from Edinburgh City Centre. West Edinburgh focuses around the A8 corridor, the tram route and around the proposed Edinburgh Gateway inter-modal station at Gogar Roundabout. The area includes a number of major existing uses such as the Airport, Royal Highland Centre, the Gyle Shopping Centre and a range of employment and commercial developments include Edinburgh Park and the RBS campus.

## **Sensitive Receptors**

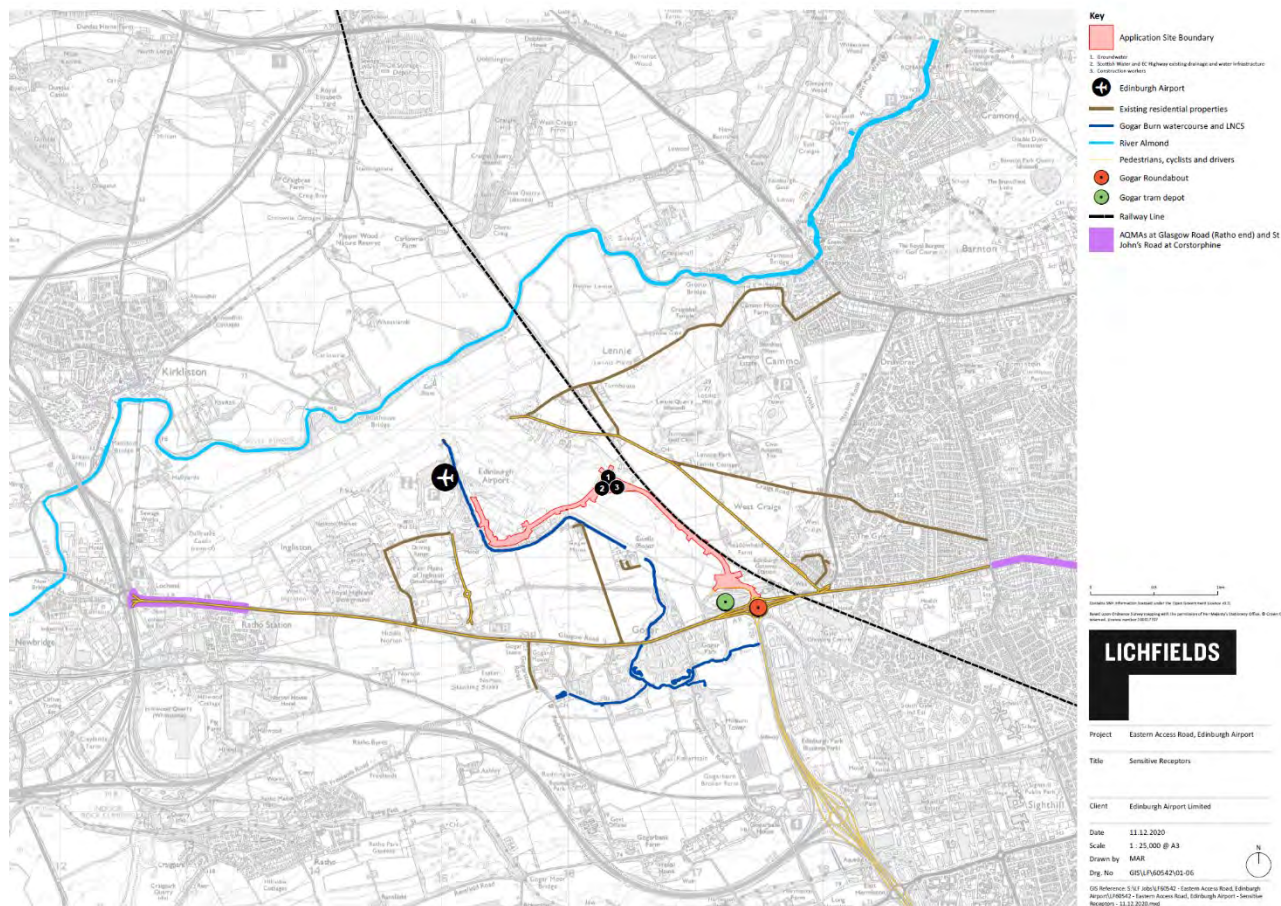
- 2.18 Key environmental receptors have been identified following a review of the site and surroundings and through detailed analysis in the technical chapters. Those receptors where there is scope for significant effects, discussed in the EIAR, are as follows:
- 1 Edinburgh Airport, including the operations of the airport and the workforce, such as users of offices and buildings at Turnhouse and on Eastfield Avenue (within the operational boundary of Edinburgh Airport) and existing drainage and water infrastructure;
  - 2 Existing residential properties at Gogar Castle Mains, Castle Gogar Rigg, Gogar Mains Farm, Eastfield Road, on the section of Glasgow Road between Eastfield Road and the Gogar Roundabout and west of the Eastfield junction and east of the Gogar Roundabout to the Maybury junction, Lennymuir, Cammo Road, Turnhouse Road, Turnhouse Farm Road, West Craigs Crescent, Craigs Road, West Craigs Crescent, Gogarstone Road, Fairview Road and Ingliston Road.
  - 3 Gogar Burn watercourse and LNCS;
  - 4 River Almond
  - 5 Groundwater;
  - 6 Scottish Water and EC Highway existing drainage and water infrastructure;
  - 7 Pedestrians, cyclists and drivers on following roads and junctions:
    - a Myreton Drive;
    - b A8 Glasgow Road (W of Dumbells);
    - c A8 Glasgow Road (E of Dumbells);
    - d A8 Glasgow Road (E of Gogar);
    - e A720 C of E Bypass;



- f Eastfield Road;
- g Turnhouse Road
- 8 Gogar Roundabout;
- 9 Gogar tram depot;
- 10 Railway line;
- 11 Air quality management areas (AQMA's) at Glasgow Road (Ratho end) and St John's Road at Corstorphine, some 2km away from the closest points of the site. It is noted in the Air Quality chapter that no change in traffic activity attributable to the proposed Eastern Access Road is predicted on the roads within either the Glasgow Road or St John's Road AQMA's;
- 12 Construction workers.

2.19 These receptors are shown on the Figure 2.2 below.

Figure 2.2 Sensitive Receptors Plan





## 3.0 **Description of Development**

3.1 The description of development is as follows:

*Formation of a new airport access road and active travel route from the east of the terminal building at Edinburgh Airport to Gogar Roundabout.*

3.2 A series of drawings are submitted for approval that define the proposed development. Plans showing the layout of the proposed development can be viewed at Appendix 1 of this NTS.

### **Purpose of development**

3.3 The proposed development will perform the following role and functions:

- 1 Increase resilience of road network and better accommodation of traffic to and from the airport;
- 2 Additional access to the airport from the east – pedestrians, cyclists, public transport (buses and taxis) and private cars (to long/mid stay carparks);
- 3 New access to the airport freight and cargo areas at Turnhouse – freight traffic including HGVs that will be precluded from using Turnhouse Road in the future due to the proposed bus gate; and
- 4 Increase resilience of new eastern access road to ensure that the future growth in traffic, anticipated by the Council does not compromise the ability of the new road to provide access to the airport. Resilience measures include the creation of a new junction to enable new road connections from Gogar Roundabout to future development sites (including the International Business Gateway ('IBG')), as required by the Local Development Plan and associated technical reports, and to allow connections to any future development of the brownfield 'Edinburgh Elements' (Crosswind) site and reservations to allow the future dualling of the new eastern access road between the new southern junction and Gogar Roundabout if required at a later date. WETA, a technical document prepared in support of the Local Development Plan, states that from the point at which Airport and IBG traffic comes together there will be a requirement for dual carriageway and so this has been safeguarded but does not form part of this application.

### **Road Layout**

3.4 The following provides a description of the likely development and phasing for each section of the road. For ease the road is described in sections, as per Figure 2.1 in Section 2.0 above.

#### **Section 1**

3.5 The new access road will require the modification of the northern arm of the Gogar Roundabout and the realignment of Myreton Drive.

3.6 The proposed modifications to the Gogar Roundabout include:

- 1 The outer lane on the Gogar Roundabout will continue to provide egress onto Myreton Drive;
- 2 Egress from Myreton Drive onto the Gogar Roundabout will be in the form of two lanes and works will be required to achieve this. This will include new white lining and amendments to the roundabout signals to enable egress from Myreton Drive. and
- 3 Mitigation, as set out in WETA, will be required on the roundabout itself (4 lanes circulating at A8 Eastbound) to ensure the movement of traffic in the vicinity.

- 3.7 Myreton Drive, which currently provides access to the Edinburgh Trams Depot, the Edinburgh Gateway Station and the agricultural field to the north of the station, will continue to perform this function, but will be extended northwards to connect to a new southern junction (in the form of a crossroads), to the north of the existing Myreton Drive.
- 3.8 The northbound and southbound arms of this new 'southern' junction will form the route of the new airport access road. A single carriageway in both directions will be required to serve the airport's traffic needs.
- 3.9 This new southern junction will also ensure that the development of the airport access road does not preclude future development proposals at the IBG and Elements Edinburgh (Crosswind) development sites. It will enable the forming of the Gogar Link Road which is important in terms of local policy context (including the Edinburgh LDP and WETA guidance) and ensure that these future developments can connect to the Gogar Roundabout.
- 3.10 Groundworks, to allow for future dualling of the carriageway, should that be required, between the new southern junction and the Gogar Roundabout, will also be undertaken to limit construction disruption in the future, thereby ensuring the resilience of the airport road and active travel network. This work will ensure that there is carriageway width available for a future extension to 2 lanes in each direction between the proposed southern junction and the Gogar Roundabout, as and when IBG and/or Elements Edinburgh (Crosswind) is delivered and this becomes necessary.
- 3.11 The initial section will also include a 4.5m wide shared use active travel route on the eastern side of the carriageway which would connect with both Edinburgh Gateway Interchange and CEC Quiet Route 9 at the Gogar Roundabout. This shared use path, for pedestrians and cyclists, would be segregated from the general carriageway by a grass verge beyond the initial section over the tram overbridge.

## **Section 2**

- 3.12 A new 7.3m wide single carriageway road in both directions will be constructed from the proposed southern junction north-westwards running parallel to the Fife Circle Rail Line. The width of the road however, widens where a right turn storage lane facility is provided at junctions. Two new access junction connections are included to enable future connections to the access road from the Elements Edinburgh (Crosswind) development site.
- 3.13 As the proposed road starts to move north-west away from the railway line, a new roundabout will be formed to allow the main access road to head south-west towards Eastfield Avenue. The northern arm of this roundabout will allow access into the Turnhouse Cargo Area and will be predominantly for freight, general aviation and employee traffic moving heavy traffic away from new housing developments around Turnhouse Road, Craigs Road and from the Maybury junction.
- 3.14 It is intended that this roundabout will form the extent of the road area proposed for adoption as is the arrangement at the roundabout at the end of Eastfield Road. A roundabout is required rather than a 3 way junction to allow the adopted section of the road to operate independently of the private airport roads. A roundabout ensures that there is a continuous path in and out along the adopted section of the road. A 3 way junction here would mean that the adopted road would essentially terminate with no means to egress without impinging on the private roads. A roundabout here means that Council gritters and maintenance vehicles have a continuous path / route along the adopted road.

3.15 Two bus stop facilities are proposed adjacent to the proposed Elements Edinburgh (Crosswind) site. These facilities would consist of cage markings which would be provided on the general carriageway. Stops would also consist of flags and poles.

3.16 A continuous shared use active travel route for both cycling and walking is provided in this section, providing direct access to neighbouring development sites including the emerging Elements Edinburgh site and the future footbridge to be delivered by West Craigs and the existing footbridge across the East Coast Main Line railway to the east of the carriageway.

### **Section 3**

3.17 The remaining part of the access road will modify and upgrade the existing airport roads, Eastfield Avenue and Gogar Bridge Road. This will include re-surfacing, new kerbing and road markings. Existing connections across the established tram line towards Eastfield Road will be maintained and the proposed road will provide for a number of junctions on both sides, allowing access into existing parking areas and operational airport buildings. The road will terminate at the existing airport terminal building, adjacent to the existing Edinburgh Trams terminus.

3.18 The access road in this location will also be 7.3m wide. A further two bus stops are also proposed within the airport itself opposite the long stay car park. The shared use foot and cycle path also continues directly into the airport.

### **Road Design and Geometry**

3.19 The proposed development has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), which is a national (UK) document and the Edinburgh Design Guidance. Guidance in Cycling by Design (2011) has also been applied when designing the cycle infrastructure.

3.20 The proposed development will provide a two-directional single carriageway road with a verge separating the carriageway from a shared-use active travel route (for pedestrians and cyclists) towards the eastern section.

3.21 The road is proposed to be 7.3 metres wide, however, it is proposed to widen this further where a right-turn storage lane facility is provided at priority junctions. It is agreed that a 30mph speed limit would be in place the entire length of the road.

3.22 Myreton Drive is currently used as an access for abnormal loads required to access the Edinburgh Trams Depot (located to the south-west of the site). The proposed design therefore retains this access.

### **Junctions**

3.23 The proposed development would integrate with the Myreton Drive arm of the Gogar Roundabout at its south-eastern extent and with the Gogar Bridge Road/ Eastfield Avenue Roundabout adjacent to Edinburgh Airport at its north-western extent.

3.24 With regards to Gogar roundabout, the exit from the proposed development is proposed to be widened to 2 lanes for a length of 50m and it is proposed that access to the roundabout is controlled by traffic signals. This design also takes into account the future planned enhancements at the Gogar Roundabout which will incorporate an additional circulatory lane at its west side, as put forward by the WETA Refresh.

3.25 A total of 8 new junctions are proposed along the EAR which include access junctions to existing land uses including those associated with Edinburgh Airport and potential future development sites. The 4 key junctions on the route have been assessed to confirm their capacity;

1 Gogar Roundabout;

- 2 Proposed EAR / Edinburgh Gateway Interchange Priority Junction;
- 3 Internal Future Development Access Junction;
- 4 Proposed EAR / Turnhouse Cargo Hub Roundabout.

### **Landscaping and swales**

- 3.26 A Landscape Plan (Ref: 191451\_OPEN\_AL\_SE02 rev. 02, ) and Landscape Strategy have been submitted for approval and can be viewed at Appendix C1. Soft landscaping is proposed along the extent of the road with a Beech hedge along the western edge which will form a boundary feature. In addition to this, wildflower planting and area of amenity grass will be incorporated into the design as well as two short lines of trees along the eastern boundary.
- 3.27 The proposals along the length of the road include a pedestrian and cycleway segregated from the road, with a SUD grass swale along most of the length of the road located within a grass verge. The surfaces finish for the footpath will be asphalt, which will provide a low maintenance and a robust, smooth finish for cycling and walking.

### **Pedestrian/cycle access**

- 3.28 A continuous shared use active travel route for both cycling and walking, segregated from the general carriageway, will be provided alongside the road. The initial section will include a 4.5m wide shared use path on the eastern side of the carriageway which would connect with both Edinburgh Gateway Interchange and CEC Quiet Route 9 at the Gogar Roundabout.
- 3.29 This continuous footpath and cycleway would also provide connectivity to existing and future developments including the three future development access points into the Elements Edinburgh proposed development along the extent of the road, access to the existing footbridge across the East Coast Main Line railway to the east of the carriageway and connectivity to integrate with the future footbridge to be delivered by the West Craigs development. The path on the west of the carriageway would be 3.5m wide and facilitate onward walking and cycling access to Edinburgh Airport, including to the Turnhouse Cargo Hub.
- 3.30 A series of controlled crossing facilities are located at intersecting junctions along the carriageway itself. These facilities are direct and on the main walking and cycling desire line, where appropriate. All crossings incorporate tactile paving facilities. Pedestrian refuge islands are incorporated to minimise crossing distances.

### **Public transport**

- 3.31 The proposed road will ultimately terminate to the east of the existing airport terminal building at the Eastern Terminus, this will provide access for cyclists, buses and taxis adjacent to the current termination point of the tram. It is anticipated that some of the airport buses will in the future use this route rather than Eastfield Road.
- 3.32 Two bus stop facilities are proposed on the EAR adjacent to the access junction to the long stay car park. These facilities would consist of cage markings which would be provided on the general carriageway and stops would consist of flags and poles. Two further stops are also proposed within the Airport itself.
- 3.33 Access for the public to the mid/long stay car parks will be maintained from Eastfield Road, with future access also available from the proposed access road. Access across the tram line at the Hilton Hotel will also be maintained

## Construction Methodology

- 3.34 For the purpose of the EIA, construction of the road is anticipated to be completed by 2022.
- 3.35 Construction plant and machinery is expected to include excavators, dump trucks, fork lifts, cranes, Heavy Goods Vehicles (HGVs), concrete delivery HGV's, light transit vehicles, generators, pumps and compressors. The core construction hours will cover 08:00 – 18:00 on weekdays and 08:00-13:00 on Saturdays and there will be no working on Sundays, Bank or Public Holidays.
- 3.36 The contractor/s will be required to produce and agree a 'Construction Environmental Management Plan' ('CEMP') to describe how construction will be managed to avoid, minimise and mitigate any construction effects on the environment and existing surrounding communities, businesses and residents of the area. This will include details of communication, general dust management, monitoring (if required), preparing and maintaining the site, operating vehicles/machinery, operations, waste management, earthworks, construction and trackout. A Framework CEMP has been included within Chapter C of the EIAR.
- 3.37 The information assessed in the EIA will form part of the tender documentation to be issued to contractors and they will be required to comply with the outline methodology described, as well as any relevant planning conditions.
- 3.38 The EIA has been prepared in accordance with the requirements of the 2017 EIA regulations and with reference to best practice including that published by the Institute of Environmental Management and Assessment ("IEMA"). All information required to identify the significant environmental effects of the development has been provided as part of the EIAR.

## Alternatives Considered

- 3.39 Schedule 4(2) of the EIA (Scotland) Regulations requires a description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the Applicant which are relevant to the proposed development and its specific characteristics and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects. Reviewing the alternatives in this way helps in clarifying the main advantages for taking forward the current scheme, taking account the environmental effects. The following alternatives have been considered in Chapter C of the EIAR:
- 1 **'No Development'** - Some potential adverse effects associated with the proposed development would not occur. However, a number of beneficial effects of the proposed development would not come forward, primarily in relation to transport and access and the requirement of an increasing road capacity in order to support both Edinburgh Airport and that of West Edinburgh;
  - 2 **Alternative Routes:**
    - a **Western Alignment** – Some of the effects of this alignment are broadly comparable with the proposed development, however, the alignment would mean carrying all traffic for Edinburgh Airport and neighbouring developments within the area which would risk the road working at over capacity. In addition, this alignment takes the road close to the Gogar Burn, an ecological sensitive area as well as listed buildings and existing residential properties meaning there would be adverse effects in terms of ecology, heritage, air, flooding and hydrology and noise impacts.
    - b **LDP Proposed T9 Gogar Burn Link Road Route** – This route would run closer to the residential properties at Gogar Castle and therefore, there would likely be impact

on amenity through noise generation and air quality. The alignment would link into Eastfield Road and therefore would not deliver better resilience and would not deliver noise, air quality and highways benefits on Eastfield Road. There would therefore be more adverse environmental effects associated with this route than the proposed development;

- c **Alignment through the Crosswind Site** - The route would run central through the proposed Crosswinds site and therefore would have to carry all the Edinburgh Airport traffic directly through the site. This could potentially affect amenity of the proposed properties in terms of noise and air quality as well as running close to the Gogar Burn and listed buildings. There would therefore be more adverse environmental effects associated with this route than the proposed development;
- d **Any Combination of Various Alignments** - It is considered that various route alignments and/or splitting the road up into component parts would result in an alignment further west and therefore still lie within close proximity to the listed buildings and residential properties resulting in greater adverse effects than the proposed development.

## 4.0 **Transport Assessment Summary**

- 4.1 This chapter of EIAR considers the effects of the proposed development in relation to transport. The chapter has been prepared in accordance with relevant guidance and the scope has been agreed with City of Edinburgh Council (CEC).
- 4.2 The EAR is a road and adjacent active travel connection between Gogar Interchange and Edinburgh Airport which will provide a new option for passengers and staff travelling to and from Edinburgh Airport by car, bus, cycle or walking and will represent a more convenient, direct route for those to the east and south of Edinburgh. Currently, the only way to reach Edinburgh Airport is by travelling along the A8 Glasgow Road then turning off onto Eastfield Road towards the airport itself. Once the proposed development is operational, the existing route via Eastfield Road to the airport may no longer be the quickest and most convenient way to get there from the East. It is estimated that up to 54% of all airport-bound traffic may choose to use the new EAR once operational and will allow users to avoid what is currently a busy and congested stretch of the A8 during peak times.
- 4.3 There are a number of potential benefits to this; namely in reducing the amount of traffic through the A8/Eastfield Road Dumbbell junction, traffic routing along the A8 and re-distributing traffic at Gogar Roundabout to ease congestion on the A8 West arm. Queuing often forms here on the east and westbound approaches at peak times and with users instead opting to travel by the new EAR, it may be possible to reduce the amount of queuing and therefore improve journey times and the resilience of the road network across this area.
- 4.4 The active travel link provided in association with the proposed road will provide a more direct and complete active travel link between the Gogar Interchange and the airport, encouraging more non-motorised users to journey to and from the airport.
- 4.5 There will also be a number of benefits for non-motorised road users; particularly the pedestrians and cyclists that frequently travel through the area. City of Edinburgh Council's Core Path 12 runs across the northern arm of Gogar Roundabout and along the eastbound side of A8 where it functions as a key east-west route between the west of Edinburgh and beyond. Surveys have demonstrated that this route is well used by commuters as they travel to and from work between Edinburgh Gateway Station and either the RBS complex or other places of work at Gogarburn and South Gyle.
- 4.6 Less traffic on the A8 may create a road environment which is ultimately less intimidating for pedestrians and cyclists and may even encourage higher levels of 'active travel' use in the longer term. Informal crossing facilities such as dropped kerbs are in place for those routing south at Gogar Roundabout and less traffic approaching the junction at this point will offer pedestrians and cyclists the opportunity to navigate this junction in a safer, smoother manner.
- 4.7 The proposed designs for the EAR also seek to assist non-motorised road users as they travel to and from the station across Gogar Roundabout and, in the long term, encourage greater active travel use as developments continue to be built along the road itself.
- 4.8 Although traffic is likely to reduce on the A8 west of Gogar Roundabout, the opening of the EAR will increase traffic over what is currently Myreton Drive. This may affect those who currently cross Myreton Drive immediately upon exiting Edinburgh Gateway Station where higher traffic flows will likely 'sever' what is currently a key pedestrian 'desire line'. Instead, users may instead route south to Gogar Roundabout where improved crossing facilities are proposed, somewhat offsetting the overall impact of increased road traffic once the EAR opens.



- 4.9 In the context of the above residual effects on sensitive receptors during the construction of the proposed development will be Negligible. During operation most effects on sensitive receptors will be Not Significant (e.g. Minor Adverse, Negligible and Minor Beneficial). There will be a **Significant, Moderate Adverse** effect in terms of severance on the exit arm on the Gogar Roundabout and there will be a **Significant Moderate Beneficial** effect in terms of driver delay at the A8 Glasgow Road (E of Dumbbells).

## 5.0 **Noise and Vibration Assessment Summary**

- 5.1 The noise and vibration assessment has considered the likely impacts arising from both the construction and operation of the proposed Edinburgh Airport Eastern Access Road (EAR).
- 5.2 The proposed EAR follows an easterly alignment, running northwards from the Gogar roundabout towards the airport, before turning to the west to join the existing Eastfield Avenue. This alignment maximises the separation distance between the proposed EAR and the nearest existing dwellings to the west (Castle Gogar, Castle Gogar Rigg and Castle Mains Farm).
- 5.3 Other than the proposed EAR itself, there are no other physical changes proposed to the existing road network, save for some limited tie-in works at the Gogar roundabout. However, the proposed EAR is expected to result in a local redistribution of traffic, with a reduction in vehicle movements (and a slight increase in traffic speed) along the existing Airport access road (Eastfield Road) and along the A8 between the Eastfield Road junction and the Gogar roundabout. It is also anticipated that the proposed EAR would result in some additional benefits along Turnhouse Road and Craigs Road as traffic associated with the airport's freight operations located to the east of the Airport would use the proposed EAR rather than the existing local roads.
- 5.4 A construction noise assessment has been undertaken, which concludes that for all construction activities the expected magnitude of impact would be Negligible or Minor Adverse at worst, primarily due to the large separation distance between the construction activities and the nearest potentially affected receptors. These effects would be temporary and considered to be Not Significant.
- 5.5 The operational road traffic noise assessment concluded that some potentially Significant adverse effects would occur at night at a limited number of dwellings that are remote from existing road traffic (14 dwellings). However, detailed consideration of the particular circumstances of these dwellings indicates that residents would be unlikely to perceive the predicted increases as Significant and that their behaviour or response to noise would be unlikely to change. The factors taken into account when making this judgement include the relatively high existing ambient noise climate, the large separation distance between the proposed EAR and these dwellings, the presence of decreased noise levels on other facades of the same dwelling and the lack of Significant adverse effects during the day. On balance, therefore, these adverse impacts are determined to be Moderate and Substantial Adverse but Not Significant.
- 5.6 The operational road traffic noise assessment also concluded that some potentially Significant beneficial effects would occur during the day and night at some dwellings (42 dwellings) located close to roads where the redistribution of traffic arising from the proposed EAR results in a reduction in vehicle movements. These roads include the existing airport access road, the A8 between the Eastfield Road and Gogar junctions and local roads to the east of the airport, particularly Turnhouse Road. In this case, detailed consideration of the particular circumstances of these dwellings indicates that residents would be likely to perceive the predicted decreases as Significant and that their behaviour or response to noise would be likely to change. On balance, therefore, these Beneficial impacts are determined to be Moderate and Substantial and Significant, not least because these dwellings are located very close to a dominant road traffic noise source, which is likely to benefit from a reduction in vehicle movements.
- 5.7 Impacts at other potentially sensitive receptors are Negligible or Minor Beneficial and considered Not Significant. It is considered unlikely that any dwellings would qualify for sound

insulation treatment in line with the requirements of the Noise Insulation (Scotland) Regulations.

## 6.0 **Air Quality Assessment Summary**

6.1 The Air Quality Chapter, written by Ricardo Energy and Environment Ltd, had the following aims:

- 1 Quantify existing and future baseline air quality at the proposed development, and establish whether locating residential properties close to the proposed development could introduce new human exposure to locations where there may be poor air quality;
- 2 Describe and assess the potential air quality impacts associated with emissions from road traffic generated by the proposed road, including the cumulative impact from other planned developments in the surrounding area; and
- 3 Assess the risk of fine particulate/dust emissions during the construction phases on human health or amenity, and propose best practice dust mitigation measures where required.

6.2 The potential impact of construction activities on local air quality and risk of potential for dust soiling nuisance has been assessed using current UK best practice guidance from the Institute of Air Quality Management (IAQM).

6.3 The assessment of the operational phase of the proposed development mainly considers the potential impact of road traffic emissions on local air quality. It has been conducted using atmospheric dispersion modelling of road traffic emissions. This aims to assess air quality at locations where there are existing or proposed residential properties; or any other sensitive locations that may be affected by changes to traffic activity associated with the proposed development.

6.4 The pollutants nitrogen dioxide (NO<sub>2</sub>) and fine particulate matter (in the PM<sub>10</sub> and PM<sub>2.5</sub> fractions) were included in the assessment. The impact of changes in these pollutant concentrations attributable to the proposed development have been described using the method recommended in current Scottish and UK best practice guidance.

6.5 The operational phase impact assessment includes all major roads close the airport where traffic flows will change as a result of the EAR being operational; and where road traffic emissions could impact upon human exposure to air pollution.

6.6 Baseline air quality in 2018 has been quantified and verified using three sources of information:

- 1 Pollutant measurement data from the Glasgow Road AQMA provided by the City of Edinburgh Council
- 2 The pollutant background maps provided by Defra
- 3 Atmospheric dispersion modelling of road traffic emissions

6.7 The future year scenarios modelled included:

- 1 2022 future baseline
- 2 2022 with the proposed EAR operational
- 3 2036 future baseline
- 4 2036 with the proposed EAR operational
- 5 2036 future baseline including traffic from other nearby committed or planned developments.
- 6 2036 with the proposed EAR operational and any other committed or planned developments

- 6.8 A worst-case scenario has also been assessed by modelling a maximum emission scenario i.e. with the site fully operational using a vehicle fleet/emission year of 2022. In addition, a sensitivity test has been included of emissions from light duty diesel vehicles. This aims to address concerns that emissions of oxides of nitrogen from vehicles in this category are not decreasing over time as expected.
- 6.9 The outcome of the air quality assessment can be summarised as follows.
- 6.10 When the impact of the proposed development being fully operational has been assessed, no annual mean concentrations in excess of each respective NO<sub>2</sub>, PM<sub>10</sub> or PM<sub>2.5</sub> air quality objective are predicted at any existing receptor locations. The dispersion model results also indicate that there is very little risk of introducing new sensitive human receptors (i.e. residential properties within the proposed Elements Edinburgh development site) into an area that may have poor air quality when the site is fully operational.
- 6.11 In the event that Euro 6 light duty vehicle (LDV) NO<sub>x</sub> emissions do not decline as projected, the model results indicate that compliance with the 40 µg.m<sup>-3</sup> NO<sub>2</sub> annual mean objective will still be achieved at all receptor locations in 2022.
- 6.12 The air quality impact at all existing receptors is classified as 'negligible', 'no change', or various levels of 'beneficial' for all pollutants when assessing the maximum possible emission scenarios. On this basis, the air quality impact of the operational phases of the proposed development is not considered have any significant adverse effects. Overall, the proposed Eastern Access Road has a beneficial effect on air quality as it diverts airport traffic away from existing residential properties. Indeed some of these beneficial effects with be **Moderate** and **Significant** in EIA terms.
- 6.13 Dust suspension attributable to construction activities could potentially affect nearby residents. Mitigation measures have been recommended which aim to result in no significant adverse effects due to construction dust. Provided appropriate mitigation measures are implemented, dust impacts should be negligible and Not Significant.
- 6.14 Mitigation measures for construction impacts have been embedded into a draft high level Construction Environmental Management Plan (CEMP), detailed in Chapter C of the EIAR. Contractors constructing the various phases of the proposed development will be required to adhere to the principles set out in the CEMP. No additional mitigation measures should be required.

## 7.0 **Water Environment Assessment Summary**

- 7.1 Chapter G of the EIAR presents the finding of the assessment of the potential effects the proposed development will have on the water environment. This considers surface water, drainage network assessments, groundwater and flooding,
- 7.2 The flood risk for the site has been assessed using 40% uplift on fluvial flows and rainfall intensity to account for future climate change. The Flood Risk Assessment that accompanies the application (Appendix G1 of the EIAR) identifies that the site is not a risk to flooding.
- 7.3 Mitigation measures relating to construction phases are embedded in the design of the drainage system, this includes the installation of SuDS features and attenuation. This mitigation is outlined in the Surface Water Management Plan, included at Appendix G1 and summarised in Chapter C and G of the EIAR and shown on the drainage plans, submitted with the planning application.
- 7.4 There is a potential Minor Adverse (Not Significant) impact on surface water quantity and quality, and also on groundwater quality and within the existing drainage system during construction. All other effects are predicted to be Negligible taking into account the embedded and proposed mitigation measures.
- 7.5 During operation it is unlikely that the water environment will be negatively affected. Surface water run-off from the site will flow through SuDS features and can be considered as embedded mitigation. Impacts on surface water drainage will therefore be Minor Adverse and Not Significant. Guidance for design, operation and maintenance will follow the CIRIA C753 “SuDS Manual”.
- 7.6 Infiltration into the groundwater during operation phase has been discounted due to the existing potential groundwater levels as well as existing ground makeup resulting in infiltration being difficult. The impact on groundwater will be Negligible and Not Significant.
- 7.7 The Flood Risk Assessment report identifies that the proposed development has no impact on the flood risk as the site or downstream of the site. The proposed development site sits outside of any functional floodplain and as a result Minor Adverse (Not Significant) effects are anticipated in terms of flood risk at Edinburgh Airport and neighbouring residential properties.

## 8.0 **Ground Conditions Assessment Summary**

8.1 Chapter H of the EIAR assesses the likely significant effects of the site with respect to Ground Conditions and Contamination, and considers the following:

- Anticipated quality of soils and the potential presence of historical contamination;
- Anticipated type and quality of geological features; and
- Assessment of risk associated with development on with site with respect to any existing contamination.

8.2 This assessment uses the guidance given in Planning Advice Note 33, and Environment Agency Publication, Model Procedures for the Management of Land Contamination (CLR11), 2004 to develop a robust methodology for assessing and evaluating the significance of effects.

8.3 A detailed intrusive investigation of the site was undertaken by Curtins Consulting in August 2019, with the aim to characterise the geo-environmental and geotechnical conditions for the proposed development.

8.4 Historical mapping shows the site was undeveloped before encompassing part of the Edinburgh Airport runway, with soils being stockpiled in the north-west of the site as a result of historical phases of development across the wider airport. The site is underlain by a mix of Glacial Till, Alluvium, Glaciofluvial Ice Contact Deposits, Lacustrine Deposits, Lowe Oil Shale Group/Calders Member & Burdiehouse Limestone Formation.

8.5 During the 2019 investigation, 68 No soil samples taken site wide were found to not be contaminated when levels were compared against relevant screening criteria. Asbestos was positively identified within three soil samples, however at concentrations not anticipated to cause a risk to site end-users.

8.6 Considering the historical site use as an airport, the potential for former use of luminous/radioactive paints on aircraft dials is also considered.

8.7 Radium dial production was common within the first half of the 20th Century. While the presence of former aircraft with radium dials at the site cannot be discounted, upon review of historical mapping, no historical plane hangars/workshops are noted within or in proximity to the site throughout this time.

8.8 Furthermore, the use of radioactive luminous paints was sometimes used in this time to mark out landing zones for aircraft. Whilst there is no indicated record of luminous paints being utilised at the site, the location of the proposed road, predominantly away from the former runway, further diminishes associated risks of exposure. In the small portion of road where the runway lies, potential exposure of construction workers, and/or site end users from the proposed end use is less likely than current site conditions as well.

8.9 It is recommended that specific precautions are taken to reduce potential exposure of Made Ground materials to construction workers and neighbours in accordance with the principle of 'as low as reasonably practical' (ALARP). This should include appropriate briefings, protective equipment (PPE), sanitary provision and dust suppression.

8.10 It is noted that the following embedded mitigation measures are to be implemented into the scheme:

- Works are to be undertaken in accordance with a Construction Environmental Management Plan (CEMP);



- All works are to be undertaken in regulation with Construction (Design and Management) Regulations 2015; and
- Construction workers should be provided with appropriate personal protective equipment (PPE) and sanitary facilities, with reference to environmental testing undertaken within the previous Ground Investigation. Mitigation measures outside of embedded mitigation are detailed below.

8.11 One plausible pollutant linkage was identified as part of Curtins Ground Investigation, resulting in the potential for a Minor Adverse effect and as such the following precautionary mitigation measures should be adopted during the construction phase:

- If asbestos containing materials are encountered during construction/earthworks, the advice of a specialist asbestos management contractor should be sought; and
- Should unexpected contamination be observed/encountered during construction/earthworks, works should be stopped with advice obtained by an appropriate specialist.

8.12 Following the implementation of the recommended mitigation measures, the residual effect of the proposed development with respect to nearby occupants of commercial properties and ecological receptors from dust during construction is assessed to be Neutral (Not Significant).

8.13 The impact on construction workers from ground gas is Minor Adverse, but Not Significant and the impact on construction workers from contamination is Neutral (Not Significant).

8.14 The impact on site end users and neighbours from contamination will be Neutral (Not Significant).

## **9.0 Cumulative Assessment**

- 9.1 An assessment has been carried out to establish whether any significant cumulative effects may arise that would require additional mitigation above those measures already identified in the EIAR. Cumulative impacts have been considered in relation to:
- The combined effect of different types of impact relating to the proposed development in respect of a particular receptor; and
  - Interaction with various other schemes in proximity to the site (see Table 9.1 below) to ascertain whether there is potential for any inter-project cumulative effects.

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Table 9.1 Developments for consideration in cumulative assessment

Site	Plan Ref	Planning App Ref	LDP Ref	Description of Development	Planning Status	WETA?
IBG West (Phase 1)	1	15/05580/PPP	Emp 6	122,000sqm business; hotels (1,415 rooms), 800sqm leisure development; 5,400sqm retail/food and drink and residential (312 flats/apartments).	Called in by Scottish Ministers	Yes
IBG East (Phase 2)	2	N/A	EMP6	118,000sqm business; hotel (250 rooms); 1,966 mixed dwellings consisting of 1,497 flat/apartments and 469 houses; retail/leisure development; primary school and potential secondary school.	PAN submitted, no current application	Yes
RHASS Showground	3	10/01832/PPP	Emp 5	Redevelopment and extension of show ground site, comprising new/ extended showground buildings, 13,370sqm · 29,000sqm business, 2 hotels, food centre and conference facilities	Minded to grant, subject to S75	Yes
RBS (Phase 2)	4	18/07851/FUL	Emp 7	Business development including new access bridge, landscaping and ancillary uses incl. restaurant/cateri	Application Granted	Yes

				ng facilities, banking, surgery, shops, conference and creche (renewal of 15/03096/FUL).		
Cammo Fields, Maybury	5	18/01755/ FUL	HSG20	Development of LDP allocated site HSG20 for residential development supported by ancillary mixed uses including associated works and landscaping.	Application Granted	Yes
West Craigs - Taylor Wimpey	6	16/05681/ PPP	HSG 19	Residential development of up to 250 residential units	Application Granted	Yes
West Craigs - Turnhouse Road Edinburgh	7	16/04738/ PPP	HSG 19 and SCH67	Residential development of up to 1,400 units, and ancillary commercial (Class 1 retail and Class 2 financial and professional)	Granted at appeal	Yes
		19/05599/ AM		Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP in respect of conditions 1, 2, 3, 4 and 5 (site masterplan).	Application Granted	Yes
		19/05514/ AMC		Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in	Application Granted	Yes

				respect of conditions 6(c), 6(d), 6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21 (relating to landscape and enabling infrastructure).		
		20/00929/ AMC		Approval of Matters Specified in Conditions of planning permission in principle PPA-230-2207, in respect of Condition 6.	Application Granted	Yes
		20/03224/ AMC		Approval of Matters Specified in Conditions of consent 16/04738/PPP in respect of condition nos. 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 4 only	Application Granted	Yes
		20/03942/ AMC		Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP re conditions 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 5 only	Application Granted	Yes

Turnhouse	8	09/00302/ REM	N/A	Office/industrial storage park	Application Granted	Yes
Garden District	9	15/04318/ PPP	N/A	Residential development (up to 6,200 units) with local centre (Including Class 1, Class 2 & Class 3 Uses) and community facilities (Incl. primary school and open space)	Called in by Scottish Ministers	Partially
Elements Edinburgh (Crosswind ) - Edinburgh Airport	10	20/03219/ PPP	Emp 4	Mixed use development including business and employment uses (use classes 4, 5 and 6); residential (class 9) and sui generis flatted development (including affordable and student accommodation) ; hotels (class 7); ancillary uses including retail (class 1), financial and professional services (class 2), food and drink (class 3 and sui generis), non- residential institutions (class 10), assembly and leisure (class 11); and associated works including car parking, servicing, access and public realm.	Pending determinatio n	No



Ratho Station Ph1	11	16/04861/ FUL	HSG5	124 dwellings, associated roads, SUDS, landscaping and ancillary works	Pending determination	Yes
Ratho Station Ph2	12	15/04707/ PAN	HSG5	Residential including affordable housing and ancillary	PAN Approved, no current application	Yes
Edinburgh Park - Land Adjacent to Lochside Way (First Phase)	13	17/04341/ AMC	Del 4	Matters specified in condition 5 of planning permission in principle application reference 99/02295/OUT varied by application 09/00430/FUL for office, hotel and ancillary development	Application Granted	Yes
		17/04341/ VARY		Non-Material Variation to consent 17/04341/AMC comprising minor changes to building positions, public open space and sports facilities	Permission Varied	Yes
		19/01967/ FUL		Temporary works to include roadworks, car parking, sports pitch, public realm structure, substation, building screen and associated works to facilitate phased development of consents 17/04391/FUL and 17/04341/AMC	Application Granted	Yes

		19/05875/ FUL		Engineering operations including earth works, earth storage, sorting and recycling (related to consent 17/04341/AMC	Application Granted	Yes
		17/04341/ VAR2		Non-material variations to multi-storey car park originally consented in 17/04341/AMC	Permission Varied	Yes
		17/04341/ VAR3		Minor amendments to the NW1b office building as originally consented under application reference 17/04341/AMC	Permission Varied	Yes
Edinburgh Park - Land Adjacent to Lochside Way (Southern Phase)	14	19/02776/ PAN	Del 4	Development of the Southern Phase of Edinburgh Park for a residential-led masterplan, comprising a mix of uses including residential, student accommodation and serviced apartments, offices, hotel, crèche, leisure and ancillary shops, cafes and restaurants, financial institutions and public houses.	PAN Approved	Yes
		20/02068/ FUL		Development of southern phase of Edinburgh Park to comprise mix of uses	Pending determination	Yes

				including residential (Class 9 houses and sui generis flats), offices (Class 4), hotel (Class 7), crèche (Class 10), leisure (Class 11), ancillary Class 1/Class 2/Class 3 and sui generis public house, car parking, landscaping, roads, access and associated works.		
Site bounded by land to the north of and west of the tram depot, Myreton Drive (West Craigs)	15	16/00927/ PAN		Mixed use development incorporating Business, General Industrial, Storage or Distribution, Hotel, Houses, Leisure, Student Accommodation, landscaping, associated access and all ancillary development.	PAN Approved	Yes
Land to South West of Meadowfield Farm, Turnhouse Road	16	18/07600/ PPP	HSG19	Proposed pedestrian and cycle bridge with associated landscaping	Application Granted	Yes
		20/01148/ AMC		Approval of Matters Specified in Conditions of planning permission in principle 18/07600/PPP in respect of Conditions 1, 4, 5 and 6	Application Granted	Yes

Land Northeast Of 210, Craigs Road, Edinburgh	17	18/10028/ PAN		Mixed use development including business and employment uses (class 4), (class 6); hotels (class 7) and ancillary uses including retail (class 1), financial and professional services (class 2), food and drink (class 3), residential institutions (class 8), residential (class 9), non- residential institutions (class 10), assembly and leisure (class 11), sui generis flatted development; and other associated works including landscaping, car parking, servicing, access and public realm.	PAN approved	No
		20/03828/ SCO		Environmental Impact Assessment Screening and Scoping Opinion Request	Awaiting Assessment	
Hampton Hotel, Edinburgh Airport	18	17/03186/ FUL	Emp 4	Erection of hotel and associated facilities, car parking and landscaping (240 bedrooms)	Application Granted	Yes
Moxy Hotel, Edinburgh Airport	19	15/05852/ FUL	Emp 5	Development of hotel (230 bedrooms)	Application Granted	Yes

- 
- 9.2 No significant cumulative effects exist when two types of impact assessed in this EIAR are considered together, and therefore there is not a requirement for any additional mitigation measures to offset multiple effects on one receptor during the construction or operational phase.
- 9.3 Consideration has also been given to the potential for cumulative effects when the proposed development is considered alongside the 19 other identified emerging and schemes in the Table above, which are either committed or under construction in the surrounding area. The schemes listed in the table above were agreed with CEC through the Scoping process.
- 9.4 The schemes have been reviewed in relation to each technical area assessed within the EIAR, and the assessment has shown that effects are likely to be Not Significant, Negligible or no cumulative effects.

## **10.0 Delivery of Mitigation and Monitoring**

- 10.1 The process of EIA has resulted in the incorporation of a range of ‘in built’ mitigation measures into the design of the proposed development. These are aspects of the design which have been specifically included in the scheme design and are assumptions on which the assessment and resultant additional mitigation have been based. These measures are secured by condition or provided for on the Plans for which the application seeks approval.
- 10.2 The EIA process has also identified a need for the preparation and agreement of a number of documents, should permission be granted for the development, that will ensure the conclusions of the EIAR can be secured and that effects will be Negligible or kept to an absolute minimum. The documents identified include:-
- 1 Construction Environmental Management Plan (“CEMP”) (based on the principles established in Chapter C), to be developed and agreed with CEC and other regulators/consultees, as required, prior to the commencement of the construction activities. Contractors working on the site will be required to comply with the CEMP;
  - 2 Construction Traffic Management Plan (“CTMP”);
  - 3 Surface Water Management Plan to ensure that a sustainable drainage solution can be achieved across the proposed site drainage. The timing of implementing drainage works can be agreed with the Council; Ground Water Management Plan, if required after further investigation is undertaken.
- 10.3 It is anticipated that other mitigation and monitoring identified throughout the EIAR, which does not fall within the remit of a specific monitoring and mitigation document, will be secured via issue-specific planning conditions.

## **11.0 Availability of the EIAR**

- 11.1 A CD or electronic copy of the EIAR and NTS can be obtained from:
- Lichfields  
101 George Street  
Edinburgh  
EH2 3ES  
Tel: 0131 285 0670
- 11.2 Reasonable copying and printing charges will be applied to the paper copy; a CD-ROM is available for a charge of £10.
- 11.3 Once submitted, the EIAR and associated detailed planning application can be viewed at <https://www.edinburgh.gov.uk/>. The information is also usually available for viewing during the opening hours of CEC at the following address:
- Waverley Court  
4 East Market Street  
Edinburgh  
EH8 8BG  
Tel: 0131 529 3550
- 11.4 During the COVID 19 pandemic, it may not be possible to view this information at the CEC offices. In such circumstances, and should you require a copy of the EIAR, please use the details for Lichfields above or liaise with the planning team at CEC for further assistance.
- 11.5 All comments on the EIAR (and the planning application) should be issued directly to CEC.

**12.0**

## **Abbreviations**

- 1 AOD Above Ordnance Datum
- 2 AQMA Air Quality Management Area
- 3 ASAS Airport Surface Access Strategy
- 4 CEC City of Edinburgh Council
- 5 CEMP Construction Environmental Management Plan
- 6 CIRIA Construction Industry Research and Information Association
- 7 CTMP Construction Traffic Management Plan
- 8 DMRB Design Manual for Roads and Bridges
- 9 EAR Eastern Access Road
- 10 EIA Environmental Impact Assessment
- 11 EIAR Environmental Impact Assessment Report
- 12 HGV Heavy Goods Vehicle
- 13 IAQM Institute of Air Quality Management
- 14 IBG International Business Gateway
- 15 IEMA Institute of Environmental Management and Assessment
- 16 LDP Local Development Plan
- 17 LNCS Local Nature Conservation Site
- 18 NTS Non-Technical Summary
- 19 PPE Personal Protective Equipment
- 20 SuDS Sustainable Urban Drainage System

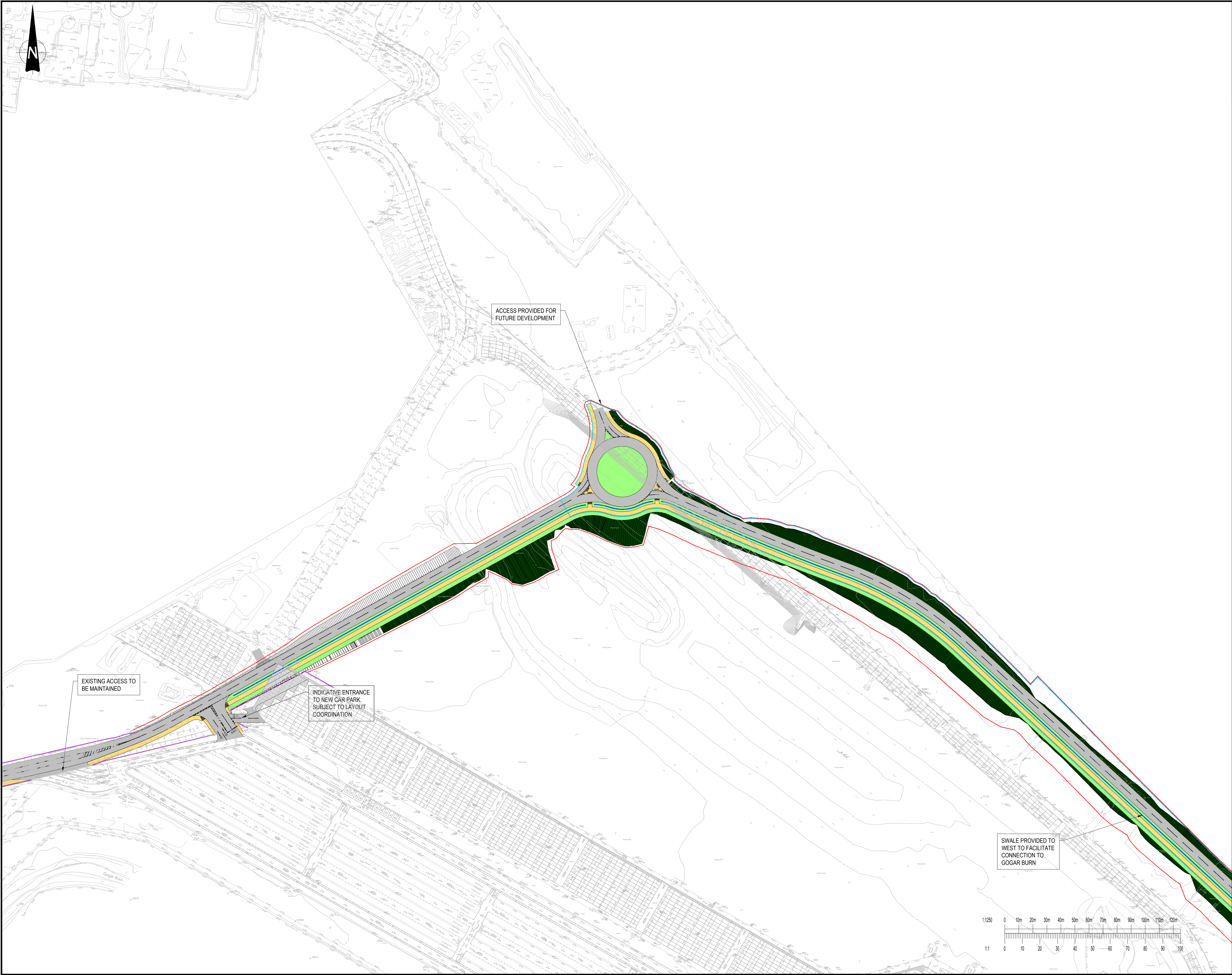


## **Appendix 1: Layout Plans**









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**EDI**

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Model File References List - XRef Model Name (excluding path), Version & Status:  
  
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.  
  
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.  
  
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4. FOR GENERAL NOTES REFER TO DRAWING.  
  
5. DESIGN BASED ON TOPOGRAPHICAL SURVEY INFORMATION AVAILABLE AT THE TIME OF DESIGN. ANY VARIANCE FROM THE INFORMATION SHOWN SHOULD BE REPORTED TO THE ENGINEER FOR REVIEW.  
  
6. ROUTE SUBJECT TO LOCATING EXISTING UTILITIES. ALL EXISTING SERVICES TO BE LOCATED PRIOR TO COMMENCEMENT OF ANY WORKS, AND WHERE NECESSARY PROTECTION OR DIVERSIONS TO BE UNDERTAKEN TO AVOID CONFLICT WITH THE PROPOSED WORK.  
  
7. SECTIONS OF ADOPTABLE HIGHWAY SUBJECT TO APPROVAL AND CONSULTATION BY CITY OF EDINBURGH COUNCIL.  
  
8. NOT TO BE USED FOR CONSTRUCTION, PLAN FOR OPTIONEERING PURPOSES ONLY.  
  
9. DESIGN OF JUNCTIONS SUBJECT TO CAPACITY CHECKS DEVELOPED FROM TRANSPORT ASSESSMENT.

**KEY**

PROPOSED RED LINE BOUNDARY

PROPOSED ADOPTION BOUNDARY

CARRIAGEWAY CONSTRUCTION

FOOTWAY CONSTRUCTION

LANDSCAPE

PROPOSED SWALE

GRASS BATTER SLOPES

GRASS CRETE

FOOTWAY VEHICLE CROSSOVER

P02	27/11/20	LAYOUT UPDATED	HS	HS	PR
P01	24/01/20	-FIRST ISSUE	MPC	HS	HS

Ver	Date	Version Description	Dm	Chk	App
Key Plan					

1a Belford Road, Edinburgh, EH4 3BL  
0131 225 2175  
edinburgh@curtins.com  
www.curtins.com

Drk & Strclcs • Trnsprt Plnng • Envronmnt • Hstrcture • Gndtctrc • Cnstrcton & Hrtg • Prjct Dsgnr  
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Project Name  
Edinburgh Airport  
East Access Road

Title  
2022 Proposed Layout  
Sheet 2 of 3

Common Language Series Areas, Vehicles and Intangibles		EAL Project No. 59007
Common Language System Road		Originator's Job No. 072890
Checked By HS	Checked Date 24/01/20	Drawn By MPC
Approved By HS	Approval Date 24/01/20	Scale 1:1250 @ A1
Location-Level-Sub Doc-Series/System-Identifier 59007-00-EC-736-000003		Version P02