

Appendix 7

Supporting Chapter 7 – Consultation and Scoping

Appendix 7.1 – Copies of Consultation Responses

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British Horse Society

Stage 2 (b)

From: Helene Mauchlen <helene.mauchlen@bhs.org.uk>
Sent: 14 December 2016 16:08
To: Irving, Jill
Cc: Sarah Fleming (County Chair)
Subject: A720 Sheriffhall roundabout DMRBStage 2 Stakeholder Consultation
Attachments: Development Plans - A BHS View.docx

Dear Jill

Thank you for consulting BHS on the second stage of the Sherriffhall Roundabout project. From our point of view we are simply concerned to ensure that all off road provision is multi-use and that horses are considered as the development proceeds because there are a lot of riders in the area and some busy livery yards. I am copying Sarah our local access rep in on this because she is very handy if you ever need someone for site visits?

Regards

Helene

Helene Mauchlen
National Manager for Scotland
The British Horse Society

Woodburn Farm, Crieff
Perthshire PH7 3RG

Telephone: 02476 840727
Email: helene.mauchlen@bhs.org.uk
Website: www.bhs.org.uk

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Stage 2(a)

From: Helene Mauchlen [<mailto:helene.mauchlen@bhs.org.uk>]
Sent: 26 March 2015 11:11
To: Irving, Jill; McClelland, Zoe
Cc: Constance
Subject: Sherrifhall Roundabout

Hello Jill and Zoe

Sincere apologies, the British Horse Society wants to be fully involved in both the feasibility study and progress of this scheme to improve the Sheriffhall Roundabout. We very much welcome the scheme and thank you for consulting with us.

We have many horse riders and stables in the area and our overriding aim will be to ensure that good, segregated multiuse access tracks criss cross the development so that walkers, cyclists and horse riders can all exercise their right of responsible off road access. So that all core paths and surrounding access tracks and farm land are joined up for non-motorised users.

I have not had time to have more than a perfunctory look at your papers. I will feed back in more details in due course.

We need to be fully involved through out please and apologies for this email being a day or so late. Constance, copied in is our local access representative.

Please confirm our involvement?

Helene

Helene Mauchlen
Director Scotland
The British Horse Society

Woodburn Farm, Crieff
Perthshire PH7 3RG

Telephone: 02476 840727
Email: helene.mauchlen@bhs.org.uk

Buccleuch

Stage 3

From: James Palmer <jpalmer@buccleuch.com>
Sent: 08 January 2019 10:52
To: Britton, Katie
Cc: Irving, Jill
Subject: RE: A720 Sheriffhall - DMRB Stage 3 Environmental Assessment

Katie, Jill,

I hope you've both had a relaxing break.

Please accept my apologies for the delayed reply to your note with attachments. We have reviewed from the perspectives of 'Buccleuch Property (Sheriffhall South) Ltd.', 'Shawfair LLP', 'Buccleuch Estates Ltd.' and 'Dalkeith Country Park', as the various Buccleuch ownership vehicles for the surrounding land to the Roundabout. It would be useful to have a meeting to discuss development plans for each of these companies, as there is a lot of detail sitting behind them. First and foremost, we need to understand what the likely impact is from the resultant CPO on land required and what/when this will be quantified, both in terms of area and financial/improvement bases.

Our engineers have summarized various further points, which I copy below;

- In terms of land take, limit of deviation etc. we must ensure regular dialogue/review, particularly related to where SUDS features both temp and permanent are located.
- This is still quite a basic design proposal in many ways and we haven't enough background to comment on the main carriageway designs in any detail.
- However, what jumps out is the cycle-path provisions which seem to be slightly doubled up in some areas.
 - The route north up A7 doesn't seem feasible/sensible for two separate cycle routes on each side when one single two-way route would fit better.
 - The route on east side of A7 near Summerside also has large land impact due to gradient and earthworks.
 - The cycle route up north side A6106 is sensible and should fit nicely along new road here.
 - The cycle paths on south side of A6016 may again be doubled up unnecessarily near Sheriffhall house.
- We don't know how these cycle-paths tie up with proposals further north/south but I assume this is being coordinated with MLC / Sustrans and others to provide coherent design.
- There appears to be a lot of fill for the new road embankments. Potential opportunity to offer some local materials from Shawfair?
- It is also noted that the SUDS features at the South of the Roundabout are in the blue wash flood zone.
- Compensatory flood storage potentially needed due to SUDS in flood zone area. Works not noted so could result in new SUDS locations or off-site works to compensate.

Please let me know if there are any further clarifications needed, and perhaps a good time to make meeting arrangements for?

Many thanks,
James.

James Palmer
Associate Director, Buccleuch Property

Scoping

From: James Palmer <jpalmer@buccleuch.com>
Sent: 23 May 2017 17:29
To: McClelland, Zoe
Subject: RE: A720 Sheriffhall
Attachments: A720 Sherrihall_St2 report_Fig 4-3-2-1.pdf

Hi Zoe,

Our apologies for the slightly tardy full response to this, but please find below some points raised by our Engineers on behalf of the Sheriffhall South landholding/allocated development site for further consideration;

- Anticipated extents of EIA;
- Anticipated extents of permanent works;
- Anticipated extents of temporary works;
- Anticipated Access requirements (temporary and/or permanent);
- Impact of any Service/Utility relocations as part of the works;
- Stage 3 Scheme Assessment: -
 - Confirmation of maintenance strips;
 - Drainage requirements;
 - Anticipated further Environmental Mitigation (likely confirmed via EIA Screening);
 - Impact from provision from NMU.
- What is the anticipated impact on traffic flows and does this hold any consideration for the SHSE development.
- There are discussion in Section 6.4 Methodology about 'minimising' construction extents. It would be interesting to see the extents of this in line with the above.
- Note that a detailed FRA is to be undertaken as part of the Stage 3 design works;

With thanks,
James.

James Palmer
Associate Director, Buccleuch Property

T: 0131 524 0910
M: 07584 644022

Stage 2 (a)

From: James Palmer <jpalmer@buccleuch.com>
Sent: 17 March 2015 14:59
To: Irving, Jill; Fisher, Catriona (Glasgow)
Subject: Sheriffhall Roundabout - Options Appraisal

Dear Jill,

Firstly, thank-you for your respective letters and copy of the URS report of the 6th February and 24th of February; I apologise for the time taken to respond.

As you may be aware, Buccleuch hold ownership of a significant portion of the land surrounding the Sheriffhall Roundabout under various subsidiaries; 'Buccleuch Property Shawfair' at Todhills,' Buccleuch Estates' (BEL) to the east and northwest of the A7 and south of the A720, Dalkeith Country Park to the south east and 'Buccleuch Property (Sheriffhall South)' further south of the BEL ownership, in addition to ownership in the 'Shawfair' LLP vehicle delivering the 4000 housing unit development at the old Monktonhall Colliery site.

As a response on behalf of Dalkeith Country Park, we view the proposed works as a positive development to the roads network and in enhancing the accessibility to the Park. We will view any requests for intrusive ground investigation works accordingly and not obstruct any reasonable requests to access Buccleuch land, should the resultant information be openly presented to us for review once completed. This opinion is in line with those of other holding/development vehicles in the area. The mining information that we hold for this area is, unfortunately, fairly dated and we should imagine not of use to your independent evaluation.

We are keen to explore the opportunity to provide directional signage to the Park sited on the bypass as part of the works, and also further at the A68 access point at the mid-point of the Estate as part of, or in advance of the works. Our preference in terms of the tabled options would be '6A', which we presume would also provide the most cost effective option.

Please feel free to use me to direct any relevant correspondence/requests through.

With kind regards,
James.



James Palmer
Associate Director

Buccleuch Property
27 Silvermills Court
Henderson Place Lane
Edinburgh
EH3 5DG
Tel: 0131 524 0910
Mob: 07584 644022
Email: jpalmer@buccleuch.com

City of Edinburgh Council

Scoping

Response from City of Edinburgh Council on the A720 Sheriffhall EIA Scoping Report (Updated Version)

Landscape Issues

The Council provided comments on the scope of the Landscape and Visual Impact Assessment in February 2015, as reflected in section 6.2 of the Stage 2 Scheme Assessment. At that time the preferred option had not been identified, however, the advice still stands. The approach outlined is comprehensive.

Transport

In addition to matters lying specifically within the EIA, we would take this opportunity to raise a number of other matters relating to transport. These are included below. It is noted that some of these matters have previously been raised by the Council or by others.

The proposed improvements to Sheriffhall Roundabout will address the existing conditions and associated problems. However, as with any increase in capacity, there is clearly scope for this capacity to be filled with additional, relocated and time shifted traffic. With such a key junction, we would expect additional measures to be introduced to assist public transport, as well as cyclists and pedestrians. This is being done in relation to the Queensferry Crossing.

As Edinburgh is a key destination in itself and with the additional traffic from ongoing and planned development, there is clearly potential for already congested junctions and routes to be further impacted by any works at Sheriffhall Roundabout. If additional capacity results in the generation of additional traffic, there is concern that these routes and junctions will be unable to cope, even where mitigation works have already been identified. The Council has developed a programme of proposed infrastructure provision and improvements associated with development but this has been based on a level of development background traffic increase. This programme may be compromised if substantial additional traffic is added to key corridors e.g. Old Dalkeith Road. It is therefore essential that adequate modelling is carried out to assess the local and strategic impact of the Sheriffhall works. We would add that the recent question marks over the integrity of diesel emission data raise concerns with air quality modelling.

Cyclists and pedestrian movement through the existing Sheriffhall Roundabout is currently clearly far from satisfactory. Much of the A720 City Bypass is a significant barrier to more sustainable modes of transport. The proposed improvements have the potential to make significant improvements for cyclists, as well as supporting the Council's active travel policies, but only if the needs of these users are addressed as a key element of the proposals and not merely as an add-on. There is clearly suppressed cycle, pedestrian and horse rider demand across the Bypass and at Sheriffhall Roundabout in particular.

Cycle and pedestrian facilities must be continuous, consistent, suitably located and clear to users. This will require design to be included within the overall design and provision must be of sufficient standard, both in terms of design and construction.

The construction phase is likely to cover an extended period and there is considerable potential for traffic to divert on to other routes, with adverse consequences. In the case of cyclists, pedestrians and horse riders, any diversion routes must be fit for purpose and not significantly add to journey length. In the case of motor vehicles, drivers may divert to other, unsuitable routes.

We would also take this opportunity to raise potential concerns with those works which would ultimately fall to the Council's responsibility. There is likely to be impact on the physical structure of the Council's roads and there may be additional areas added. The standard of construction must clearly be acceptable to the Council as roads authority and should be discussed and agreed in advance. This would include lighting, drainage, SUDs and other infrastructure. The presence of mine and similar workings may present technical difficulties.

There is also likely to be land required for the proposed works and negotiations are likely to take considerable time to complete. It is essential that any such negotiations are completed prior to roads or land, and the associated liabilities, being passed to the Council.

Environmental Protection has a number of concerns regarding this proposal. The scoping report has looked at air quality impacts and has conducted some monitoring. Table 2 provides annual mean Nitrogen Dioxide levels that were monitored in 2014. It shows that Gilmerton Road breaches the annual mean objective level. It is not clear where this measurement location is exactly; this should be clarified and is a cause of concern.

The air quality impact assessment has used the DMRB model which is not a model supported by CEC. Can the applicant justify this approach and why other models such as ADMS have not been used?

Cleaner Air for Scotland - The Road to a Healthier Future (CAFS) is a national strategy that sets out how the Scottish Government will deliver its commitment to further improving air quality to protect human health and fulfil Scotland's legal responsibilities.

The strategy aims to achieve the ambitious vision for Scotland "to have the best air quality in Europe". A National Modelling Framework (NMF) and National Low Emission Framework (NLEF) will provide the tools and mechanism to put in place measures that will improve air quality.

The scoping report does not make reference to CAFS.

CAFS challenges local authorities to optimise the operation of road space within urban areas. Traffic volumes in Scotland have increased by approximately 5% since 2003 whilst journeys made by bicycle have risen over the same period. Both modes of travel make use of our existing road networks, with new urban cycle networks altering the physical road layout in some cases. Intelligent transport systems are already being employed on national and local roads to optimise the flow of traffic across all modes of transport (for example Fife and Newcastle City Councils respectively). The challenge for local authorities is to put in place traffic management procedures through intelligent transport systems to find a balance that:

- optimises the movement of existing traffic to minimise stop-start movements of vehicles within Air Quality Management Areas (AQMAs); and
- makes short distance active travel routes (within and beyond large urban areas and AQMAs in particular) more attractive by considering prioritising urban cycling corridors through harmonised traffic junction light settings. This would support the Cycling Action Plan for Scotland vision of encouraging modal shift to cycling, particularly for short urban journeys of less than two miles.

This proposed improvement purely focuses on general vehicle movements. It will minimise the traffic stop start movements in that specific area for a period of time. However, a large proportion of this traffic will then get access to the already congested Edinburgh road network. There is already a significant amount of larger committed developments in the south-east wedge which will further add to urban congestion. Has the modelling taken the committed developments into consideration? Will Transport Scotland be contributing to the required transports improvements identified in the Local Development Plan?

The scoping report does not mention cycling or pedestrian links; provisions need to be provided in order to keep to the CAFS philosophy. Will Transport Scotland be committing to enhance public transport, for example bus lanes, investment into the park and ride, rail is important too. Intelligent signage could provide car users with up to date information on public transport. Transport Scotland should also incorporate a major electric vehicle charging hub into the design. This could be located off site or in existing park and ride facilities, the new roundabout could again provide intelligent signage regarding electric vehicle charging facilities. Could they have a lane dedicated to electric vehicles?

Black carbon is the major component of fine particulate matter and results from incomplete or inefficient combustion of fossil fuels. Within the urban environment, black carbon is associated with the inefficient combustion of diesel in particular. The number of diesel-powered cars and vans on our roads has increased significantly over recent years, with the proportion of new diesel cars sold rising from 14% to 46% over the last decade. Black carbon is a serious threat to human health as the particles are very small and can enter the deepest parts of the lungs. Transport Scotland need to do more than just build a new road, it should be managed to encourage sustainable transport and give priority to those who use walk, cycle, use public Transport or drive a no emission vehicle.

Environmental Protection also has serious concerns the construction phase will have on the road network in Edinburgh. Has the applicant assessed the effects of the displacement of this traffic? Will there be emission limits set of the contractors' vehicles servicing the site? Construction traffic mitigation must be considered further.

Environmental Protection will require the applicant to demonstrate that noise from additional traffic will not impact residential amenity. This is particularly an issue where development has recently been consented in the south-east wedge. Mitigation may need to be installed in the form of an acoustic barrier. Noise levels will need to be commensurate with the WHO guidelines for community noise and internal noise levels with BS8233.

Stage 2 (b) – Flood Prevention

From: [Gordon McOmish](#)
To: [Homoncik, Sally](#)
Cc: [Ivar Christensen](#); James.Gilfillan@midlothian.gov.uk
Subject: RE: Sheriffhall Roundabout
Date: 13 January 2017 09:27:37

Sally

Ivar has passed this on to myself for comment. The Dean Burn is wholly in the Midlothian area so we do not have any records relating to this watercourse. I would suggest you contact Jim Gilfillan James.Gilfillan@midlothian.gov.uk at Midlothian Council who should be able to help you.

From the SEPA flood maps <http://map.sepa.org.uk/floodmap/map.htm> it doesn't look like the risk of flooding from the burn greatly affects the road, however it does identify several areas of potential surface water flooding that would need to be assessed.

Regards

Gordon McOmish

Senior Engineer, Flood Prevention | Planning and Transport | Place | The City of Edinburgh Council | C1 | Waverley Court, 4 East Market Street, Edinburgh EH8 8BG | Tel: 0131 469 3440

Stage 2 (a) – Planning

From: Andrew Smith [<mailto:Andrew.Smith@edinburgh.gov.uk>]
Sent: 02 September 2015 17:42
To: Thompson, Myles
Cc: Gina Bellhouse
Subject: RE: A720 Sheriffhall Roundabout Viewpoint Consultation

Dear Mr Thompson

Although we have no details on the general characteristics of the project, the 3 viewpoints relating to the City of Edinburgh Council's boundary appear to be logical locations from which to assess the visual effects of options for Sheriffhall Roundabout. These would cover both routes and residential receptors i.e. the southern sections of Gilmerton Rd and Old Dalkeith Road. In terms of landscape effects, the land to the northwest of the junction lies within the green belt, which plays a role in maintaining the landscape setting of the City.

Regards
Andrew Smith

Andrew Smith | Planning Officer | Natural Environment | Planning and Building Standards
| Services for Communities | The City of Edinburgh Council | Waverley Court, Level G3, 4 East
Market Street, Edinburgh, EH8 8BG | Tel 0131 469 3762 | Fax 0131 529 6207 |
Andrew.smith@edinburgh.gov.uk | www.edinburgh.gov.uk

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jill.irving@aecom.com

Date 24 February 2015

Your ref

Our ref AE

Dear Ms Irving

TRANSPORT SCOTLAND – A720 SHERIFFHALL ROUNDABOUT

Thank you for your letters dated 5 February 2015 regarding the Stage 2 Scheme Assessment work which you are undertaking on behalf of Transport Scotland.

Officers from a number of different Council Services may hold relevant information, have concerns about the proposed improvements or be aware of issues that should be included in the Stage 2 Report and subsequent assessments.

I would therefore suggest that the most efficient way for the Council to contribute to this stage of the process would initially be for relevant Officers from these Services to meet with you to discuss the proposals and any issues arising from them. I would be happy to arrange such a meeting.

I hope that you find our response helpful.

Yours sincerely

J. Andrew Easson

Andrew Easson
Projects Development Manager

Andrew Easson, Projects Development Manager, Services for Communities
Transport, C2, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 3643 Fax 0131 529 6201 transport.projectsdevelopment@edinburgh.gov.uk



East Lothian Council

Stage 2 (b) – Access and Cycling

From: Lothian, Jennifer <jlothian@eastlothian.gov.uk>
Sent: 08 December 2016 16:25
To: Irving, Jill
Cc: Forsyth, Peter; Greenshields, Marshall; Clark, Neil
Subject: A720 Sheriffhall Roundabout - Stakeholder Consultation response

Jill

Thank you for sending me your stakeholder consultation documents for the A720 Sheriffhall Roundabout.

As East Lothian Council's Outdoor Access Officer for the west of East Lothian, I am concerned about what appears to be a lack of provision for pedestrians and cyclists in the proposed schemes outlined, and specifically the lack of a clear prioritised shared-use (walking/cycling) route which would take walkers and cyclists across the A720 safely and directly in this location.

Active travel is being promoted nationally to help achieve national targets in climate change mitigation, sustainable transport and physical activity, as well as promoting alternatives to using the car with its associated traffic congestion.

I would like to see detailed proposals for active travel in the Sheriffhall proposals. An underpass that would take walkers and cyclists (and potentially horse riders) under the A720, without the need to interact with the traffic on the A720, would be ideal. Connectivity with the surrounding path/active travel network should also be explored as part of these proposals.

Currently the A720 is a barrier to active travel, and although the Sheriffhall Roundabout is not in East Lothian, a well designed shared-use route would benefit those in the wider area as an option for active travel commuting or recreational walking/cycling.

I would be pleased to discuss this with you further as required.

Thank you and regards

Jennifer

Jennifer Lothian | Outdoor Access Officer | East Lothian Council
John Muir House | Haddington | East Lothian | EH41 3HA
Tel: 01620 827419 | Email: jlothian@eastlothian.gov.uk

Stage 2 (b) – Biodiversity

From: MacPherson, Stuart <smacpherson@eastlothian.gov.uk>
Sent: 29 November 2016 16:17
To: Irving, Jill
Subject: A720 Sherrifhall Roundabout - biodiversity comment

Dear Jill

Thank you for your letter of 23rd November asking for comment on three proposals to improve the Sherrifhall junction. I do not have any particular biodiversity preference about the proposals. They are all outwith East Lothian and I don't have any records for this particular area. I would advise that you contact The Wildlife Information Centre regarding species records and information on any locally designated sites in the area. They can be contacted on admin@wildlifeinformation.co.uk. I know that TWIC do a lot of work for Midlothian Council and hold all of their wildlife records.

On a different topic, I would request that the option chosen should be as easy for cyclists as possible, ideally extending to provision of a separate cycleway under the A720. The A720 is a significant block to active travel between Edinburgh and Dalkeith and the opportunity must be taken to improve the situation. My colleague, Jennifer Lothian, will comment further on active travel but it is an important topic for me, as an individual.

Regards
Stuart

Stuart Macpherson | Biodiversity Officer | East Lothian Council
John Muir House | Haddington | EH41 3HA | (01620) 827242

Stage 2 (a) – Biodiversity

From: Grant, Shona <sgrant@eastlothian.gov.uk>
Sent: 10 February 2015 14:41
To: Irving, Jill
Subject: A720 Sheriffhall Roundabout - Request for Information

Dear Jill

I refer to your letter dated 6 February 2015. I can confirm that East Lothian Council Environmental Protection team hold no relevant information and have no concerns regarding the proposed improvements to the A720 Sheriffhall Roundabout.

Kind Regards

Shona Grant

Shona Grant | Principal Environmental Protection Officer | East Lothian Council | John Muir House | Haddington | EH41 3HA |
Tel. 01620 827336 | Email. sgrant@eastlothian.gov.uk | Visit our website at www.eastlothian.gov.uk

Stage 2 (a) – Transport

From: Greenshields, Marshall <mgreenshields@eastlothian.gov.uk>
Sent: 19 March 2015 10:54
To: Irving, Jill
Cc: Baxter, Stuart; Forsyth, Peter; Talac, Grant; Redpath, Callum
Subject: Transport Scotland - A720 Sheriffhall Roundabout - MG 19 March 2015

Jill,

I refer to your letter, dated 6 February 2015, relating to the A720 Sheriffhall Roundabout. Firstly I apologise for the delay in getting back to you.

In terms of comments specifically on the schemes proposed, we do not have a strong view either way on these, in relation to the physical proposals. However we do have concerns on the potential impacts on the A720/A1 junction to the north/east at Old Craighall. The improvement works at Sheriffhall junction will naturally result in more free flowing traffic on the A720 which would potentially result in more traffic arriving in a constant flow at the A720/A1 Old Craighall Junction. It could also be argued that the works could also positively encourage driving as a modal choice therefore increasing overall traffic numbers (i.e. as a result of works reducing localised congestion and delays at Sheriffhall)!

This would be a particular issue during the peak periods (especially PM!). The concern we have is that there could be potentially less gaps in traffic for drivers approaching (and arriving at) the junction from the western approach (i.e. from Edinburgh direction) as the A720 traffic heading north and east would be more of a constant flow and hold this up!

This could potentially result in increased queuing and therefore queue lengths back onto the ELC section of the A1. This would be a real concern for us with the potential for rear end collisions here.

Can you therefore ensure that this is modelled and potential impacts (as highlighted above) mitigated against particularly on the ELC section of the A1?

Best Regards,

Marshall Greenshields
Transportation Planning Officer
01620 827732

Forestry Commission Scotland

Stage 3

13th December 2018

Ref 6057221

Dear Ms Irving,

Transport Scotland A720 – Sheriffhall Roundabout – DMRB Stage 3 Stakeholder Engagement

I am writing in response to your letter of 21st November with regard to the above application.

Forestry Commission Scotland (FCS) acts as the Scottish Government's Forestry Directorate. It has a statutory duty to promote sustainable forestry in Scotland, endeavouring to achieve a balance between environmental, social and economic sustainability.

Having assessed the plans provided, FCS would like to provide the following comments. The plans indicate that the only significant impact on woodland would be the running of a new section of road through an area of existing woodland immediately adjacent to the current roundabout in a segment between the main carriageway and the A6106 Old Dalkeith Rd. This area of native broadleaved woodland measures 0.71ha. Whilst the woodland is neither sizeable nor has any conservation designations on it, its removal would represent a negative environmental impact.

Policy Context

Internationally there is now a strong presumption against deforestation (which accounts for 18% of the world's greenhouse gas emissions). Reflecting this, Scottish Ministers have now approved a policy on Control of Woodland Removal (refer Scottish Planning Policy paragraph 148) which seeks to protect the existing forest resource in Scotland, and supports woodland removal only where it would achieve significant and clearly defined additional public benefits. In some cases, including those associated with development, a proposal for compensatory planting may form part of this balance.

The Policy on Control of Woodland Removal has a strong emphasis on the inclusion of compensatory planting in development proposals where woodland removal will occur. The policy provides criteria for determining where compensatory planting is appropriate. The policy criteria states:

Woodland removal **with** compensatory planting is most likely to be appropriate where it would contribute significantly to:

- helping Scotland mitigate climate change;

- enhancing sustainable economic growth or rural /community development;
- supporting Scotland as a tourist destination;
- encouraging recreational activities and public enjoyment of the outdoor environment;
- reducing natural threats to forests or other land; or
- increasing the social, economic or environmental quality of Scotland's woodlands cover.

FCS therefore recommends that appropriate compensatory planting as per the Control woodland removal policy is put in place as a specific planning condition to ensure delivery and it recommends the following text form the condition.

1. Two years from the commencement of the development, 0.71 hectares (net) of suitable non-afforested land must be secured and planted using native broadleaf species.
 - a. The land shall be ground prepped, drained and stock fenced where necessary.
 - b. Trees are to be planted and maintained at a minimum stocking density of 1100 stems per hectare.
2. For a period of 10 years from the planting:
 - a. The plants shall be protected against damage, adequately weeded and allowed to grow without hindrance.
 - b. Any failure or losses shall be replaced as necessary to provide a stocking of not less than 1100 stems per hectare evenly distributed over the site.
 - c. Any planted trees shall be maintained to ensure successful establishment in accordance with the rules and practice of good forestry.

FCS would welcome the opportunity to contribute further towards any consultation required for this project and are happy to answer any further queries that our response may have generated.

Yours sincerely



Liz Poulson
Woodland Officer – Edinburgh, Midlothian and East Lothian
0300 067 6006

Historic Environment Scotland

Scoping

Ms Zoe McClelland
AECOM Infrastructure & Environment UK
Limited
AECOM
2nd Floor
Apex 2
97 Haymarket Terrace
Edinburgh
EH12 5HD

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
HMConsultations@hes.scot

Our ref: AMN/16/LC
Our case ID: 300019804
Your ref: 40767662
27 April 2017

Dear Ms McClelland

Environmental Impact Assessment (Scotland) Regulations 2011
A720 Sheriffhall Junction Improvement - Environmental Impact Assessment Scoping
Scoping Report

Thank you for your consultation which we received on 11 April 2017 about the above scoping report. We have reviewed the details in terms of our historic environment interests. This covers world heritage sites, scheduled monuments and their settings, category A-listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields and historic marine protected areas (HMPAs).

Midlothian Council's archaeological and cultural heritage advisors will also be able to offer advice on the scope of the cultural heritage assessment. This may include heritage assets not covered by our interests, such as unscheduled archaeology, and category B- and C-listed buildings.

Proposed Development

I understand that the proposed development comprises a grade separation at Sheriffhall Roundabout, including the raising up of the A720 mainline on embankments up to 9.9 metres high on approach to the Sheriffhall roundabout crossings.

Scope of assessment

You have identified the potential for direct and indirect (setting) impacts on Dalkeith House (Palace) Garden and Designed Landscape, and for indirect (setting) impacts on SM6202 Elginhaugh, Roman camp, native fort and palisaded enclosure, and SM5684

Elginhaugh, Roman fort, annexe and bathhouse. We agree that these heritage assets should be included within the scope of assessment for historic environment impacts. Where significant impacts are predicted, we would expect findings to be supported by appropriate visualisations, and in such cases we welcome further consultation to discuss layout, design and mitigation. The assessment methodology should take cognisance of Historic Environment Scotland's Managing Change guidance note on setting (www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549).

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Virginia Sharp and they can be contacted by phone on 0131 668 8704 or by email on Virginia.Sharp@hes.scot.

Yours sincerely,

Historic Environment Scotland

Stage 2 (b)



By email: jill.irving@aecom.com

Ms Jill Irving
AECOM
Citypoint 2
25 Tyndrum Street
GLASGOW
G4 0JY

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
HMConsultations@hes.scot

Our ref: AMN/3/23
Our Case ID: 201604628
06 December 2016

Dear Ms Irving

Transport Scotland A720 Sheriffhall Roundabout – DMRB Stage 2 Stakeholder Consultation

Thank you for your consultation on stage 2 of your options assessment for the above. We have reviewed the details provided in the context of our historic environment interests. This covers scheduled monuments and their settings, category A listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields, and World Heritage Sites.

If you have not done so already, I recommend that you consult both City of Edinburgh and Midlothian Councils' archaeological and conservation advisors. They will also be able to offer advice on potential impacts on the historic environment. This may cover both the heritage assets identified above, and the wider historic environment, such as unscheduled archaeology, and category B and C listed buildings.

As you are aware, we have previously commented on Stage 1 of the options assessment. I note that options have now been reduced to three of those previously presented. There has been no alteration to the individual options.

We have no further comments or advice to offer at this stage. As the options themselves remain unchanged, and the baseline in this area for our interests has not altered, we consider our previous comments to remain valid. We would of course be happy to review any alterations or more detailed proposals as they become available.

I hope that this letter is helpful to you. If it raises any issues which you would like to discuss further, please contact me directly, on 0131 668 8657 or ruth.cameron@hes.scot.

Yours sincerely

Ruth Cameron

Stage 2 (a)

By email: jill.irving@aecom.com

Ms Jill Irving
AECOM
Citypoint 2
25 Tyndrum Street
GLASGOW
G4 0JY

Dear Ms Irving

Transport Scotland A720 Sheriffhall Roundabout

Thank you for your letter of 6 February 2015, regarding junction improvements for Sheriffhall Roundabout. We have reviewed the details provided, and our comments here focus on our historic environment interests. This covers scheduled monuments and their settings, category A listed buildings and their settings, inventory gardens and designed landscapes (GDLs), and inventory battlefields.

I recommend that you also consult with the local authority archaeology and conservation services regarding these details. They will also be able to comment on potential impacts on the historic environment, and this may include issues beyond our interests, such as unscheduled archaeology and category B and C listed buildings.

The Proposed Development

I understand that the project relates to junction improvements for Sheriffhall Roundabout on the A720 Edinburgh City Bypass. I note that the Stage 2 Scheme Assessment for this is to be delivered in autumn 2015, recommending the preferred junction layout.



Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Direct Line: 0131 668 8657
Switchboard: 0131 668 8600
Ruth.Cameron@scotland.gsi.gov.uk

Our ref: AMN/3/23
Our Case ID: 201406961
12 March 2015

The Proposed Development

I understand that the project relates to junction improvements for Sheriffhall Roundabout on the A720 Edinburgh City Bypass. I note that the Stage 2 Scheme Assessment for this is to be delivered in autumn 2015, recommending the preferred junction layout.

Historic Scotland's Interest

There are a number of heritage assets in the vicinity of the junction at Sheriffhall. Whilst none of the suggested layouts appear to involve direct impacts on these assets, the locations of the following assets should be identified in constraint mapping:

- Elginhaugh, Roman camp, native fort and palisaded enclosure 600m NE of (Scheduled Monument, Index No. 6202)
- Elginhaugh, Roman fort, annexe and bathhouse 200m NE of (Scheduled Monument, Index No. 5684)
- Melville Grange, homestead and pit alignments 600m ESE of (Scheduled Monument, Index No. 4592)
- Dalkeith Park, King's Gate, Walls And Lodge (Category A listed building, HB Num 1437)
- Dalkeith House (Palace) GDL

It appears unlikely at this stage that any of the proposed schemes would have a significant impact on the settings of these heritage assets. It is possible, however, that minor changes to some of the proposed options could result in direct impacts, in particular to Elginhaugh

Roman Camp, and care should be taken to ensure that all elements of the scheme avoid this. There is also the possibility for direct impacts on Dalkeith House GDL, and if alterations to the scheme suggest this would be the case (for example, impacting boundary walls or planting within the designated area), we would welcome the opportunity to comment further.

It may also be necessary to consider mitigation to ensure that there is no accidental damage to these heritage assets, or any others in the immediate vicinity of any construction works. We would be happy to comment on any such proposals.

I hope that this letter is helpful to you. If it raises any issues which you would like to discuss further, please feel free to contact me directly using the details given above.

Yours sincerely



Ruth Cameron
Senior Heritage Management Officer, EIA

Lothian Buses

Stage 3

From: White, John <JWhite@LothianBuses.co.uk>
Sent: 14 December 2018 17:35
To: Britton, Katie
Cc: Irving, Jill
Subject: A720 Sheriffhall - DMRB Stage 3 Environmental Assessment

I write to update our response to the proposals to re-model the Sheriffhall Junction on the A720.

1. In terms of preferred layout etc. our response remains the same.
2. In terms of the scheme objectives to improve links between Midlothian and Edinburgh the issues remain the same but the delays have got worse in the two years since the response was written. The level of traffic flows using Gilmerton Station Road in Edinburgh to avoid the bypass has increased significantly and now our service 31 is delayed as citybound traffic gives way to traffic turning right from Gilmerton Station Road. It is noticeable that traffic is leaving the A720 at Sheriffhall junction and using Gilmerton Station Road to rejoin the A720 at Straiton. With the housing developments on Gilmerton Station Road now being occupied and the other major developments in the area at various stages of construction this is only going to get worse.
3. We are concerned that the effect of moving the head of the eastbound queue on the A720 from Sheriffhall Junction to the Old Craighall Junction (the inevitable effect of the grade separation) that traffic from the south of Edinburgh heading to the A1 and East Lothian will increasingly use Niddrie Mains Road to reach the Newcraighall Junction when that road is unable to cope as it is. In the past two years there has been a noticeable increase in traffic using Niddrie Mains Road in the morning and this is believed to be because of the increasing length of westbound queues that form from the Sheriffhall junction.
4. Our attempts to understand what is being done to address points 2 and 3 lead us to believe that there is insufficient understanding of the traffic flows on the trunk road network to make a sensible judgement on the effect of the grade separation. We would welcome any opportunity to be proved wrong

John White
Road & Streetworks Planning Manager



Lothian

Airlink Skylink NightBus Lothiancountry

Part of the **Lothian** family

T: 0131 475 0298 | M: 07740216277 | 55 Annandale Street, Edinburgh, EH7 4AZ
www.lothianbuses.co.uk

Stage 2 (b)

A720 Sheriffhall Roundabout Consultation

Lothian Buses response

Background

Lothian Buses is the main provider of bus services in Edinburgh, Midlothian and East Lothian operating over 50 routes some of which have night bus and limited stop variants. It operates ten principal services between Midlothian and Edinburgh and these cross the A720 at all junctions between Sheriffhall and Lothianburn. In addition, Lothian Buses uses the A720 for off-service movements between its Longstone Depot, Marine Depot (Portobello) and locations where buses will start or end service. As a result Lothian Buses has gained a lot of experience over the years as to how the A720 and its adjacent road network operates in practice. This response is based on that experience and aims to assist in maximising the benefits that can be gained with the grade separation of Sheriffhall junction.

Summary of Services

Junction	Service	Serving	Total buses/hour (inter-peak)	Comments
Sheriffhall	33 49	Edinburgh City Centre Royal Infirmary of Edinburgh Sheriffhall Park & Ride Dalkeith, Gorebridge, Rosewell	16	Significant delays southbound during pm peak with queuing back to Sheriffhall Park & Ride
Gilmerton	3 29	Edinburgh City Centre Dalkeith, Mayfield, Gorebridge	20	
Lasswade	31	Edinburgh City Centre Bonnyrigg, Polton	12	Significant delays (up to 15 mins) northbound during morning peak with queuing back from A720 on-slip to Bonnyrigg High St
Straiton	37 47 67	Edinburgh City Centre Edinburgh University Loanhead Straiton Park & Ride Bush Campus and Science Park Roslin, Penicuik	18	Peak delays minimised by presence of bus lanes on A701
Lothianburn	4 X15	Edinburgh City Centre Morningside Hillend Snow Centre Bush Campus and Science Park Penicuik	12	Northbound delays in am peak due to queue of traffic from A720 westbound on-slip; Southbound delays in pm peak due to stream of traffic from A720 eastbound off-slip blocking southbound exit from Biggar Road

The total number of buses per hour is the number of buses using the junction irrespective of service or direction; additional buses operate during the peaks increasing the number by up to 15%.

Midlothian Council

Scoping

Comments re EIA Scoping – A720 Sherrifhall Roundabout

- Emphasis requires to be given to the Council's aspirations to create Green Networks linking Midlothian north and south of the A720. These Green Networks contain active travel links (footways/cycleways) as well as linking and providing open space and often making provision for SUDs. They make a valuable contribution to biodiversity as well as providing assets to enable improvements to health. Further consideration needs to be given to provide safe and more appropriate crossings at and adjacent to Sheriffhall and perhaps to the use of the 'Cow Tunnel' for such access in the absence of a crossing/underpass as part of the proposals. It should be noted that the development at Shawfair to the north of the A720 and the associated sites identified in the pLDP at Newton/Wellington and Cauldcoats will result in the addition of some 5,000 additional housing units and an additional population of approximately 13,000 residents. There is also a link to the Council's A7 Urbanisation Scheme – which will make better provision for walkers/cyclists and public transport.
- In relation to Section 6 consideration should be given to the additional key receptors of Shawfair Development, which is now underway and the site in the pLDP at Newton/Wellington.
- If watercourses are to be re-aligned/diverted this may have implications for biodiversity and specifically otters.
- On page 15 East Lothian are noted as having been consulted regarding biodiversity. It may be that there is confusion in that the Edinburgh and the Lothian's Wildlife Information Centre (ELWIC) have provided comments.
- There does not appear to have been a consultation carried out with Midlothian Council's Archaeology advisors (based within East Lothian Council). The comment on Page 18 is related to Landscape but not archaeology – this should be remedied. Contact email - arobertson1@eastlothian.gov.uk
- Paragraph 13.1.2 makes reference to Community Facilities in the first paragraph – the facilities referred to might be better described as commercial developments. In relation to the second paragraph community facilities at Shawfair could also make reference to three new primary schools and a new secondary school.
- It should be noted that the plans for Shawfair show the A6106 to the north of the junction being closed to vehicular traffic and becoming a walkway and cycleway.
- Page 10, para 4.1.4 has a typo – 22008 should be 2008.

Stage 2 (b) – Environmental Health

From: Lilliane Lauder <Lilliane.Lauder@midlothian.gov.uk>
Sent: 28 November 2016 14:37
To: Irving, Jill
Subject: A720 Sheriffhall Roundabout - DMRB Stage 2 Stakeholder Consultation

Dear Jill,

Thank you for your correspondence dated 23 November 2016 regarding the proposed works at A720 Sheriffhall and the remaining three preferred junction options.

Can you advise whether the remaining three options have been modelled in relation to predicted noise emissions and air quality impacts for each of the three schemes in relation to neighbouring sensitive receptors.

I look forward to hearing from you.

Yours sincerely

Lilliane Lauder
Principal Environmental Health Officer (Public Health)
Midlothian Council
Fairfield House
8 Lothian Road
DALKEITH
EH22 3ZP.

t: 0131 271 3370

Stage 1 – Environmental Health

From: Michael Brunton [<mailto:Michael.Brunton@midlothian.gov.uk>]
Sent: 20 December 2013 12:26
To: Reilly, Monica
Subject: RE: A720 Sheriffhall Roundabout

Hi Monica,

Sorry for the delay in my response.

I have checked our GIS and we don't have any information regarding potential contaminants on the site in question. There are a number of areas around Sheriffhall and the Gilmerton Junction where Giant Hogweed has been reported in this year and in previous years.

I hope this information is sufficient for your purposes.

Regards

Michael

Michael Brunton
Environmental Health Officer
Midlothian Council
8 Lothian Road
Dalkeith
EH22 3ZN

Tel: 0131 271 3554

Fax: 0131 271 3537

email: michael.brunton@midlothian.gov.uk

From: Reilly, Monica [<mailto:Monica.Reilly@urs.com>]
Sent: 12 December 2013 10:24
To: Michael Brunton
Cc: Miller, Catriona
Subject: A720 Sheriffhall Roundabout

Hi Michael,

A720 SHERIFFHALL ROUNDABOUT REQUEST FOR INFORMATION

URS Infrastructure & Environment have been employed by Transport Scotland to carry out a Geotechnical Preliminary Sources Study Report on improving the A720 Sheriffhall Roundabout and are in the processes of studying the area in the enclosed plans.

Based on historical information on the site, there are several sources of potential contaminants including former pits, abandoned mines and shafts, colliery discharge, acid mine water, disused sewage works, nurseries and agricultural chemicals. Would you be able to send any information that may indicate the presence of any of the following potential contaminants within the site:

- Metals – toxic metals such as As, Cd, Cr, Cu, Hg, Pb, Ni, Se, V, Zn etc;
- Inorganics – sulphur, sulphate, cyanide, ammonium, etc;
- Organics – oil/fuel hydrocarbons, PAHs, chlorinated aliphatic & aromatic hydrocarbons, PCBs, dioxins and furans etc;
- Pesticides – herbicides, insecticides, etc;
- pH;
- Asbestos;
- Giant Hogweed; and,
- Gases

Kind Regards,

Monica Reilly

Monica Reilly BSc (Hons) FGS
Graduate Geologist
URS Infrastructure & Environment UK Limited

Citypoint 2, 25 Tyndrum Street, Glasgow, G4 0JY, Lanarkshire

Direct: +44 (0)141 354 5647

Monica.Reilly@urs.com
www.ursglobal.com

Stage 2 (b) – Road Services

From: [Alan Heatley](#)
To: [Homoncik, Sally](#)
Subject: RE: Sheriffhall Junction
Date: 13 January 2017 09:49:12

Morning Sally

We don't have any flooding data in the vicinity of Sheriffhall Roundabout. Five or so year ago we used have a recurring flood issue on the A7 near Campend resulting from pluvial run-off from the field to the west of the A7, and some localised flooding near to the properties at Summerside. Both situations were the result of an inadequate carrier drain, and the problem was resolved by insertion of a larger (600 dia) carrier pipe along the A7 from the field to the roundabout, where it connected into an existing 600 dia outlet. Since then, we have had no flooding issues in the area.

With regards to Park/Dean Burn, again we have no record of any flooding events in this area. Predicted flood risk from this watercourse, for different return periods, can be seen on SEPA's flooding maps at <https://www.sepa.org.uk/environment/water/flooding/flood-maps/>

I trust this will assist you with your assessment. Please let me know if you have any further queries.

Regards

Alan

*Alan Heatley
Network & Structures Manager
Midlothian Council
Road Services
Midlothian House
Buccleuch Street
DALKEITH
Midlothian
EH22 1DN*

t: 0131 561 5311

f: 0131 654 2797

e: alan.heatley@midlothian.gov.uk

From: Homoncik, Sally [mailto:sally.homoncik@aecom.com]
Sent: 12 January 2017 12:48
To: Alan Heatley
Subject: Sheriffhall Junction

Alan,

I was given your name by a colleague as I'm looking for any flooding information that you hold for the area in the vicinity of the Sheriffhall roundabout. I am working on the Stage 2 DMRB assessment of the water environment for transport Scotland who are progressing options for redeveloping the junction. The main waterbody of concern is the Dean Burn (Park Burn) but any information you hold for the local area would be useful.

Stage 2 (a) – Planning

From: Neil Wallace [<mailto:Neil.Wallace@midlothian.gov.uk>]
Sent: 13 March 2015 16:06
To: Irving, Jill
Cc: Peter Arnsdorf; Joyce Learmonth; Ellen McCalman; Lindsay Haddow; James Gilfillan
Subject: A720 Sheriffhall Roundabout

Dear Jill,

Midlothian Council welcomes the opportunity to comment on the ongoing work and assessment of grade separation project options at Sheriffhall roundabout.

It has been the position of Midlothian Council for some time that the grade separation of this key junction is essential for the effective delivery of proposed developments in the existing Local Plan and emerging Local Development Plan. However, notwithstanding the Council's support for the principle of grade separation of this busy junction, a number of environmental designations and planning policy constraints apply to the existing site and to each of the options. These constraints will have a bearing on the project assessment and selection process as well as on the planning application process and any mitigation requirements arising as a result.

As indicated in my previous phone conversation, the Council's online interactive local plan and proposals map indicate the nature and extent of these policy constraints and issues. The online map can be viewed at the attached link - <http://www.planvu.co.uk/mc/>

General comments - all options

The following comments and observations represent the views of officers in Transport, Development Management and the Planning Policy team:

- ↳ It is not clear from the information distributed if any micro-simulation or other form of traffic modelling has been undertaken to demonstrate and compare the potential performance of each of the proposed junction designs. Clarification on this matter would be appreciated;
- ↳ While the options/design may be at an early stage, clarification of whether SUDS requirements have been factored in terms of the location and amount of land required would be helpful;
- ↳ No details regarding the trunk road and local road network drainage solution and/or the proposed adoption and maintenance responsibilities have been identified. Early clarification on these matters would be appreciated;
- ↳ There is an action in the SESplan Action Programme to deliver Tram Line 3 extension to Dalkeith. The Midlothian Local Development Plan Proposed Plan (to be published on 14 May 2015) contains policy support for this action. Confirmation of what, if any consideration has been given to the impact any or all of the preferred options might have on delivering such a proposal in the future would be appreciated;
- ↳ At the moment Sheriffhall is not the most pedestrian or cyclist friendly road traffic junction. Any replacement design should incorporate safer facilities and safer access for these groups. Confirmation of what approach is being taken in this regard would be appreciated.
- ↳ Recent accident cluster analysis shows Sheriffhall roundabout to be our worst accident cluster location with 13 accidents in 3 years (this only includes ¾ of the roundabout as the rest is with Edinburgh City boundary);
- ↳ Bus operators were asked to rate the designs in relation to their services. The results were as follows –

Option	First Bus	Perrymans	Lothian Buses
1A	2 nd	=	2 nd
2A	1 st	=	/
6A	/	1 st	1 st
8A	/	=	/

- ↳ Options 1 and 6 may result in a loss of economic land proposed as part of the expansion of Shawfair Park (site EC1 in the Proposed Midlothian Local Development Plan) and equally option 8 may result in the loss of economic land at Sheriffhall South (site e32). These are considered to be prime economic locations and the Council would be keen to avoid any unnecessary loss of such land if possible (please see attached maps). The Council intends publishing the replacement Proposed Midlothian Local Development Plan on 14 May 2015;
- ↳ Grade separation will involve level changes in terms of built design and where that level change is above existing ground level there will be increased visual impact of the scheme on the local environs. It would appear that in each case it is proposed that the A7 is carried over the A720. The risk of adverse visual impact would be significantly reduced if the local road network were to go under the A720. While it may be possible to mitigate the impact of the final solution there are a number of planning policy constraints that will apply and will influence project assessment;
- ↳ While there are no designations such as AGLV or Designed Landscape directly impacted on although there will be some impact on the neighbouring designed landscape of Dalkeith Palace by the proposals especially any associated light pollution.
- ↳ Is it possible to confirm to what extent, if any, the ground stabilisation works associated with Borders Rail have had on the opportunities for the short listed options.

Specific comments – preferred options

Preferred option 1A

Cycling and Pedestrian Access

- ↳ Roundabouts are a concern for cycle safety and not ideal for pedestrians. Are continental style roundabouts (TRL trials) or other features such as over / underpasses being considered? Would approach roads feature segregated cycleways?
- ↳ Are facilities for pedestrians to cross slip roads included?

Bus Access Routes

- ↳ Operators concerned about the manoeuvring of buses round two small roundabouts also concerned about priority with no signals and subsequent delay.
- ↳ Bus stops on A7 North would require to be relocated and bus stops on A6106 may also require relocation.

Planning/Detail

- ↳ May provide alternative access to expanded Shawfair Park
- ↳ May act as a catalyst to release site E2 and/or possible expansion of this site
- ↳ What are the levels of the proposed roundabouts?
- ↳ May provide least visual impact
- ↳ Results in the loss of economic land from proposed Shawfair Park extension. Up side is that land on east side of realigned A6106 could be allocated as economic. Alternatively second access from A6106 could be supported to compensate for the loss?

Landscape

- ↳ Will have some impact on the existing vegetation associated with the A720 but this could easily be remedied by incorporating replacement planting into the design. The main landscape visual impact would be in connection with the raised roadway of the A720 and the slip roads (especially the eastbound off slips) and the views in and out towards the Pentland Hills as well as towards the Dalkeith Palace ground.

Preferred option 2A

Cycling and Pedestrian Access

- ↳ Does bridge over A7 include width for segregated cycleway?
- ↳ Roundabouts are a concern for cycle safety and not ideal for pedestrians albeit smaller number of approaches are an improvement on option 1A.
- ↳ Are features such as over / underpasses being considered for cyclists and pedestrians?
- ↳ Would approach roads feature segregated cycleways (particularly along dual carriageway section)?

Bus Access Routes

- ↳ Sheriffhall P&R usage may be effected (this could be mitigated by a P&R in the vicinity of the Gilmerton junction)
- ↳ Whilst journey times would be improved over the Sheriffhall section, the disadvantage caused at the Gilmerton section would outweigh this benefit.
- ↳ Bus stops relocations would be required.

General Traffic

- ↳ Concern about access to the bypass (A720) from Dalkeith town centre, Shawfair and from the A7 (Bonnyrigg, Newtongrange and Scottish Borders)
- ↳ A720 traffic do not have easy access to Sheriffhall P&R or ERI (hospital). The P&R issue would be of less concern if a P&R at the

- ↳ Gilmerton junction was forthcoming
- ↳ Would T junction at A7/A6106 be traffic controlled

Planning/Detail

- ↳ Results in loss of economic land from proposed extension to Shawfair Park
- ↳ May provide alternative access to expanded Shawfair Park
- ↳ May act as a catalyst to release site E2 and/or possible expansion of this site
- ↳ May provide opportunities to incorporate elements of A7 urbanisation scheme
- ↳ Inclusion of full grade separation at Gilmerton is welcomed but not required as a consequence of development in Midlothian
- ↳ Minimal disruption to surrounding countryside – only one new roundabout and a bridge over the bypass
- ↳ Linking the Gilmerton junction into the scheme would result in the re-routing of the southbound carriageway, require a new stretch of approach road, a new slip road, relocation of roundabout and loss of Green Belt/Countryside and prime agricultural land
- ↳ At Sheriffhall a new bridge over the A720 is proposed which would be a new and potentially significant visual impact in the landscape. The land on the south side of the existing roundabout is at a lower level than the current carriageway. Would the levels remain the same or would the land require to be raised? This would increase the visual impact of the feeder roundabout.
- ↳ Is there any work proposed to the A7 link and Gilmerton Road roundabout? Both are highlighted in red. Need to know what that involves and need to ensure any work does not preclude the implementation of measures as part of the A7 urbanisation scheme.

Landscape

- ↳ There will be significant landscape and visual impacts as a result of these proposals due to the large area of new roadway being proposed from the roundabout at Dobbies to the proposed new roadway on the northern side of the Gilmerton junction. This option furthermore requires the removal of woodland to accommodate the new roundabout and the new section of the A772 Gilmerton Road. This new piece of roadway would scar the landscape as it cuts across the fields to link up with the new and larger roundabout on the southern side of the Gilmerton junction. There are extensive views to and from the Pentland hills at this point.

Preferred option 6A

Cycling and Pedestrian Access

- ↳ Are features such as over / underpasses being considered for cyclists and pedestrians?
- ↳ Would approach roads feature segregated cycleways?
- ↳ Are there pedestrian / cycle signalised crossings (if no under/over passes)

Bus Access Routes

- ↳ This is the favourite option for buses as the current routes are largely unaffected however there is a concern about priority and delay if the roundabout is not signalised.
- ↳ No bus stops relocations would be required.

General Traffic

- ↳ Is roundabout signalised (full or part-time)?

Planning/Detail

- ↳ Minimal requirement for new built development.
- ↳ Not clear if A720 is bridged over the roundabout or if a new roundabout bridge is built over the A720. Need to confirm
- ↳ Results in loss of economic land from proposed extension to Shawfair Park
- ↳ May result in biggest visual impact and therefore require greater mitigation.

Landscape

- ↳ Of the four submitted options this would have the least landscape and visual impact due to the reduced land take and as any loss of vegetation at this point could be readily remedied by replacement planting. The only landscape visual impact concern in connection with this option is in the proposed bridge leading over the Sheriffhall roundabout. In visual impact terms the better solution would be to either lower the roundabout or to have the A720 tunnelling under the junction.

Preferred option 8A

Cycling and Pedestrian Access

- ↳ There is a concern about cycle safety regarding standard roundabouts. Are segregated pedestrian / cycle routes incorporated into the design? Has the possibility of using redundant road for pedestrian / cycle routes been considered?

Bus Access Routes

- ↳ Concern with small roundabouts for manoeuvrability / access.
- ↳ Bus stops relocations would be required (A7 North, A6106 South).

General Traffic

- ↳ Is roundabout signalised (full or part-time)?

Planning/Detail

- ↳ Biggest visual impact and loss of land of all as junction and associated slips move due west from current junction
- ↳ Solution introduces more complicated planning application process because of cross boundary land requirements.
- ↳ Replacement A7 slip on south side is smaller than existing. Does this carry sufficient capacity to stack queuing traffic?
- ↳ Replacement A7 south bound slip results in loss of existing economic land – site E2 (MLP 2008)
- ↳ Replacement A7 south bound slip results in loss of woodland surrounding the economic site - E2. Would increase the visual impact of the road and on the Green Belt.

Landscape

- ↳ There will be significant landscape and visual impacts as a result of these proposals due to the large area of new roadway being proposed including three new roundabouts. The proposed line of the A7 south would also cut through a visually important woodland strip which contains the immediately adjacent economic development. The large areas of new roadway on both sides of the A720

Road Haulage Association

Stage 2 (a)

From: Chris Campbell FCILT MCIPD <c.campbell@rha.uk.net>
Sent: 11 March 2015 14:47
To: Irving, Jill
Subject: A720 Sheriffhall Roundabout

Hello Jill.

Thanks for sending the information and plans re the Sheriffhall Roundabout.

We have no preference at this stage but happy to gain any improvements from which ever option is selected.

Just for your information, I would like to say that you might (if not already done so) consider the potential changes to vehicle dimensions and other matters in relation to your plans for road designs and layouts. The road freight sector is trialling longer articulated vehicles to some 18.5 metres which may well become standard 'kit' at some stage in the future. Also in the future, the possibility of increased lorry speed limits on single and dual carriageways. In terms of lorry widths vehicles may now be up to 2.6 metres wide (excluding rear view mirrors) bringing the overall width in many case to over 3.0 metres. I also understand that coach lengths have gone up to 15 metres. The other point is that lorries are not just getting longer, but higher too both factors that which can affect stability and road safety when entering and exiting roundabouts for example.

Anyway, enough of me for now. Happy to meet up if you wish to discuss things.

Regards,
Chris.

Chris Campbell FCILT MCIPD, Policy Manager

Road Haulage Association Ltd

Roadway House, The Rural Centre, Ingliston, Newbridge, Edinburgh, EH28 8NZ

Tel: 0131 333 4900

Mobile: 07867 450781

Web: www.rha.uk.net



Scottish Environment Protection Agency (SEPA)

Stage 3

From: Lewis, Paul <paul.lewis@sepa.org.uk>
Sent: 11 December 2018 16:01
To: Britton, Katie; Irving, Jill
Subject: A720 Sheriffhall - DMRB Stage 3 Environmental Assessment
Attachments: PCS150250 Response.doc

Katie, hello

Thank you for your email and letter of the 21 November.

I asked those who had contributed to previous responses, e.g. the letter from Diarmuid O'Connor of 06 December 2016 (our reference PCS/150250), attached.

We have no further or new information. We would draw your attention to [LUPS-GU31](#), which has been updated since the initial consultation. In addition, we would also ask that proposals for SUDS are accompanied by the output of the Simple Index Approach.

Following in italics is our standard advice on the requirements for a Controlled Activities Regulations (CAR) construction site licence which may be required for the managements of surface water run-off from a construction site, including access tracks which

- is more than 4 hectares,
- is in excess of 5km, or
- includes an area of more than 1 hectare or length of more than 500m on ground with a slope in excess of 25°
-

See SEPA's [Sector Specific Guidance: Construction Sites \(WAT-SG-75\)](#) for details. Site design may be affected by pollution prevention requirements and hence we strongly encourage the applicant to engage in pre-CAR application discussions with a member of the regulatory services team in your local SEPA office.

Below these thresholds you will need to comply with [CAR General Binding Rule 10](#) which requires, amongst other things, that all reasonable steps must be taken to ensure that the discharge does not result in pollution of the water environment. The detail of how this is achieved may be required through a planning condition.

Details of regulatory requirements and good practice advice for the applicant can be found on the [Regulations section](#) of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in your local SEPA office at:
Silvan House, SEPA 3rd Floor, 231 Corstorphine Road, Edinburgh EH12 7AT.

Tel: 0131 449 7296

Please contact me if there is anything you would like to discuss.

Kind regards,

Paul Lewis

Senior Planning Officer

Scoping

Our ref: PCS/152562

Your ref: A720

Zoe McClelland
AECOM
2nd Floor
Apex 2
97 Haymarket Terrace
Edinburgh
EH12 5HD

If telephoning ask for:
Diarmuid O'Connor

11 May 2017

By email only to: zoe.mcclelland@aecom.com

Dear Madam

DMRB Stage 2 Scheme Assessment A720 Sheriffhall Junction Improvement - EIA scoping

Thank you for your consultation letter which SEPA received on 12 April 2017.

We note that since our last response (Our Ref: PCS/150250) that a preferred option has now been chosen and that it has been determined that an EIA will be required.

We have assessed the scoping report provided and are largely content that the issues relevant to our remit are considered. We welcome that many of our previous comments have been helpfully acknowledged and that these will be addressed at Stage 3 of the DMRB process. We would however highlight, that it does not appear that consultation has been undertaken with Network Rail. As previously highlighted the Borders Railway is located in close proximity to the proposal site. There is identified flood risk and water environment issues associated with this area, the potential exists for the proposed works to have an effect on Network Rails essential transport infrastructure. Network Rail also has a number of culverts etc. within their land ownership which will require consideration. Therefore, consultation should be undertaken as part of the EIA process with Network Rail.

For the avoidance of repetition we have provided in Annex A our previous consultation response. This is provided as our previous comments still stand and should be considered as the ES develops, we largely do not have any further information to offer since our previous response. For assistance within section 1 below we have provided further information regarding potential Hydrogeology effects and issues that will require consideration in respect of this receptor.

We would highlight that there are likely to be regulatory implications under CAR (particularly the proposed realignment and culverting of sections of the Dean Burn) and you should familiarise yourselves with the requirements of the CAR Practical Guide and the associated Engineering Guidance available on our website. Again, the local Operations team (details below) should be approached at as early a stage as possible to discuss the specifics of these proposals as details emerge.

We would again reiterate that the issues outlined within our previous consultation response should be addressed prior to the submission of the finalised ES to avoid unnecessary delay and/or objection from us.

1. Hydrogeology

- 1.1 The scoping report concludes that 'geology and soils' and 'road drainage and water environment' technical assessments should be included in the environmental statement. It is anticipated that these reports will cover any need to control groundwater and the potential impacts of grouting of mine workings. Further details and standard comments on these topics are contained within the response below

2. Hydrogeology

Groundwater Control / Dewatering.

- 2.1 The presence of sands with high groundwater have been identified in the vicinity of the proposal. These are reported to have resulted in 'running sands' in the cutting for the borders railway. Information on local groundwater levels and whether these will require management during the construction of the junction should be provided.
- 2.2 If groundwater abstraction or dewatering is required, sensitive receptors should be identified such as springs or wells for water supply, wetlands, surface water bodies etc. Similarly, the construction of roads and large concrete foundations can potentially locally impact shallow groundwater flows, which could, in turn, some impact very sensitive wetlands or springs used for water supply. Details should be provided of how any dewatering will be managed and the amount of groundwater proposed to be abstracted. As the dewatering requirements are often unknown at the planning stage a conservative radius of 1.2 km from the development structures should be adopted for water feature survey (including Private Water Supplies - PWS). The risk to each identified receptor from the proposed activities should be assessed and measures that will be taken to minimise any identified risks to receptors clearly stated. If risks are identified SEPA would expect to see proposals for any necessary mitigation measures.
- 2.3 Impacts regarding wetlands should be referred to the wetland ecologists with the Groundwater Unit providing advice to the wetland ecologists when requested.
- 2.4 Abstractions/dewatering are activities covered by the Controlled Activity Regulations. The developer should ensure that the requirements of these regulations are met and if necessary discuss these requirements with the SEPA local Regulatory Services Team. Please refer to the guidance document 'Controlled Activities Regulations: A Practical Guide' available on the SEPA web site for further information.
- 2.5 See also LUPS-GU31 <http://www.sepa.org.uk/media/144266/lups-gu31-guidance-on-assessing-the-impacts-of-development-proposals-on-groundwater-abstractions-and-groundwater-dependent-terrestrial-ecosystems.pdf>
- ### 2.6 Stabilisation of mine workings with PFA grouts
- 2.7 The potential for mine grouting to be required has been identified, with further investigation proposed. We therefore include our standard advice with respect to this activity:
- 2.8 The pouring of grout below the water table is a controlled activity under General Binding Rule (GBR) 16 of the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR). GBR 16 includes a requirement that no material coming into contact with groundwater shall cause pollution of the water environment. SEPA considers that an assessment should be undertaken to assess whether the use of PFA grout will meet the requirements of GBR 16. If the activity causes pollution, SEPA may take enforcement action in accordance with these regulations.
- 2.9 SEPA therefore recommends that the assessment be undertaken in line with the guidance document: ***Stabilising mine workings with PFA grouts. Environmental code of practice. 2nd Edition, BRE Report 509.***

- 2.10 In general, a detailed review of the assessment by SEPA is not considered necessary and the document should primarily serve the developer to ensure no pollution occurs as a result of the activity. However, in circumstances that the assessment identifies that a **complex risk assessment** is required due to the site being identified, through the **preliminary and simple risk assessments**, as higher risk and conceptually complex it may be prudent for the developer to highlight this to SEPA through additional consultation.

Additional Information

- 2.11 Further details relating to CAR requirements can be found on SEPA's website at; http://www.sepa.org.uk/water/water_regulation/regimes.aspx
- 2.12 Key points to note in relation to the water environment when undertaking mine workings grouting:
- An adequate hydrogeological conceptual model is required (e.g. an assessment of ground conditions, depth to groundwater, likely flow of groundwater, depth/size of old mines workings etc). Ideally, the conceptual model would be backed up with site specific ground investigation and monitoring data.
 - It is recommended that the applicant/agent carries out an appropriate water features survey to identify what there is in the surrounding area that might be affected by the grout.
 - Note that potential hazards and impacts may not necessarily be confined to the proposed development site. Applicants should consider and mitigate as necessary risks both within and outwith the development site.
 - It should be noted that even if mine waters are currently low (i.e. below workings to be grouted), groundwater levels might, in the future, rebound into the grouted zone if mine water pumping were to cease. SEPA would recommend that both scenarios are considered.

- If the excavation works require dewatering, the applicant may be required to demonstrate that this will not adversely affect the hydrogeological regime. Any adverse effects will depend on the size and duration of the excavation works.

3. Regulatory advice for the applicant

- 3.1 Proposed engineering works within the water environment will require authorisation under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended). Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011.
- 3.2 Details of regulatory requirements and good practice advice for the applicant can be found on the [Regulations section](#) of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office at:

SEPA Edinburgh, Silvan House, 3rd Floor East, 231 Corstorphine Road, Edinburgh, EH12 7AT

If you have any queries relating to this letter, please contact me by telephone on 0131-2737361 or by e-mail to planning.se@sepa.org.uk

Yours faithfully

Diarmuid O'Connor
Senior Planning Officer
Planning Service

Stage 2 (b)

Our ref: PCS/150250
Your ref: 47067662/JI

Jill Irving
AECOM
Citypoint 2
25 Tyndrum Street
Glasgow
G4 0JY

If telephoning ask for:
Diarmuid O'Connor

06 December 2016

By email only to: jill.irving@aecom.com

Dear Madam

**Pre-planning enquiry
Feasibility Study - Junction Improvements
A720 Sheriffhall Roundabout City Bypass Edinburgh**

Thank you for your consultation email which SEPA received on 29 November 2016.

As requested we have updated our response of the 28 November 2013 (Our Ref: PCS/129971)

We welcome pre-application engagement, but please note that our advice at this stage is based on emerging proposals and we cannot rule out potential further information requests as the project develops. We would again reiterate at this stage that the proposal is quiet general in nature and not in itself very site specific, therefore our comments should be treated as general and as advice at this stage. As the project develops and as more specific proposals are developed and supporting environment reports produced we would wish to be kept informed and offer any appropriate assistance where possible.

We ask that the following issues are addressed prior to any finalised design to avoid unnecessary delay and/or objection from us.

1. Flood Risk

- 1.1 Below we have updated our previous Flood Risk Comments. We have been provided with 4 main road positioning options, our comments should be treated as general. We appreciate that one of the main reasons for the proposed improvements is road safety. However, we will require further details on the flood risk associated with the works prior to supporting any preferred option in the future

Technical Report

- 1.2 We have reviewed the information provided in this consultation and it is noted that the application site (or parts thereof) lies within or immediately adjacent to the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map and may therefore be at medium to high risk of flooding from the Dean Burn. Since our previous flood risk comments in November 2013, the fluvial and coastal Flood Maps have been updated and the surface water Flood Map was released. The Sheriffhall roundabout



Chairman
Bob Downes
Chief Executive
Terry A'Hearn

SEPA Edinburgh Office
Clearwater House, Heriot Watt Research Park
Avenue North, Riccarton, Edinburgh EH14 4AP
tel 0131 449 7296 fax 0131 449 7277
www.sepa.org.uk • customer enquiries 03000 99 66 99

Stage 2 (a)

From: OConnor, Diarmuid <diarmuid.oconnor@sepa.org.uk>
Sent: 05 March 2015 10:23
To: Irving, Jill
Subject: A720 Sheriffhall Roundabout

Dear Jill

Thank you for your recent correspondence (06 February 2015) regarding the proposal above. As you are aware we responded to the initial Feasibility Study back in November 2014 (Our Ref PCS/129971) where we outlined in general the various environmental issues which we would wish to be considered during the assessment process.

We now note that the feasibility study has developed to the stage where a number of potential junction options are presented. The proposals are not accompanied by any supporting environmental information but it is outlined that further correspondence may be required with stakeholders during the environment assessment stages.

As a result we do not have any comments to offer at this stage but would highlight that the issues outlined in our previous correspondence should be appropriately considered during the identification of a preferred option.

We will be happy to provide assistance during the various environmental impact assessment stages if required as the project develops.

Regards

Diarmuid O Connor

Senior Planning Officer

Planning Service, SEPA, Clearwater House, Heriot Watt Research Park, Avenue North, Riccarton, Edinburgh, EH14 4AP

Direct line: 0131 2737361 Email: diarmuid.oconnor@sepa.org.uk Web: www.sepa.org.uk

Stage 1

Our ref: PCS/129971
Your ref: 47067662/JI

Jill Irving
URS Infrastructure & Environment UK Ltd
Citypoint 2
25 Tyndrum Street
Glasgow
G4 0JY
By email only to: jill.irving@urs.com

If telephoning ask for:
Diarmuid O'Connor

28 November 2013

Dear Madam

Pre-planning enquiry Feasibility Study - Junction Improvements A720 Sherrhall Roundabout City Bypass Edinburgh

Thank you for consulting SEPA on the above proposal.

We welcome pre-application engagement, but please be aware that our advice at this stage is based on emerging proposals and we cannot rule out potential further information requests as the project develops. Similarly, our advice is given without prejudice to our formal planning response, or any decision made on elements of the proposal regulated by us, which may take into account factors not considered at the pre-application or planning stage.

We understand at this stage that the proposal is quite general in nature and not in itself very site specific, therefore our comments should be treated as general and as advice at this stage. As the project develops and as more specific proposals are developed we would wish to be kept informed and offer any appropriate assistance where possible.

1. Flood Risk

Technical Report

- 1.1 As part of the road improvements, any alterations to the watercourse or associated floodplain should be detailed through the submission of a Flood Risk Assessment (FRA).
- 1.2 We would expect that where existing culverts or bridges need to be extended or replaced that the capacity and nearby vulnerable receptors are considered. Any extension to such structures should be of the same size, shape, and slope to the existing structure to reduce the risk of surcharging. Replacement structures should be at least of equal size, shape, and slope to the current structure and consideration should be given to the suitability and appropriateness of increasing the capacity of the bridge/ culvert.
- 1.3 We would stress that if consideration is being given to decreasing/ increasing the conveyance capacity of any crossing then an assessment of potential increased flood risk upstream/ downstream of the crossing point should be undertaken. We would recommend that consideration is given to the alignment of the culvert inlet and outlet to ensure there are no changes to channel or culvert conveyance capacity and to limit the impact of erosion.
- 1.4 New culverts or bridges should be designed to convey the 1:200 year design flow unless a different conveyance capacity can be suitably justified. This should incorporate a freeboard

(Scotland) is designed to be used as a national strategic assessment of flood risk to support planning policy in Scotland.. For further information please visit www.sepa.org.uk/flooding/flood_extent_maps.aspx.

3. We refer the applicant to the document entitled: "*Technical Flood Risk Guidance for Stakeholders*". This document provides generic requirements for undertaking Flood Risk Assessments and can be downloaded from www.sepa.org.uk/flooding/planning_flooding.aspx. Please note that this document should be read in conjunction Policy 41 (Part2).
4. Our Flood Risk Assessment checklist should be completed and attached within the front cover of any flood risk assessments issued in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist our review process. It can be downloaded from www.sepa.org.uk/flooding/planning_flooding/fra_checklist.aspx
5. Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

2. Drainage

- 2.1 In terms of "enhancing the local environment", any future investigations should determine whether there is scope for installing SUDS for any new hard-standing areas or indeed retrofitting SUDS for larger areas of existing roadway (ref "SUDS for Roads" document, published by the SUDS Working Party). There may furthermore be an opportunity to combine soft landscaping with treatment features described in CIRIA 697, e.g. bioretention areas.
- 2.2 We do not have any record of 'diffuse pollutants associated with urban run-off' as a pressure associated with W.B. I.D. 3807 - North Esk – Glencorse Burn confluence to Elginhaugh. Notwithstanding this the project should be aware of and address such issues as the project develops. Furthermore information in relation to such requirements is provided below.
- 2.3 We would ask that SEPA are consulted on any proposed method of work far enough in advance of works commencing (e.g. 21 days) to influence how any engineering in / in the vicinity of inland waters (if proposed) is to be carried out.

3. Pollution prevention and environmental management

- 3.1 One of our key interests in relation to major developments is pollution prevention measures during the periods of construction, operation, maintenance, demolition and restoration. The construction phase includes construction of access roads, borrow pits and any other site infrastructure.
- 3.2 We advise that the applicant should, through the EIA process or planning submission, systematically identify all aspects of site work that might impact upon the environment, potential pollution risks associated with the proposals and identify the principles of preventative measures and mitigation. This will establish a robust environmental management process for the development. A draft Schedule of Mitigation should be produced as part of this process. This should cover all the environmental sensitivities, pollution prevention and mitigation measures identified to avoid or minimise environmental

- to reduce the risk of blockage and should also include, if appropriate, the volume lost through burying of the culvert invert. As with replacement structures, the culvert inlet, outlet, slope, and alignment should be considered.
- 1.5 Land-raising to facilitate new roads or widening of existing roads would also require compensatory storage to replace the volume of floodplain lost on a like for like basis. The suitability of dry culverts should also be considered to reduce the impact of land-raising.
 - 1.6 Any temporary or permanent diversions/ realignments of the Dean Burn (or any small watercourses) should be suitably sized to convey design flows as any change to a channel can have a range of consequences. Any lengthening/ shortening or narrowing/ widening of the channel should be assessed to ensure any changes in capacity and velocity will not affect sediment erosion and deposition which could affect bridges/ culverts, nearby infrastructure, and property. Minimising sharp bends and changes to slope will also affect velocities in the channel.
 - 1.7 We note that the indicative Borders Railway line is shown on the Study Area Plan. Any works to the roundabout should be done in consultation with BAM Nuttall, Network Rail, and their consultants, e.g. Atkins, to ensure there is continuity between the different infrastructures.
 - 1.8 We regards to the DMRB – Volume 4, section 2, Part 1 (Drainage of Natural runoff from natural catchments), parts of this are not fully up to date e.g. design return periods still refer to just one way of estimating a design flood (e.g. IH 124) for a particular situation.
 - 1.9 We would recommend that contact is made with your Flood Prevention Authority to glean any information/ local knowledge that they may possess.
 - 1.10 External guidance documents which the applicant may wish to consider:
 - CIRIA C624 Development and Flood Risk – Guidance for the Construction Industry.
 - CIRIA C689 Culvert Design and Operation Guide.
 - CIRIA C551: Manual on Scour at Bridges and Other Hydraulic Structures.

Summary

- 1.11 In summary we would wish to receive clarification on the following points as the project develops.
 - A detailed FRA should be submitted which shows the proposed improvements and evidence that flood risk to the existing/ proposed infrastructure and vulnerable receptors elsewhere is not altered.

Caveats & Additional Information for Applicant

2. The Indicative River & Coastal Flood Map (Scotland) has been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river cross-sections and low-lying coastal land. The outlines do not account for flooding arising from sources such as surface water runoff, surcharged culverts or drainage systems. The methodology was not designed to quantify the impacts of factors such as flood alleviation measures, buildings and transport infrastructure on flood conveyance & storage. The Indicative River & Coastal Flood Map

effects. Details of the specific issues that we expect to be addressed are available on the Pollution Prevention and Environmental Management section of our [website](#).

- 3.3 A Construction Environmental Management Document is a key management tool to implement the Schedule of Mitigation. We recommend that the principles of this document are set out in the ES outlining how the draft Schedule of Mitigation will be implemented. This document should form the basis of more detailed site specific Construction Environmental Management Plans which, along with detailed method statements, may be required by planning condition or, in certain cases, through environmental regulation. This approach provides a useful link between the principles of development which need to be outlined at the early stages of the project and the method statements which are usually produced following award of contract (just before development commences).

4. Engineering activities in the water environment

- 4.1 In order to meet the objectives of the [Water Framework Directive](#) of preventing any deterioration and improving the water environment, developments should be designed to avoid engineering activities in the water environment wherever possible. The water environment includes burns, rivers, lochs, wetlands, groundwater and reservoirs. We require it to be demonstrated that every effort has been made to leave the water environment in its natural state. Engineering activities such as culverts, bridges, watercourse diversions, bank modifications or dams should be avoided unless there is no practicable alternative. Paragraph 211 of SPP deters unnecessary culverting. Where a watercourse crossing cannot be avoided, bridging solutions or bottomless or arched culverts which do not affect the bed and banks of the watercourse should be used. Further guidance on the design and implementation of crossings can be found in our [Construction of River Crossings Good Practice Guide](#). Other best practice guidance is also available within the water [engineering](#) section of our website.
- 4.2 A site survey of existing water features and a map of the location of all proposed engineering activities in the water environment should be included in the ES or planning submission. A systematic table detailing the justification for the activity and how any adverse impact will be mitigated should also be included. The table should be accompanied by a photograph of each affected water body along with its dimensions. Justification for the location of any proposed activity is a key issue for us to assess at the planning stage.
- 4.3 Where developments cover a large area, there will usually be opportunities to incorporate improvements in the water environment required by the Water Framework Directive within and/or immediately adjacent to the site either as part of mitigation measures for proposed works or as compensation for environmental impact. We encourage applicants to seek such opportunities to avoid or offset environmental impacts. Improvements which might be considered could include the removal of redundant weirs, the creation of buffer strips and provision of fencing along watercourses. Fencing off watercourses and creating buffer strips both helps reduce the risk of diffuse water pollution and affords protection to the riparian habitat.

5. Air quality

- 5.1 The local authority is the responsible authority for local air quality management under the Environment Act 1995, and therefore we recommend that Environmental Health within the local authority be consulted.

- 5.2 They can advise on the need for this development proposal to be assessed alongside other developments that could contribute to an increase in road traffic. They can also advise on potential impacts such as exacerbation of local air pollution, noise and nuisance issues and cumulative impacts of all development in the local area. Further guidance regarding these issues is provided in Scottish Planning Specific Advice (2004) available on the Scottish Government's Planning website entitled [Air Quality and Land Use Planning](#) .

6. Regulatory advice for the applicant

- 6.1 Details of regulatory requirements and good practice advice for the applicant can be found on our website at www.sepa.org.uk/planning.aspx. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the operations team in your local SEPA office at:

SEPA Edinburgh
Clearwater House
Heriot Watt Research Park
Avenue North
Riccarton
Edinburgh
EH1 4AP

Tel: 0131-4497296

If you have any queries relating to this letter, please contact me by telephone on 01698-839341 or by e-mail to planning.se@sepa.org.uk .

Yours faithfully

Diarmuid O'Connor
Senior Planning Officer
Planning Service

Scottish Natural Heritage

Stage 3

Email: jill.irving@aecom.com

Date: 18 December 2018
Our ref: CDM153446/ A2813633

Dear Ms Irving

Transport Scotland A720 Sheriffhall Roundabout - DMRB Stage 3 Stakeholder Engagement

Thank you for your letter dated 21 November 2018 regarding the above project.

We welcome your continued engagement and consultation process, and this opportunity to respond now that a preferred option has been chosen.

Active Travel

In general we strongly support the suite of improvements to active travel provision that have been incorporated into the preferred option.

However we do note once again the lack of an active travel route from Sheriffhall along the north side of the A720 East. We have advocated that there would be significant benefits to creation of a route linking Sheriffhall to existing and proposed green networks in and around the nexus of Midlothian, East Lothian and City of Edinburgh local authority areas. This would form part of the Edinburgh Orbital Active Travel Route as specified in SESplan. We would encourage Transport Scotland and AECOM to fully consider including this as part of the design solution.

We also take this opportunity to reiterate the importance of ensuring that active travel improvements extend beyond the project boundary. For example the improvements to the active travel provision on the A7 North should ideally carry on beyond Campend and into the City of Edinburgh Council area. This will rely on close cooperation with local authority and other partners, but would maximise the benefits of the Sheriffhall improvements.

Nature Conservation

We note the indicative locations of SUDS ponds on the figures provided. We recommend that these ponds are functionally linked where possible, and are not simply designed as drainage basins. For example the two ponds between A7 South and A6106 Old Dalkeith Road lie very close together, and the land around them could be planted with wetland species to create a small wetland habitat network that would bring additional benefits to nature.

From the figures provided it is not possible to discern the landscape treatment of the roadside verges, or the areas marked in solid green along the roadsides. We advocate that these areas are managed for nature, and could potentially be planted with a wildflower seed mix, or be allowed to colonise naturally by plant species in the vicinity of the works.

I hope these comments are useful, if you would like to discuss them further you can contact me on 0131 316 2629 / malcolm.fraser@snh.gov.uk

Yours sincerely

[by email]

Malcolm Fraser
Operations Officer

Scoping

Zoe McClelland
AECOM
2nd Floor, Apex 2, 97 Haymarket Terrace
Edinburgh, EH12 5HD

Date: 15 May 2017
Our ref: CEA145578\ A2289310

Email: zoe.mcclelland@aecom.com

Dear Ms McClelland

Transport Scotland **A720 Sheriffhall Roundabout – Environmental Impact Assessment (EIA) Scoping**

Thank you for your letter of 10 April 2017 regarding the scope of the Environmental Statement (ES) for the above proposal.

SNH Advice

For the topics that relate to our remit we consider the scope of the ES to be broadly acceptable. However, we would welcome a meeting to discuss in further detail the proposal, its environmental effects, the assessment and the likely approach to mitigation.

In particular, we are keen to provide our advice based on a better understanding of the scheme's pedestrian and active travel connections.

Landscape and visual

We consider the proposed scope of the landscape and visual impact assessment described in section 6 to be acceptable in terms of its methodology and the scope of likely mitigation.

Access + Active Travel

The scope of the assessment described in section 12 is comprehensive and should result in an accurate assessment of impacts. However we would welcome further detailed information about precisely how the new scheme will be of benefit to 'non-motorised users', for example will there be controlled pedestrian crossings, segregated lanes etc.

We also reiterate our position that it will be preferable to maintain access along the existing core path network during the works, or to put in alternative active travel routes.

Ecology

We support the scope of work described in section 7 of the scoping report and have no further comments on this topic.

I hope these comments are useful, if you would like to discuss them you can contact me at malcolm.fraser@snh.gov.uk / 0131 316 2629.

Yours sincerely

[by email]

Malcolm Fraser
Operations Officer
Forth

Scottish Natural Heritage, Silvan House, 3rd Floor East, 231 Corstorphine Road, Edinburgh. EH12 7AT Tel. 0131 316 2600
Fax 0131 312 2690 www.snh.gov.uk

Dualchas Nàdair na h-Alba, Taigh Silvan, Làr 3, 231 Rathad Corstorphine, Dùn Èideann EH12 7AT
Fòn: 0131 316 2600 Facs: 0131 316 2690 www.snh.gov.uk

Stage 2 (b)

From: Malcolm Fraser <Malcolm.Fraser@snh.gov.uk>
Sent: 08 December 2016 14:36
To: Irving, Jill
Subject: A720 Sheriffhall Roundabout - DRMB Stage 2 Stakeholder Consultation - SNH Response

Ms Irving,

Thank you for your Stage 2 consultation on the above proposal.

In our response to the Stage 1 consultation we raised issues relating to:

1. Access – how the scheme will accommodate active travel or non-motorised users; and
2. Protected species – that work will have to be done to assess any impacts upon protected species.

Separately we also discussed assessment of landscape and visual impacts with one of your colleagues, Myles Thompson, via email.

At this point in the consultation process we maintain our advice that these are the three most relevant topics within our remit that should be considered in this project.

I hope this short email is sufficient for your purposes. Please continue to consult with us on the later stages of this project when we will be able to give specific advice in response to your assessments.

All the best.

–

Malcolm Fraser
Operations Officer - Forth
Scottish Natural Heritage
Silvan House, 3rd Floor East, 231 Corstorphine Road, Edinburgh, EH12 7AT
Tel: 0131 316 2629

From: Malcolm Fraser [<mailto:Malcolm.Fraser@snh.gov.uk>]
Sent: 25 August 2015 09:30
To: Thompson, Myles
Subject: RE: A720 Sheriffhall Roundabout Viewpoint Consultation

Myles,

Thank you for contacting us regarding the landscape and visual assessment for the Sheriffhall roundabout proposal.

We agree with your initial assessment that the majority of the impacts are likely to arise in a very small area around Sheriffhall. Your list of viewpoints looks thorough and appropriate, if anything we would suggest you could delete some of them without losing much from the assessment.

I hope these comments are useful.

Best wishes

–

Malcolm Fraser
Operations Officer - Forth
Scottish Natural Heritage
Silvan House, 3rd Floor East, 231 Corstorphine Road, Edinburgh, EH12 7AT
Tel: 0131 316 2600

Stage 2 (a)

Email: jill.irving@aecom.com

19 February 2015
Our ref: CPA135212 / A1539022

Dear Ms Irving

A720 Sheriffhall Roundabout

Thank you for your letter of 06 February 2015 asking for comments on the Stage 2 Report for the above scheme.

Access

I note from the Stage 1 Report that non-motorised users will “benefit from all junction options”. We welcome your commitment to improve active travel provision across the A720. We recommend that the Stage 2 Report highlights whether there are any differences in active travel outcomes between the four options that are being taken forward. Or whether they will all result in the same level of provision.

I note that a core path crosses Sheriffhall roundabout from the A7 in the north onwards to the A6106 in the south. We also recommend that you consider whether access along this core path can be maintained during the works. If not, the report should explore whether it is feasible to put an alternate active travel route in place.

Species and designated sites

We recommend that you obtain up-to-date species records from the local biological records centre. This will help to inform whether you need to plan for the presence of protected species in the project area. See: <http://www.wildlifeinformation.co.uk/>

We anticipate no impacts on nearby nature conservation designated sites.

Please note that unless there is a material change to the proposal, or it requires EIA, then further formal consultation with us is not required.

I hope these comments are useful, if you would like to discuss them you can contact me at malcolm.fraser@snh.gov.uk / 0131 316 2629.

Yours sincerely

[by email]
Malcolm Fraser
Operations Officer
Forth

Scottish Natural Heritage, Silvan House, 3rd Floor east, 231 Corstorphine Road, Edinburgh EH12 7AT Tel. 0131 316 2600 Fax 0131 316 2690 email: forename.surname@snh.gov.uk www.snh.gov.uk

Stage 1

13 November 2013
Our ref: GEN127480 / A1114887
Your ref: 47067662/JI

Dear Ms Irving

A720 Sherriffhall Roundabout

Thank you for the opportunity to provide early input into this feasibility study.

Protected sites

The eastern section of the study area comes within 150m of the boundary of Dalkeith Oakwood Site of Special Scientific Interest (SSSI). This is a nationally-important nature conservation site. You can read more about this SSSI on our SiteLink website:

http://gateway.snh.gov.uk/sitelink/siteinfo.jsp?pa_code=487

One of the special features protected by the SSSI designation is the range of lichen species found at Dalkeith Oakwood, including many rare species. Lichens are particularly sensitive to airborne pollution. Emissions from vehicles travelling on the A720 have been identified as a source of pollution affecting the SSSI. As such we welcome any measures which will improve air quality in this area.

For the purposes of the feasibility study it would be useful for us to understand the impacts of any improvement options upon air quality. This should take into account in-combination effects from nearby relevant projects, including Millerhill Zero Waste Project.

Protected species

Protected species may be present within the study area. Otter may be using watercourses such as the Dean Burn. Badger may be using the countryside for feeding. You can read more about Scotland's protected species on our website:

<http://www.snh.gov.uk/protecting-scotlands-nature/protected-species/>

All wild birds are protected, and their nests are also protected during the breeding season. This should be borne in mind should any of the improvement option require the clearance of vegetation.

For the purposes of the feasibility study it will be important to note the potential presence of protected species, and the requirement for appropriate ecological survey work to be carried out should any of the improvement options be taken forward. Most ecological surveys can only be carried out at particular times of year so it is important to plan for these well in advance.

You may wish to contact the local biological records centre to find out if they hold any records of protected species within the study area. They can be contacted via their website:

<http://www.wildlifeinformation.co.uk/about.php>

I hope these comments are useful.

Yours sincerely

[by email]

Malcolm Fraser
Operations Officer
Forth

Scottish Rights of Way and Accesses Society (Scotways)

Stage 3

From: Eleisha Fahy <eleisha_fahy@Scotways.com>
Sent: 14 December 2018 16:13
To: Britton, Katie
Subject: RE: A720 Sheriffhall - DMRB Stage 3 Environmental Assessment

Good afternoon Ms Britton,

Thankyou for your email. I have been in touch with my colleague Dr John Pope who has contributed on ScotWays' behalf at earlier stages of this Scheme. He has confirmed he has no further comment at this stage.

Kind regards,
Eleisha

Eleisha Fahy
Senior Access Officer
Scottish Rights of Way and Access Society (ScotWays)
24 Annandale Street, Edinburgh EH7 4AN
tel: 0131 558 1222
web: www.scotways.com

Scoping

From: Eleisha Fahy [mailto:eleisha_fahy@Scotways.com]
Sent: 08 May 2017 16:06
To: McClelland, Zoe
Subject: FW: A720 Sheriffhall Junction Improvement - Environmental Impact Assessment Scoping

Good afternoon Ms McClelland,

Although we have not heard from you regarding confirmation of the extent of the area which is of interest to AECOM at this stage, we note that your letter of 10th April 2017 indicated our response was to be received by today. As time is pressing, we here focus only on the immediate vicinity of the scheme, i.e. the areas drawn in Figure 1 *Aerial Plan*.

In our DMRB Stage 2 Stakeholder Consultation response of 8th December 2016, we stated:

"A related area of interest for our membership is being able to access the countryside in order to enjoy the general right of access under the above Act [Land Reform (Scotland) Act 2003]. Transport infrastructure such as bypasses and railway lines, whilst providing invaluable communication links, can simultaneously impose a significant restriction on public access by acting as a barrier, whether this be physical or perceived. The Society wishes to see detail as to how access will be improved for non-vehicular users of the road network, cyclists in particular, travelling from the city to its hinterland beyond the bypass and vice versa."

Accordingly, the Society is very disappointed to see such apparently poor provision for non-motorised user groups. If we have understood Figure 1 correctly, each of the 8 arms of the enlarged Sheriffhall Roundabout has at-grade crossing points. Such crossings massively disadvantage (for example) pedestrians and cyclists.

There is an opportunity here to make a huge difference to the relative accessibility of the areas either side of the bypass, whether this be for non-motorised commuter journeys or for other reasons such as recreation. The minimal information provided to date is not encouraging and it is unclear how these proposals can be considered an improvement to public access. We await sight of the Environmental Statement with interest in the hope that the provision is much better than feared, but at this stage we are very concerned.

Elsewhere in Scotland, we have seen Transport Scotland actively engage with Non-Motorised User groups as part of the consultation process and the feedback regarding the results has been largely positive. As well as consulting Midlothian and the City of Edinburgh Councils' respective access teams and the various representative cycling bodies, we suggest contacting Midlothian's Local Access Forum if you have not done so already.

I hope the above is useful to you. If you have any queries, please do not hesitate to get in touch,

Kind regards,
Eleisha

Eleisha Fahy
Senior Access Officer
Scottish Rights of Way and Access Society (ScotWays)
24 Annandale Street, Edinburgh EH7 4AN
tel: 0131 558 1222
web: www.scotways.com
follow us on Twitter: @ScotWays
find us on Facebook: ScotWays

Stage 2 (b)

Jill Irving
Principal Engineer
AECOM Infrastructure & Environment UK Limited
Citypoint 2
25 Tyndrum Street
Glasgow
G4 0JY

08/12/2016

Dear Ms Irving,

**Your ref: Transport Scotland
A720 Sheriffhall Roundabout
DMRB Stage 2 Stakeholder Consultation**

Thank you for your letter of 23rd November, received 28th November 2016. As we were unable to provide a response for your Stage 1 DMRB options assessment, we are keen to contribute on this occasion. However, as this is particularly busy time of year for us, this is of necessity only an outline response providing basic information from our records alongside additional comments.

The National Catalogue of Rights of Way shows signposted right of way LM97 lies in the vicinity of the remaining junction Options 1A and 8A. A map is enclosed showing right of way LM97 highlighted in green. As there is no definitive record of rights of way in Scotland, there may be other routes that meet the criteria but have not been recorded as they have not yet come to our notice.

Whether or not right of way LM97 is directly affected by the changes in junction layout decided upon, the Society is concerned to know how access to LM97 will be maintained during both construction and operation of the chosen revised junction layout.

You will no doubt be aware that there may now be general access rights over any area of land under the terms of the Land Reform (Scotland) Act 2003. It is our assumption that you will have already consulted the Core Paths Plans, prepared by Midlothian and City of Edinburgh Councils as part of their duties under this Act.

A related area of interest for our membership is being able to access the countryside in order to enjoy the general right of access under the above Act. Transport infrastructure such as bypasses and railway lines, whilst providing invaluable communication links, can simultaneously impose a significant restriction on public access by acting as a barrier, whether this be physical or perceived. The Society wishes to see detail as to how access will be improved for non-vehicular users of the road network, cyclists in particular, travelling from the city to its hinterland beyond the bypass and vice versa. We anticipate that relevant

organisations such as Spokes (Lothian Cycle Campaign), Cycling Scotland and SEStran will have been consulted.

You may be interested in our book: *Access Rights and Rights of Way – A Guide to the Law in Scotland* by Prof R Paisley. Copies can be purchased from us for £6.80*, which includes P&P.

Neither the Society nor its individual officers carries professional indemnity insurance and in these circumstances any advice that we give, while given in good faith, is always given without recourse.

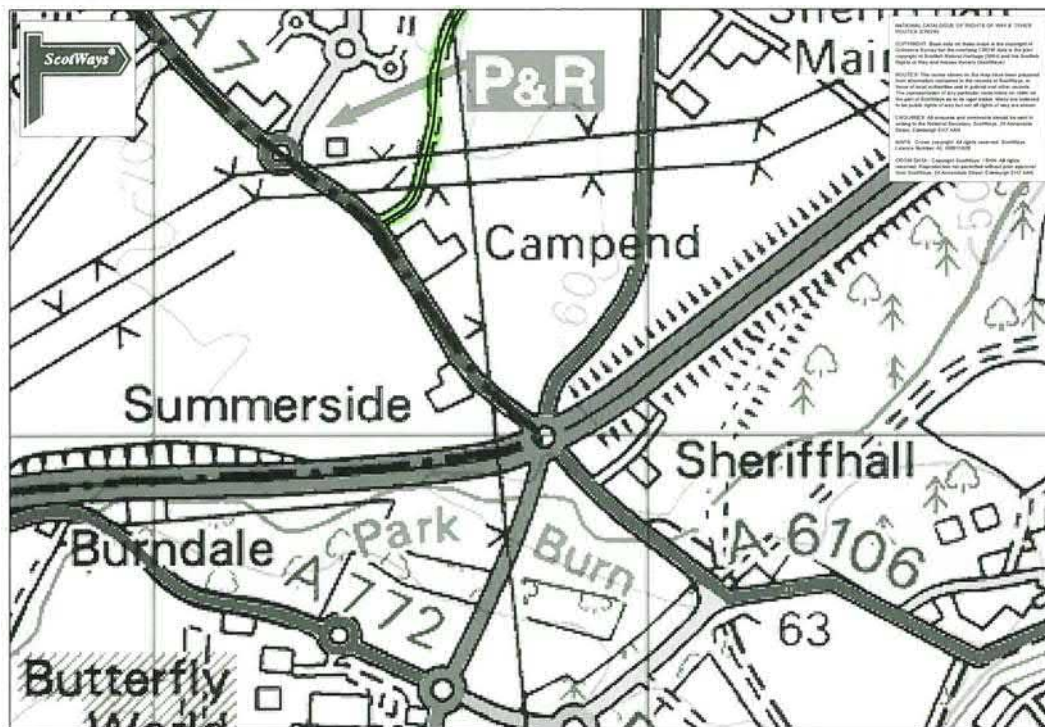
As a small charity, it is usual for ScotWays to charge a consultation fee as a contribution towards its expenses. In this case, we have not done so and have instead met the costs incurred from our core funds. As we are dependent upon membership subscriptions and donations to fund our work, all contributions are gratefully received.

I hope the information provided is useful to you. If you have any further queries, please do not hesitate to contact us.

Yours sincerely,



Eleisha Fahy
Senior Access Officer

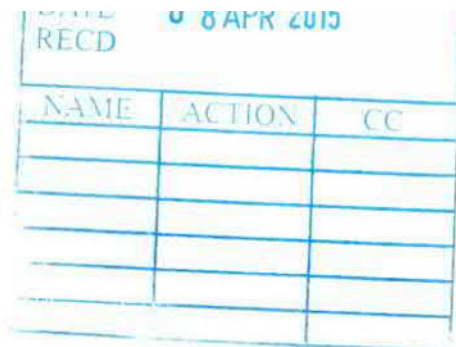


The Strategic Development Planning Authority for Edinburgh and South East Scotland (SESplan)

Stage 2 (a)

26 March 2015

Jill Irving
AECOM
Citypoint 2
25 Tyndrum Street
Glasgow
G4 0JY



Dear Jill

Sheriffhall Roundabout Stage 2 Scheme Assessment

Thank you for the opportunity to respond to Stage 1 Assessment Report and for our comments to feed into the Stage 2 Scheme Assessment. SESplan welcome this study. Sheriffhall has been identified as a major hotspot on A720 which is significantly over capacity. Conditions have been shown to worsen via Transport Appraisal of the adopted Strategic Development Plan (adopted June 2013). This will hamper future economic potential in the region. Therefore we wish to make the following comments to feed into the Stage 2 Assessment.

There is a significant scale of development planned in northern Midlothian, East Lothian and Southern Edinburgh. The delivery of major employment sites is also planned. The congestion and delay at Sheriffhall will hamper connectivity between these developments. Whilst design of new development should seek to minimise additional traffic and promote modal shift, the volume of new development in the area will have an impact on the junction.

Given the level of development proposed and the importance of the A720 in the strategic road network, is just considering the Sheriffhall junction in this study a missed opportunity? Could the study have looked at the entire A720 as conditions at one junction can have significant flow implications for the rest of the A720 and associated connecting roads. Any redesign will have impacts on other A720 junctions.

The A720 and Sheriffhall roundabout has been identified as a major barrier to active travel between Midlothian and southern Edinburgh. Any redesign must include safe dedicated solutions to allow crossing of A720. There is significant potential for modal shift to cycling from Midlothian to

Edinburgh. Active travel and public transport options require further consideration in the options. Neither should be treated as secondary objectives in the study. Any redesigned should also be future proofed to factor in capacity for Intelligent Transport Systems, Managed Motorways, the Orbital Bus and Ramp Metering.

Any redesign would require significant capital expenditure. A720 improvements are set out in STPR and Sheriffhall is specifically referenced in NPF3. However, there no mention in current Scottish Government Infrastructure Investment Plan. Any future work should also consider funding sources for any improvements.

Thanks again for the opportunity to feed into the process. Please can you keep SESplan informed of the next steps of the process. Should you require any further information please do not hesitate to contact me.

Yours sincerely



Graeme Marsden

Planner

01506 282881

Graeme.Marsden@sesplan.gov.uk

South East Scotland Transport Partnership (SEStran)

Stage 3

From: Peter Jackson <Peter.Jackson@sestran.gov.uk>
Sent: 13 December 2018 11:44
To: Britton, Katie; Irving, Jill
Subject: RE: A720 Sheriffhall - DMRB Stage 3 Environmental Assessment

Good Morning,

Thank you for your email and consideration to our previous comments in the ongoing work at Sheriffhall Roundabout. At this time we would not have anything further to add to your figures presented. SEStran have commissioned AECOM to look at a study for active travel options on the north bound A7 and to our understanding have liaised with the project staff associated to Sheriffhall.

If I may point out an administrative point that our address is as follows:

South East of Scotland Transport Partnership

Area 3D (Bridge)
Victoria Quay
Edinburgh
EH6 6QQ

Kind Regards

Peter Jackson | Active Travel Officer
South East of Scotland Transport Partnership

M: 07889 010 287 | P: 0131 524 5155 | T: @SEStran
E: peter.jackson@sestran.gov.uk | W: www.sestran.gov.uk
Area 3D (Bridge) | Victoria Quay | Edinburgh | EH6 6QQ.

Stage 2 (a)

A720 Sheriffhall Roundabout

SEStran comments on Stage 2 options

There are several issues that we feel should be considered when looking at the options

- **The potential for bus priority through the junction**

To encourage residents in Midlothian and beyond to use public transport when travelling to and from Edinburgh, it is important that there is a realistic ability for buses to gain priority through the junction. There is also the need to consider the bus and car linkages to the Orbital Bus proposals.

- **Cycle links**

SEStran is currently carrying out study looking at missing links in the strategic cycle network especially cross boundary links. Initial findings are that there is a missing link in this area across the bypass. The study is being carried out by PBA and is due to be completed by end of March 2015 (contact Sarah Ryan, SEStran, 0131 524 5166 for more details).

- In our initial response we put forward the viewpoint that the balance of congestion has to be considered, i.e. the congestion is not just transferred from Sheriffhall Roundabout to another location. Improving the efficiency of bus linked to park and ride and cycle links across the bypass will help to reduce the impact of increased ease of access by car to and from Edinburgh.
- Looking at the options and based on the simplicity of design, Option 6 or 6a seems to provide the best solution, but obviously the ability to accommodate priority bus lanes and segregated cycle links is of prime importance.

Thank you for giving us the opportunity to put forward comments at this and we look forward to further consultation as the proposals are progressed.

Sustrans

Scoping

Zoe McClelland
Associate Director
AECOM Infrastructure & Environment UK Limited
2nd Floor Apex 3
97 Haymarket Terrace
Edinburgh EH12 5HD

8 May 2017

Dear Zoe,

Thank you for your letter dated 10th April, 2017 with reference to the **A720 Sheriffhall Junction Improvement – Environmental Impact Assessment Scoping**.

Sustrans responded in January 2017 to the consultation carried out by Aecom in November 2016. We assessed the three options presented (A, B and C) against the five [Core Design Principles](#) in Cycling by Design; safety, coherence, directness, comfort and attractiveness.

Considering these design principles, we felt strongly that option C was the best for active travel (walking, cycling and non-motorised users). We also provided, for reference, two examples of provision for active travel at grade-separated junctions near to Sheriffhall – one an example of good provision and the other, an example of very poor provision.

Finally, we provided thoughts on ensuring how option C could be made even better for walking, cycling and non-motorised users.

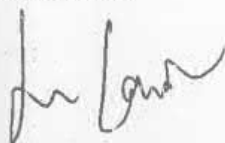
Having provided such a detailed response, we were extremely disappointed to receive your letter which stated that the preferred option had been chosen. This option is very poor for active travel. In fact the layout looks similar to the A720 Straiton Junction, an example of 'poor active travel provision' provided in our previous response. Your letter made no reference to what the thought process or design principles were that enabled you to come to this conclusion.

We feel that the redesign of Sheriffhall should enable people to make local journeys across the junction on foot and by bike, reducing the severance caused by the A720. There are many potential active travel journeys which require a safe crossing of Sheriffhall roundabout. (For example major employment sites at Edinburgh Bioquarter and Royal Infirmary)

Far from creating an exemplar design that enables the movement of both vehicular traffic and people travelling actively, the preferred option will discourage walking and cycling between Dalkeith and Edinburgh, not to mention for new residents of the developments planned for Shawfair and Gilmerton. There is an opportunity being ignored to make walking and cycling a central part of these new communities, as new residents reconsider how they make regular journeys when they relocate.

For this reason, Sustrans will not comment on the design chosen for the A720 Sheriffhall Junction as detailed in your letter of 10th April 2017. We would like to draw your attention once more to the response we provided in January 2017 and urge you to re-think your preferred design option.

Yours sincerely,



John Lauder
National Director

Stage 2 (b)

Sherriffhall Stage 2 Options assessment, Sustrans Scotland Comments

We have assessed the options using [Cycling by Design](#)¹. Transport Scotland requires consultants and contractors working on trunk road projects to follow the guidance within Cycling by Design.

In terms of the [Hierarchy of measures](#), we agree that off-carriageway facilities need to be provided for walking, cycling and other non-motorised users as part of the redesign, given the speed and volume of traffic at Sheriffhall roundabout.

We understand that manual counts undertaken at have Sheriffhall roundabout found very low levels of walking and cycling through the junction. We feel this is a reflection of the very poor provision for these modes of transport at the site currently. We feel demand for walking and cycling is suppressed by current conditions, therefore it is important that new paths are included across and around the junction linking all the roads leading to/from it (with the exception of the A720, on which cycling and walking are prohibited). This will enable people to make local journeys across the junction on foot and by bike, reducing the severance caused by the A720. There are many potential active travel journeys which require a safe crossing of Sheriffhall roundabout. For example major employment sites at Edinburgh Bioquarter and Royal Infirmary are only 4 miles from Dalkeith. This is a practical distance for most people to cycle, if conditions for cycling were improved at and around Sheriffhall roundabout.

We have assessed the 3 options presented (A, B and C) against the five [Core Design Principles](#) in Cycling by Design; safety, coherence, directness, comfort and attractiveness (see table below). Many of these design principles will also help make maximise the usefulness of the paths for people walking and for other non-motorised users.

Core Design Principles	Option A	Option B	Option C
Coherence: routes should be continuous linking origins and destinations and easy to navigate.	Paths connects the 4 roads leading to/from the junction	Paths connects the 4 roads leading to/from the junction	Paths connects the 4 roads leading to/from the junction.
Directness: routes should be as direct as possible and minimise delays at crossings and junctions.	Links across the junction are relatively direct, however links around either side are less so. Most journeys across the junction will involve crossing at least 4 carriageways, which will cause significant delay	Links across the junction are very indirect. Most journeys will involve crossing multiple carriageways, causing delays. Links around the junction however are more direct than for option A or C.	Links across the junction are relatively direct, however links around the around either side of the junction are less so. Only one at-grade road crossing, so delays will be minimised in this option.

¹ Please note, Cycling by Design is currently being revised and the latest version should be referred to for guidance.

<p>Comfort: surfaces /routes should be smooth, uninterrupted of adequate width and with gentle gradients. They should avoid the need for complex manoeuvres.</p>	<p>Paths likely to be relatively flat, however interruptions to paths at junctions reduces comfort</p>	<p>Paths likely to be relatively flat, however interruptions to paths at junctions reduces comfort</p>	<p>Requires height gain to cross the junction using a bridge, however there is space available to make ramps of gentle gradient and avoid the need for complex manoeuvres.</p>
<p>Attractiveness: routes should make cycling an attractive option. Lighting, personal security, aesthetics, environmental quality and noise should all be considered</p>	<p>Paths are adjacent to the roads, therefore likely to be well lit, however will expose users to noise and air pollution. This option is likely to be best in terms of providing a feeling of personal security 24/7, as all paths are overlooked by the adjacent roads.</p>	<p>Paths adjacent to the roundabout, likely to be well lit, however will expose users to noise and air pollution. Remote nature of paths and underpass west of junction likely to make users feel insecure and deter use. Underpasses are generally poor for personal security.</p>	<p>Paths are away from the road, minimising exposure to noise and air pollution. Potential for them to pass through attractive greenspace. However users may feel insecure as most of the paths are not overlooked and this option includes an underpass.</p>
<p>Safety: infrastructure should minimise actual and perceived dangers for users.</p>	<p>Multiple at-grade crossings of main roads increases risk of collisions between path users and motor vehicles, even more so if signalised crossings are not provided. All paths are overlooked, likely to increase users feelings of personal security</p>	<p>Multiple crossings of main roads increases risk of collisions between path users and motor vehicles, even more so if signalised crossings are not provided. Underpass and remote nature of some paths is poor for personal security. The underpass route is so indirect people may walk under the bridge around the roundabout, putting themselves at increased risk!</p>	<p>At-grade crossings of main roads are minimised by inclusion of a bridge and underpass, reducing risk of collisions between path users and motor vehicles compared with other options. However users may feel insecure as most of the paths are not overlooked and this option includes an underpass.</p>

Considering these design principles, **we feel strongly that option C is the best for active travel** (walking, cycling and non-motorised users). This is primarily because it is the most direct in terms of both distance and time and also likely to be the safest option for users. Option C is also likely to be the most attractive for users, albeit steps must be taken to make sure that user's feelings of personal security are maximised.

The main problem with option A is the multiple at-grade crossings which, even if they are made safe through signalisation, will introduce excessive delays making it less likely people will make journeys on foot and by bike through the area.

Option B is the least good as paths are indirect both in distance and time and still requires multiple at-grade road crossings.

Even though we consider option C is the best outline design, it is still important that the following are included in the detailed design to create the best facilities for walking and cycling:

- More direct paths around the junction should be provided (linking Old Dalkeith Road with Millerhill Road and linking the 2 roads south of the junction)
- Given the relatively remote nature of some of the paths, steps must be taken to make sure that user's feelings of personal security maximised.
- Long straighter ramps should be provided either side of the bridge, on the desire lines, in preference to "zig-zag" arrangements which are less user-friendly
- A signalised crossing is necessary across Millerhill Road
- Care is especially needed in the design of the underpass, which should be as wide and welcoming as possible, and users should be able to see all the way through from each side.
- The opportunity should be taken to improve biodiversity on land around the paths, which will also make the paths more attractive to users, though not at the expense of personal security.
- It is important that the paths are well maintained, especially given they are away from the main road

Sustrans Scotland are keen to discuss the designs of active travel infrastructure in the Sheriffhall project with AECOM and Transport Scotland, as it progresses towards construction.

Finally, for reference here are two examples of provision for active travel at grade-separated junctions near to Sheriffhall.

- 1) Quite good provision in the form of a bridge over the M9 at Newbridge:

<https://goo.gl/maps/KhYHBRayKen>

- 2) Very poor provision in the form of shared use paths around the A720 Straiton junction with uncontrolled crossings, including one of an on-ramp to the A720:

<https://goo.gl/maps/ydHo87XvduB2>

Spokes

Stage 3

From: Dave duFeu <davedufeu@gmail.com>
Sent: 22 November 2018 20:50
To: Britton, Katie; Irving, Jill
Cc: Michaela Jackson; David French; Alec Mann
Subject: Re: A720 Sheriffhall - DMRB Stage 3 Environmental Assessment
Attachments: image003.png; 1811 22 Midlothian_Active_Travel_Strategy_Map from DF for letter to AECOM.pdf

Dear Katie and Jill

Thanks for your email asking for our further comments on the Sheriffhall project and enclosing a drawing of the current design.

Firstly, as you know, we are confident overall that the planned active travel provision at the project site is a huge improvement on what was proposed originally, and we thank you very much for the consultations and considerations which have led to this position.

However, we do have significant further comments and there have also been further developments, as below.

1. Connecting routes

Whilst active travel provision at the roundabout itself (*subject to 2 below*) looks set to achieve the stated 'world class transport proposals' ambition of the City/Region Deal, provision for cyclists to and from the roundabout between significant origins and destinations (including Edinburgh, Dalkeith, wider Midlothian, the BioQuarter, the Infirmary, Shawfair, Eskbank, etc) is very intimidating indeed, mostly involving 'A' road travel. This is detailed further in the first letter linked below. We are therefore urging that the City/Region Deal project becomes an integrated one which includes high quality cycling connections to and from the roundabout as well as at it. Connecting routes of reasonable quality do of course exist for motor traffic to such destinations, and the same has to be the case for cycling journeys.

We appreciate that this requires a higher-level, political, decision, rather than at AECOM level, and we have therefore written to the leaders of Edinburgh and Midlothian Councils, as well as the Transport Minister. Nonetheless it is important for you to be aware of this and include it in the further relevant information that you are seeking. The letters can be downloaded here...

[dated 25.10.18](#)

[dated 22.11.18.](#)

2. Provision at the roundabout - underpass to the east side of Millerhill Road

It is vital that an underpass to the east side of Millerhill Road is included. Without this underpass, the design is not future-proof with regards to potential future developments, including the proposed Edinburgh Orbital and housing developments at both Millerhill and Old Craighall.

In the slides that were circulated by Jill Irving on 09 August 2018, slide 23 shows that East Lothian Council highlighted the need for a high quality NMU corridor along the A6106(N) to Craighall and Musselburgh and that 1500 houses are scheduled to be added at Old Craighall. East Lothian Council also has aspirations for a cross-boundary NMU link from the A1 underpass at Newcraighall, via the proposed housing developments at Old Craighall and Millerhill, to the A6106. Midlothian Council similarly has plans to build thousands of houses at Millerhill, and their draft active travel strategy (map attached) includes a network of cyclepaths between Millerhill and the bypass. (WCHARs 3 and 9).

Without the underpass to the east side of Millerhill Road, all pedestrians and cyclists travelling northeast from Sheriffhall will have to cross Millerhill Road. This includes everyone travelling to Shawfair, Musselburgh, Millerhill, Old Craighall, Fort Kinnaird and Queen Margaret's University. They will then also have to cross the road again on their return journey. Crossing Millerhill Road is not currently a fun experience, and it is liable to get worse when the above housing developments are built. (WCHARs 1, 4 and 5).

We recognise the cost implications of the additional underpass, but the cost of retrofitting it at a later date would be even higher. Of course, the better the NMU facilities are, the more people will use them, which will benefit everyone, including motorists on the bypass. (WCHARs 1 and 2).

3. A6106(N)

Earlier plans showed the existing A6106(N) repurposed as a cycleway. Is there a reason this has been dropped from the current plans?

4. Borders Railway underpass

It is not clear from the plans if the structure carrying the bypass over the Borders Railway has been widened in order to future-proof it for the Edinburgh Orbital, as was requested at the last workshop by Frazer McNaughton from SNH. Please confirm whether or not it has been. (WCHAR 3)."

We trust you will consider these comments and look forward to hearing from you.

I have copied Michaela, David and Alec who attended the workshops and are still our most knowledgeable members on the project and its implications.

Yours sincerely
Dave du Feu
for Spokes

Transport Scotland (Development Management and Network Operations)

Stage 3

From: John.McDonald@transport.gov.scot
Sent: 28 November 2018 12:56
To: Britton, Katie
Cc: Irving, Jil; Denise.Angus@transport.gov.scot; jgillespie@systra.com
Subject: RE: A720 Sheriffhall - DMRB Stage 3 Environmental Assessment

Kate,

I don't think anything has changed significantly since my previous e-mail other than to confirm that the Newton Farm planning application has been submitted and the link road connection to the A68 would be formed during the build-out of the development should the application be consented. It is my understanding that that the traffic modelling Aecom has undertaken does not include the Newton Farm link road. However, I believe that Jason Gillespie of SYSTRA advised at the recent workshop that the modelling undertaken by the applicant did not show any significant impact on the adjacent junctions.

Happy to discuss any development management issues.

Regards,

John

John McDonald

Development Management
Network Operations
Roads Directorate

T: 0141 272 7386
F: 0141 272 7350

Stage 2 (a)

Subject: RE: A720 Sheriffhall Roundabout

From: John.McDonald@transportscotland.gsi.gov.uk [mailto:John.McDonald@transportscotland.gsi.gov.uk]

Sent: 23 March 2015 11:05

To: Irving, Jill

Cc: Amy.Phillips@transportscotland.gsi.gov.uk; Stuart.Wilson@transportscotland.gsi.gov.uk;

Adam.Priestley@transportscotland.gsi.gov.uk; jason.gillespie@jmp.co.uk

Subject: A720 Sheriffhall Roundabout

Jill,

Many apologies for not quite making the mid-March date for comments.

Most of the development management issues in and around Sheriffhall have not changed since the Stage 1 Report was published. You are aware of the Millerhill Road permanent closure issues which lie with Midlothian Council to clarify. Most matters where pre-application discussions have been taking place will have been captured within development planning including Newton Farm (proposed connection to A68 junction) and other emerging proposals in around Craighall.

Regards,

John McDonald

Development Management
Network Operations
Trunk Road and Bus Operations

T: 0141 272 7386

M: 07825 406157

F: 0141 272 7350

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

For agency and travel information visit our [website](#)



Transport Scotland, the national transport agency
Còmhdhail Alba, buidheann nàiseanta na còmhdhail

Visit Scotland

Stage 2 (a)

From: Manuela Calchini [<mailto:Manuela.Calchini@visitscotland.com>]
Sent: 18 February 2015 16:25
To: Irving, Jill; McClelland, Zoe
Subject: Consultation on Sheriffhall Roundabout

Hello,

Thank you very much for asking VisitScotland to comment on the proposed changes to the Sheriffhall Roundabout. As the national tourism body, we are by no means experts on road lay outs and alleviation of congestions, but we are pleased to see from your DMRB Stage 1 Scheme Assessment Report, that you are already including the following items as part of your scheme objectives:

- Minimising intrusion of the new works on the natural environment, cultural heritage and people whilst enhancing the local environment where opportunities arise
- Facilitate integration for different modes of transport along and across the A 720 corridor between Gilmerton Junction and Dalkeith Northern Bypass.

We also note that you are aware of the Borders Railway project

In terms of access to Edinburgh from the A 720 and to East and Midlothian from Edinburgh/A 720, we would suggest that clear directional signage is a key component and some consideration should be given if there is opportunity for tourism signage that does not distract from the main directional signage and traffic regulation signage.

If we can assist in any other way, please do not hesitate to get in touch.

Kind regards,

Manuela Calchini

Regional Partnerships Director - South of Scotland
Regional Director Edinburgh, The Lothians and Fife
VisitScotland
Ocean Point One
94 Ocean Drive
Edinburgh
EH6 6JH

T: +44 (0) 131 472 2078

M: +44 (0) 7786 336 507

E: manuela.calchini@visitscotland.com

For visitor information – www.visitscotland.com

For information on VisitScotland - www.visitscotland.org

For business tourism information - www.conventionscotland.com

For information on the work of EventScotland - www.EventScotland.org

2015 is Scotland's Year of Food and Drink, celebrating our exceptional natural larder, the role food and drink plays in shaping our economic success and the people, landscapes and culture that make our food heritage so unique. We invite you to come and experience the Land of Food and Drink.

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Ideas for your own brilliant moments - <http://www.visitscotland.com/campaign/brilliant/>