Appendix B

Summary of Consultation Responses
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| City of Edinburgh Council - Archaeology | Mr John Lawson        | • Areas of archaeological potential include Leith Port (where account should be taken of the setting of features) and Newhaven/Granton (setting of Grade A Listed pier).  
• Possible loss of original features such as old cobbles and old tram rails  
• Assessment should involve a walkover survey  
• Mitigation proposals should include relevant checks such as photographic surveys, watching briefs in key areas, etc.  
• Main constraints lay to the east of Constitution Street including a glassworks site near Salamander Street. (Comments provided by telephone) | 20 June 2003 | The effects of the proposed scheme on cultural heritage including archaeology are presented in Chapter 11 of the ES. |
| City of Edinburgh Council, City Development, Planning and Strategy | Aileen M Grant        | • A detailed response was provided to ERM’s scoping letter highlighting environmental sensitivities and issues to be addressed in the EIA. Key issues raised included retention of streetscapes in Leith Walk, ecological impacts from construction in Roseburn Railway corridor, consideration of pedestrian and public realm issues, sensitivity of World Heritage Site and key listed buildings including sensitive views, potential impacts of works to seawall at Trinity. Consultation with the City of Edinburgh Council was ongoing throughout the period of the EIA, in particular in relation to planning and design issues. This included the establishment of a working group on design. | 30 June 2003 | The issues raised and information provided by the Council has been referred to throughout the ES. Detailed townscape and visual effects are assessed in Chapter 8, ecological impacts are reported in Chapter 9 and cultural heritage issues in Chapter 11. |
| City of Edinburgh Council – Environmental and Consumer Services | Lilianne Lauder       | • No relevant baseline information on ambient noise available  
• EIA should address potential impact of noise and vibration on residential and other noise sensitive uses and mitigation measures detailed. Construction assessment should assume working hours of 7am to 7pm Monday to Saturday  
Additional follow-up consultation was undertaken with representatives from the Council’s Environmental and Consumer Services Department relating to noise and vibration issues and air quality issues. Meetings were held with John Gannon (noise and vibration) and Janet Brown (air quality) in July 2003 and August 2003 respectively. | 21 January 2003 | An extensive baseline noise survey was undertaken for the impact assessment. Noise and vibration impacts have been assessed for construction activities and tram operations. These are reported in Chapter 13. Predicted changes in air quality are reported in Chapter 14. |
<p>| Cyclist Touring Club | Peter Hawkins         | • Response noted the importance of preserving and maintaining the cycle route along the Roseburn Railway Corridor during and after construction of the tram. Any necessary | 19 January 2003 | The tram design incorporates a combined footway and cycleway along |</p>
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<td>Divisions of the tram should not involve gradient changes, road crossings etc.</td>
<td>• Provision for cyclists required where tram runs along existing streets. Greenway and cycle lane facilities need to be maintained eg along Leith Walk when tram route is created. • Preference for trams to be designed to carry bicycles. • Crossings should be designed to minimise danger to cyclists.</td>
<td>22 February 2003</td>
<td>the Roseburn corridor. Pedestrian and cyclist issues are addressed in Chapter 5 (Traffic and Transport) of the ES</td>
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<td>Edinburgh and Lothians Badger Group</td>
<td>Tricia Alderson</td>
<td>• Information was provided on badger activity along the Roseburn Railway Corridor and potential impacts of the construction and operation of the tram on the habitat and foraging areas for badgers were identified. Further consultation was held with the Edinburgh and Lothian Badger Group during 2003 as the scheme evolved, including an on-site meeting to identify badger setts and areas of activity.</td>
<td>5 August 2003</td>
<td>Impacts on badgers and other species and habitats are considered in Chapter 9 of the ES</td>
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<td>Edinburgh World Heritage Trust</td>
<td>Mr John Mengham</td>
<td>• A series of design working group meetings have been held with representatives of the Edinburgh World Heritage Trust, Historic Scotland and the City of Edinburgh Council throughout 2003 as part of the development of the design of the proposed tram system, and the preparation of a design guide. These discussions, and the mitigation implied by the design guide have been taken into account in the EIA.</td>
<td>March to October 2003</td>
<td>Design mitigation and residual impacts of the tram on townscape are presented in Chapter 8 of the ES.</td>
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<td>Friends of the Earth Scotland</td>
<td>Dr. Dan Barlow</td>
<td>• Response noted that funding should include substantial developer contributions from those expected to capture land value increases. • Leith Walk alignment has more merit than Easter Road alignment on integration and segregated running grounds. • Consideration should be given to the proposed George Street alignment.</td>
<td>27 January 2003</td>
<td>A review of alternatives considered for the alignment of the tram, including George Street is presented in Chapter 3 of the ES</td>
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<td>Health and Safety Executive</td>
<td>Mr G A Cook</td>
<td>• ES should not include measures that would contravene the requirements of the Health and Safety at Work Act 1974 and its relevant statutory provisions. • A series of sites were identified along the proposed route where specific notification of HSE would be required</td>
<td>Letters dated 30 December 2002, and 17 June 2003</td>
<td>The tram proposals do not involve direct effects on the sites identified by HSE. Detailed health and safety issues will be the responsibility of the eventual scheme contractors</td>
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<td>Historic Scotland</td>
<td>Mr Graham Reed</td>
<td>• The central area of Edinburgh is a World Heritage Site and large sections of the route will pass through conservation areas and close to listed buildings. • Contact should be re-established and maintained when more detailed proposals are available. Meetings agreed as the most appropriate way of proceeding.</td>
<td>9 January 2003</td>
<td>The assessment of the predicted impacts of the scheme on cultural heritage is presented in Chapter 11 of the ES. Impacts on townscape are reported in Chapter 8 of the ES.</td>
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| Lothians Bat Group               | Dr Stuart Smith             | • The response provided anecdotal records of the presence of bats foraging along the Roseburn railway corridor.  
  • The most likely areas of bat activity are those containing highest density of mature trees and where any line of trees/bushes along embankments are contiguous with adjacent woodland and watercourses. Most likely area of impact is Roseburn railway corridor running north from where it crosses the Water of Leith.  
  • Suggestions for mitigation of impacts on bat habitat were also provided.                                                                  | 30 June 2003     | An assessment of the impacts of the scheme on habitats and species is reported in Chapter 9 of the ES                                                  |
| The National Trust for Scotland  | Mr John Mayhew              | • Key NTS properties identified in Charlotte Square, and NTS normally supportive of public transport measures  
  • No specific response provided to the proposals                                                                                                                                                     | 30 January 2003  | -                                                                                                                                                     |
|                                  |                             | (both comments received by telephone call)                                                                                                                                                                                                                                     | 15 July 2003     |                                                                                                                                                      |
| Royal Society for the Protection of Birds | Mr Peter R Gordon | • Impacts on wild birds will be minimal, as the route does not appear to affect any exceptional sites other than the Firth of Forth SPA and SSSI.  
  • Unaware of any wild bird interests likely to be affected along the route.  
  Further comments were received in a second letter.  
  • Most of the preferred route is on existing road and so has no implications for wild birds and their habitats.  
  • Use of Roseburn railway corridor will have some adverse environmental effects.  
  • Mitigation through habitat compensation will be essential, particularly for species and habitats recognised as priorities in the Edinburgh LBAP.  
  Follow up discussions regarding potential scheme impacts on the Firth of Forth SPA                                                                                                               | 22 January 2003  | Impacts on ecology and ornithology of the proposed tram scheme are presented in Chapter 9 of the ES                                                   |
|                                  |                             |                                                                                                                                                                                                                     | 23 June 2003     |                                                                                                                                                      |
|                                  |                             |                                                                                                                                                                                                                     | 16 October 2003  |                                                                                                                                                      |
| Organisation                                   | Name                                      | Information/Comments                                                                                                                                                                                                                                                                                                                                 | Date                      | ERM Response/Comment                                                                                                                                                                                                 |
|------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------
| Scottish Civic Trust                          | Terrence Levinthal                        | • A detailed response was provided suggesting a series of alignment options which could be considered for the tram. An alignment along Leith Walk was favoured in preference to Easter Road.  
• Pedestrian and transportation issues should be considered in the ES.  
• The impacts of tram power supply systems should be considered on buildings and townscapes  
• Construction impacts including traffic diversions and removal of spoil should be considered.                                                                                                                                                                                                 | 10 February 2003         | The ES includes a description of the alignment options assessed and the reasons for the selection of the preferred route (Chapter 3). Traffic and pedestrian issues, including construction effects are reported in Chapter 5.                                                                                                                                 |
| Scottish Enterprise Edinburgh and Lothian      | David Crichton                            | • Response suggested that a meetings would be appropriate with relevant project managers at SEEL  
ERM met with representatives of SEEL to discuss the tram and its environmental appraisal.                                                                                                                                                                                                                                                                  | 20 January 2003          | -                                                                                                                                                                                                                                                                       |
| Scottish Environment Protection Agency         | Mr Alan Church                            | • A detailed response was provided identifying areas of coverage for the EIA. These included discharges to watercourses and sewers, pollution potential from tram maintenance areas and the requirement to protect water resources during construction.  
• The EIA should consider implications on congestion and air quality from displaced traffic.  
• Efficient use of resources in construction is important. Reuse and recycling of construction materials is to be encouraged  
• SEPA would be satisfied if all issues covered in the scoping report and issues raised in the original response of the 14 January 2003 are covered in the EIA.  
• Data were provided on the water quality classification of the Water of Leith.                                                                                                                                                                                                                                          | 14 January 2003          | An assessment of the potential effects of the scheme during construction and operation is presented in Chapter 10 of the ES. Air quality implications of the tram are reported in Chapter 14. The contractor will be required to demonstrate methods for waste minimisation during construction                                                                                                                                 |
| Scottish Executive Environment Group, Air, Climate & Engineering Unit | Mr Guy Winter                             | • Full ES should consider the hydrological and hydrogeological conditions at the site to minimise impacts on groundwater and water quality of any watercourses during construction and operation.  
• SUDS good practice should be considered – SEPA can advise  
A second letter was received in response to the detailed EIA consultation, although no further specific comments were offered.                                                                                                                                                                                                                   | 23 December 2002         | -                                                                                                                                                                                                                                                                       |
| Scottish Executive Environment Group, Countryside and Natural Heritage Unit | Ms Fiona Leslie                          | • Relevant wildlife legislation and guidance was highlighted in the response. Recommend developer engage with SNH regarding badgers on-site.  
• Walkover ground surveys must be sufficiently detailed to determine existence of protected species.  
• Consideration of Schedule 1 Birds and European Protected Species such as otters and bats must                                                                                                                                                                                                                                                   | 16 June 2003             | The ecological assessment has been based on field surveys and reference to existing baseline information on habitats and species. This assessment is reported in Chapter 9 of the ES.                                                                                                                                 |

**GILLESPIES**  
**TerraQuest**  
**McLEAN**  
**HAZEL**  
**BH&A**  
**ERM**  
**Babtie**  
**steer davies gleave**
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| Scottish Natural Heritage | Carolyn Clark         | - Attention is drawn to the Firth of Forth SSSI and SPA designations and the New Town Gardens Historic Gardens and Designed Landscapes Designation  
- Measures should be put in place at the intertidal area at Granton during construction to prevent surface water run-off and other materials from entering the site  
- Reference was made to unconfirmed reports of badger setts and bats along the Roseburn rail corridor. Recommended that further surveys are carried out to establish current situation with respect to badgers and bats.  
- EIA should provide details of where tree and vegetation removal will occur, areas where they will be retained and details of where other planting and habitat enhancement is proposed, including detail of species.  
- Important to maintain routes for access and recreation, particularly where they already exist. Alternative access points for severance may be required for pedestrians/cyclists.  
- Landscape and visual assessment should follow recognised guidance.  
- Water of Leith and Firth of Forth identified as sensitive watercourses. Working guidelines required ensuring minimal surface runoff or contamination during construction and operation.  
Following this response further consultation was held with SNH regarding the potential impact of works to the seawall at Starbank Road on the Firth of Forth SSSI and SPA. ERM met with representatives from SNH in August 2003, and further written response was received on 19 September 2003, indicating the requirement for bird monitoring and an appropriate assessment to determine the effects of works at Starbank on the SPA.                                                                 | 15 January 2003 | The ecological assessment has been based on field surveys and reference to existing baseline information on habitats and species. This assessment is reported in Chapter 9 of the ES.                                                                                                                                 |
|                         |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 26 June 2003  |                                                                                                                                                                                                                                                                                                      |
| Scottish Water           | Mr R L Wilson         | - Unable to provide a response to the EIA consultation at this stage  
- Further information will be provided by Scottish Water if the project is granted full planning permission  
- Water quality issues are addressed in Chapter 10 of the ES.                                                                                                                                                                                                                                                                                                   | 4 April 2003  |                                                                                                                                                                                                                                                                                                      |
| Sustrans                | Tony Grant            | - Response noted that tram proposals substantially use the North Edinburgh Railway Corridor, though Sustrans generally supports the restoration of such corridors to public transport use, subject to account being made for pedestrians and cyclists  
- The section between Roseburn and Crewe Toll forms part of the National Cycle Network, therefore proposals should retain the cycleway  
- The design of the scheme is described in Chapter 2 of the ES and transport issues are assessed in Chapter 5.                                                                                                                                                                                                                                                  | 5 February 2003 |                                                                                                                                                                                                                                                                                                      |
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| Mr Mike Allen |      | • The use of George Street for trams would hinder transport integration, and Leith Walk would serve greater density of use than Easter Road  
• Copy of Sustrans press release provided (Sustrans statement on tram proposal)  
• The statement welcomes and supports the introduction of trams in Edinburgh, noting that the tram promoters have assured that cycle paths will be provided alongside sections of the tram which will follow the current alignment of the National Cycle Network and other cycle routes | 15 July 2003 |                      |
| The Scottish Rights of Way and Access Society | Ms Janet Clark | • Concern expressed over how the tram would affect existing network of north Edinburgh cycle routes. Maintenance of cycleways is important.  
No further detailed comments (comment received by telephone call) | 12 February 2003 | A combined cycleway and footway will be provided adjacent to the tram alignment along the Roseburn corridor.  
16 July 2003 |
| VisitScotland | Mr Philip Riddle | • No specific comment to make | 14 January 2003 | - |