NETWORK RAIL INFRASTRUCTURE LTD

REQUEST FOR SCREENING OPINION

FORTH BRIDGE EXPERIENCE: BRIDGE CLIMB RECEPTION CENTRE AND WALKWAY, SOUTH QUEENSFERRY

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Contents

1 Introduction

1.1 Screening Request

This report has been prepared by the Network Rail Town Planning Team in support of a request to City of Edinburgh Council (CEC) to adopt a screening opinion with respect to whether an Environmental Impact Assessment (EIA) is required for the following development proposal:

‘Proposed development of reception centre and bridge access system with associated car parking, landscaping and servicing and alterations to existing pedestrian and vehicular access at The Forth Rail Bridge, the Property known as 'The Forts', Land to the South of Hawes Brae and to the North of Station Road, South Queensferry’.

Appendix A provides a Site Location Plan.

This report reflects the requirements of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (‘the Regulations’). The proposed development is defined as an ‘urban development project’ within Schedule 2 Paragraph 10 of the Regulations and, therefore, an EIA screening opinion is required.

Schedule 3 of the Regulations provides the Selection Criteria for Screening Schedule 2 developments. Appendix B considers this in detail with reference to the potential environmental impacts.

It is worth noting that a previous screening request was submitted in March 2017 for a similar project description. CEC responded to this request in June 2017 stating that an EIA was not required (Appendix C).

2 Site Description and Proposals

2.1 Description

The proposed development site is located to the east of South Queensferry and to the north of Dalmeny Station.

The site consists of the Forth Bridge as far as the top of the first cantilever, the former Network Rail depot site at the southern end of the Forth Bridge, the existing access road from Hawes Brae and the existing pedestrian accesses from Dalmeny Station and Hawes Brae (known as Jacobs Ladder), (Appendix A – Site Location Plan).

Photographs showing the site and surroundings are provided in Appendix C and a Site Layout Plan is provided at Appendix D.

2.2 Proposals

Opened in 1890, The Forth Bridge is a Scottish icon that is recognised the world over. It was the world's first major steel structure and represents a key milestone in the history of modern railway civil engineering, still holding the record as the world's longest cantilever bridge. A full-scale restoration project was completed in 2012. In July 2015, UNESCO inscribed the Forth Bridge as a World Heritage Site.

The World Heritage Management Plan includes a Strategic Action to *"consider the possibility of developing visitor access to the property"* (PRES-2).

Reception Centre

The Reception Centre will consist of an entrance space, changing areas and briefing rooms and a small waiting area and souvenir shop. It is anticipated that the whole experience will be 'bookable' and take around 3 hours.

There will be staff offices, toilets, storage/drying and waste areas. The building will largely be located on the ground floor with a small section on the first floor to provide a direct link to the bridge climb.

Additional Buildings

A number of smaller ancillary buildings for plant and a biomass/recycling/cycle store will be located to the east of the main building. Staff offices will be provided within the former residential property of the Forts.

Bridge Walk

New and refurbished access walkways will link the Reception Centre to the Bridge - linking the south approach viaducts to the Queensferry cantilever top members. New steps and gantries will tie in to the Bridge's existing maintenance walkways and staircases. Bridge walkers will walk to two new viewing areas at the top of the Queensferry Tower via the eastern side of the cantilever and return to the Reception Centre via the western side (Appendix F – Bridge Walk Visuals).

Access, Parking and Landscaping

Vehicular access will be provided to the site from the existing access at Hawes Brae and modifications may be required. A car park for approximately 70 spaces will be located to the east of the Reception Centre.

Pedestrian access to the site will be enhanced through the development of a direct and accessible route from Dalmeny Station platform and the re-construction of the staircase from Hawes Brae (known as Jacob's Ladder). The site is also located adjacent to a National Cycle Route.

3 Biodiversity

The proposed Bridge walk route is above the estuary and, thus, over the Firth of Forth Special Protection Area (SPA), Ramsar site and Site of Special Scientific Interest (SSSI). In addition, woodland within the development area also has the potential to support roosting bats. Birds and potential bat roosting within the development area will be considered in the Ecological Appraisal.

3.1 Special Protection Area

The Firth of Forth was designated as an SPA on 30th October 2001, as a result of regularly supporting wintering populations of European importance of Annex I species. The designation is for the following qualifying features:

Winter Bird Assemblage, non-breeding – Species of waterfowl and wildfowl are present in the Firth of Forth at nationally and internationally important numbers throughout the year.

3.2 Ramsar site

The Firth of Forth was designated a Ramsar Site on 30th October 2001 and is designated for the following qualifying features:

Winter Bird Assemblage, non-breeding – Species of waterfowl and wildfowl are present in the Firth of Forth at nationally and internationally important numbers throughout the year.

3.3 Site of Special Scientific Interest

The Firth of Forth was designated as a SSSI on 30th August 2000 and is notified for its assemblage of wintering wildfowl and waterfowl and its varied coastal habitats, geological and botanical interests.

3.4 Bats

The woodlands within the have the potential to support bat roosting. Bat surveys will be undertaken.

3.5 Habitats Regulation Appraisal

Given the proximity to the Firth of Forth SPA, Ramsar site and SSSI, Habitats Regulation Appraisal (HRA) screening will be required. It is anticipated that an Appropriate Assessment will not be required, however, this is subject to further consultation with Scottish Natural Heritage. An HRA screening report has been sent to Scottish Natural Heritage for opinion.

4 Conclusions

This Screening Report provides a summary of the proposed site and surrounding area; identifies any potential impacts of the development and provides high level mitigation options where there is the potential for any adverse environmental effects.

This report is based on the information available at the time of writing and is not exhaustive. Additional information may become available that could alter the anticipated level of impact by the proposed development.

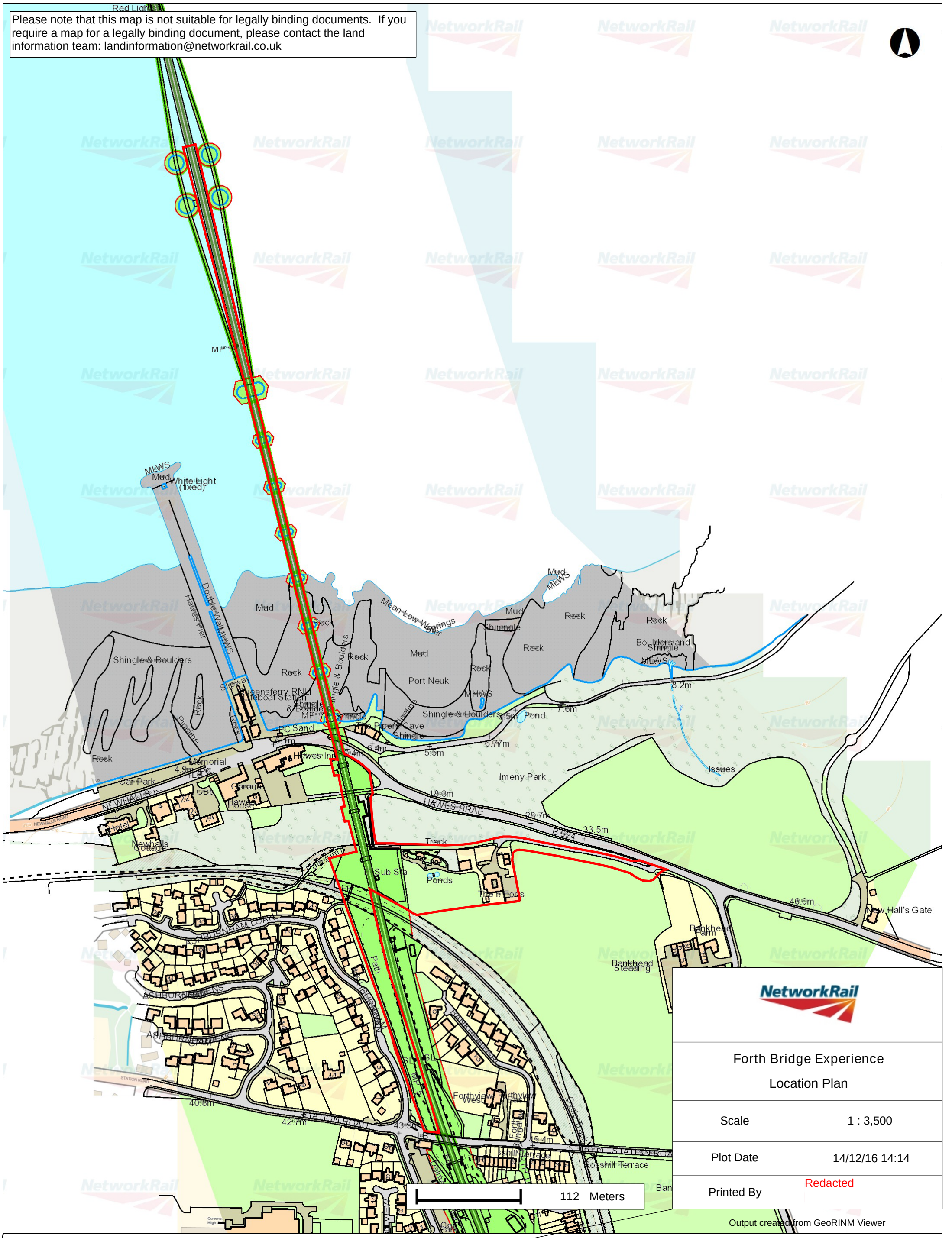
The following supporting documents referred to in the assessment will be submitted with the planning application:

- Planning Supporting Statement;
- Design & Access Statement;
- Heritage Statement;
- Transport Statement/Assessment,
- Geotechnical Information;
- Drainage/SUDs Information;
- Landscape and Visual Impact Assessment;
- Ecological Appraisal;
- Tree Survey;
- Sustainability Assessment;
- Archaeological Assessment.

It is our conclusion that the proposed development will not have a significant adverse effect on the environment and that an EIA is not required.

APPENDIX A

Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: landinformation@networkrail.co.uk



NetworkRail

Forth Bridge Experience

Location Plan

Scale	1 : 3,500
Plot Date	14/12/16 14:14
Printed By	Redacted

Output created from GeoRINM Viewer

APPENDIX B

1 CHARACTERISTICS OF THE DEVELOPMENT	**Yes/no** **Briefly describe**
(a) Size and design of the development	
Will the development be out of scale with the existing environment?	The proposed development will be designed to reflect the form and scale of nearby developments and will be relatively low-lying beneath the Bridge. It will integrate with the site's setting which is characterised by mature woodland. The area beneath and to the west of the Bridge was previously a site compound during the Bridge refurbishment works and is, therefore, brownfield. The 'Forts' property is an existing residential property with a large private garden and the Category A Listed Dalmeny Battery. The design will utilise the existing strong boundaries and will retain the house and listed structure. There is an existing staircase on the north face of the South Queensferry pier for site access to the Bridge. The refurbishment of existing Bridge access ways, the provision of new stair and walkway sections and the new viewing areas will require Listed Building Consent and will largely reflect existing structures on the Bridge. The new access ways will also be used for general bridge maintenance. The existing footpath links from Dalmeny Station and Hawes Brae will be enhanced to improve accessibility and amenity. The proposed development is therefore considered to be in scale with the existing environment.
Will it lead to further consequential development or works (e.g. new roads, extraction of aggregate, provision of new water supply, generation or transmission of power, increased housing and sewage disposal)?	Vehicle access will be taken from the existing access point at Hawes Brae which may require a small amount of modification. There is expected to be an increase in the requirement for power, water supply

	and waste water disposal. These consequential works are not considered to be significant.
(b) Cumulation with other existing development and/or approved development	
Are there potential cumulative impacts with other existing development or development not yet begun but for which planning permission exists?	The adopted Edinburgh Local Development Plan 2016 identifies large residential development sites to the south (HSG2 and HSG33). Any potential impact is likely to be related to traffic and the potential cumulative impacts in terms of the overall traffic environment will be fully considered.
Should the application for this development be regarded as an integral part of a more substantial project? If so, can related developments which are subject to separate applications proceed independently?	There are also proposals for a Forth Bridge visitor centre at North Queensferry, but these are not currently being taken forward. The South and North proposals can proceed independently.
(c) Use of natural resources	

Will construction or operation of the development use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply? land (especially undeveloped or agricultural land)? soil? water? biodiversity? minerals? aggregates? forests and timber? energy including electricity and fuels? any other resources?	The proposed development site is brownfield with existing services. Land below and to the west of the Bridge was previously a works compound. Land to the east of the Bridge is a residential property. There will therefore not be a significant loss of undeveloped or agricultural land or use of natural resources. Construction materials and standard utilities, including water and electricity will be needed, commensurate with the size of the facility. It is anticipated that sustainable construction methods and materials will be used.
(d) Production of waste	
Will the development produce wastes during construction or operation or decommissioning? spoil, overburden or mine wastes? municipal waste (household and/or commercial)?	The construction phase will produce some waste and, once built, will create standard servicing requirements in terms of waste water and refuse. A Construction Environmental Management Plan (CEMP) will be in place and any construction waste will be dealt with in compliance with environmental legislation regimes.

hazardous or toxic wastes (including radioactive)? other industrial process wastes? surplus product? sewage sludge or other sludges from effluent treatment? construction or demolition wastes? redundant machinery or equipment? contaminated soils or other material? agricultural wastes? any other solid wastes? liquid or solid wastes in suspension?	Routine operational waste will either recycled or collected by commercial/municipal services. A Site Waste Management Plan will be in place.
(e) Pollution and nuisances	
Will the development release pollutants or any hazardous, toxic or noxious substances to air? Emissions from: combustion of fossil fuels from stationary or mobile sources? production processes? materials handling including storage or transport?	Some dust may be generated during construction which will be temporary in nature. Emissions from on-site plant and construction vehicles is expected to have a minor adverse effect on a temporary basis but would require no mitigation other than standard best practice for construction sites. This will be managed via the CEMP. A Transport Assessment will be undertaken for the proposed development. The

construction activities including plant & equipment? dust or odours from handling of materials including construction materials, sewage & waste? incineration of waste? burning of waste in open air (e.g. slash material, construction debris)? any other sources?	operation of the development, including any additional road traffic exhaust emissions, is expected to have a low risk in terms of an effect on air quality. One of the main aims of managing traffic associated with the project will be to encourage the use of public transport to the site.
Is there a potential risk from: leachates? Escape of wastes or other products/by-products that may constitute a contaminant in the environment?	The proposed development is not anticipated to generate any risk from leachates or the escape of products/by-products that may constitute a contaminant in the environment. Ground investigation works will be submitted as part of the planning application.
Will the development cause noise and vibration or release of light, heat energy or electromagnetic radiation? from operation of equipment e.g. engines, ventilation plant, crushers? from industrial or similar processes? from blasting or piling? from construction or operational traffic?	Any noise and vibration generated during construction will be temporary. These potential temporary effects would be avoided or minimised through a CEMP. Consultation would take place in advance of the works to minimise disruption and maintain close liaison throughout the duration of the works to reduce and manage any impact. If required, appropriate mitigation measures to deal with any noise and vibration impacts will be put in place around the site. There will be operational lighting provided for both on-site safety and general security. This will be sensitively designed and directed to prevent impacts upon the Firth of Forth SPA and Ramsar site and any potential bat roosting locations.

from lighting or cooling systems? from sources of electromagnetic radiation (effects on nearby sensitive equipment as well as people)? from any other sources?	Potential ecological sensitivities will be considered within the Ecological Appraisal.
(f) Risk of major accidents, and/or disasters	
Will there be a risk of accidents during construction or operation of the development which could have effects on people or the environment? from explosions, spillages, fires etc from storage, handling, use or production of hazardous or toxic substances? from events beyond the limits of normal environmental protection e.g. failure of pollution control systems? from any other causes? could the development be affected by natural disasters causing environmental damage (e.g. floods, earthquakes, landslip, etc)? climate change?	These are considered to be manageable risks associated with construction activity. The CEMP will be employed on site to prevent and mitigate any accidents including spills. When operating it is expected that the risk of accidents will be managed, particularly in relation to the Bridge Walk. There is no known risk of flooding or any other events, such as landslips likely to adversely affect the proposed development.
(g) Risk to human health	
Will the development involve use, storage, transport, handling or production of substances or materials which could be harmful to people	Some materials used during construction or operation could present a risk to people or the environment if not handled or used correctly. All materials used/stored during construction and operation will be used/stored in accordance

or the environment (flora, fauna, water supplies)? use of hazardous or toxic substances ? potential changes in occurrence of disease or effect on disease carriers (e.g. insect or water borne diseases)? effect on welfare of people (e.g. change of living conditions) effects on vulnerable groups (e.g. the elderly)?	with the manufacturer's guidelines and hazardous material safety standards and practice and environmental legislation.
(Other characteristics: potential physical changes (topography, land use, changes in waterbodies etc) from construction, operation or decommissioning of the development	
permanent or temporary change in land use, landcover or topography including increases in intensity of land use? clearance of existing land, vegetation & buildings? Peat land disturbance and/ or degradation leading to; carbon release, damage to habitats, affecting land stability or hydrology? creation of new land uses? pre-construction investigations e.g. boreholes, soil testing? construction or demolition works? temporary sites or housing for construction workers?	The proposal will result in a change to the use of the site. The site topography may change to accommodate the new buildings and parking. The design will ensure that no overland flow paths are adversely affected. There may be a requirement for a new permanent drainage connection for the site. The works will require removal of existing surfacing/garden ground and the provision of new surfacing for the car park and access ways, and the preparation of ground for the construction of the buildings. There is a pond within the Forts garden ground, however, this is not considered to be of ecological significance. Whilst some areas of existing vegetation on the site and adjacent to new/improved walkways may need to be removed, the intention is to retain as much of the existing vegetation as possible to help screen the area and mitigate visual impacts of the works and minimise impact on wildlife. The development relates to a change in land use from vacant/residential to

above ground buildings, structures or earthworks including linear structures, cut & fill or excavations? underground works including mining or tunnelling? reclamation works? dredging? coastal structures (seawalls, piers)? offshore structures? production and manufacturing processes? facilities for storage of goods or materials? facilities for treatment or disposal of solid wastes or liquid effluents? facilities for long term housing of operational workers? new road, rail or sea traffic during construction or operation? new road, rail, air, waterborne or other transport infrastructure including new or altered routes and stations, ports, airports etc? closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements? new or diverted transmission lines or pipelines? impounding, damming, culverting, realignment or other changes to the	tourism facility. Pre-construction investigations which may include bore hole/inspection pits and soil testing will be required. A temporary work site will be located on the development site where it may be secured with temporary fencing and lighting/generators. There will be increased traffic movements during the construction period and some of these movements will be on the public road network, but these are not anticipated to be any more significant than those experienced during the bridge maintenance and this will be considered by the Transport Assessment. The project is likely to have potential permanent traffic effects on the local network which will be addressed by controlling the operational activity. The Transport Assessment will address this issue. There may be an increase in the use of Dalmeny Station and the local pedestrian and cycle networks.

hydrology of watercourses or aquifers? stream crossings abstraction or transfers of water from ground or surface waters? changes in waterbodies or the land surface affecting drainage or run-off? transport of personnel or materials for construction, operation or decommissioning? long term dismantling or decommissioning or restoration works? ongoing activity during decommissioning which could have an impact on the environment? influx of people to an area either temporarily or permanently? introduction of alien species? loss of native species or genetic diversity? any other changes?	
2 LOCATION OF THE DEVELOPMENT	**Yes/no** **Briefly describe**
(a) Existing and approved land use	
Are there existing land uses on or around the location which could be affected by the development, e.g. homes, gardens, other private	People using the woodland area to the north and west of the site may experience noise and activity effects during construction. These effects will be relatively

property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, water catchments, functional floodplains, mining or quarrying?	short term. Operational effects will potentially include additional lighting and there will be a perceptible increase in general activity on and around the site, and in South Queensferry (as visitors use the facilities there) and around Dalmeny. Whilst the access road has been used over many years for bridge maintenance, even intensively at times, there will be a change in the nature of traffic using this route; the entrance of which will likely need to be modified. There are several residential homes on Ashburnham Loan which lies to the south west of the proposed development site. The closest of these dwellings are located 30 to 40m from the proposed Reception Centre site's south west corner. The houses on Ashburnham Loan may experience some construction noise effects. Network Rail intends to consult with neighbouring residents in advance of the works to minimise disruption and will maintain close liaison throughout the duration of the works. There will be a 'no parking' policy in the residential streets for all construction and operational staff. The houses will be largely screened from the development by existing vegetation, but residents may experience some increase in general activity as people visit the site using the existing access way to the east of the properties. Visual effects are unlikely to be significant and will be considered by the Landscape & Visual Impact Assessment. There is a buried INEOS pipeline which runs from the estuarine depot in a southerly direction, bisecting the private road about 20m from the site entrance on Hawes Brae. Any protective works and any other safety measures will be complied with, and detailed discussions and consultation will be held with INEOS and the HSE.

Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected?	Queensferry High School entrance is approximately 215m and St Margaret's RC Primary School is approximately 300m from the start of the pedestrian route at Dalmeny Station. They are not likely to be affected.
Is the development located in a previously undeveloped area where there will be loss of greenfield land?	There may be a small loss of greenfield land in order to accommodate alterations to the existing access road.
(b) Relative abundance, quality and regenerative capacity of natural resources in the area	
Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the development? groundwater resources surface waters forestry agriculture fisheries tourism minerals biodiversity	It is anticipated that the proposal will have a significant positive benefit on tourism in the area.

(c) Absorption capacity of the natural environment	
Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the development?	The section of the Bridge walk route above the estuary is over the Firth of Forth Special Protection Area (SPA), Ramsar site, and a Site of Special Scientific Interest (SSSI). The effects of the Bridge climb are unlikely to have a significant impact on the conservation objectives or notified features of the sites. The birds using this area are habituated to a degree to trains passing, construction noise and some levels of human activity. Disturbance to some bird species was noted when humans (with and without dogs) went onto the foreshore. Levels of human activity within the area may increase as a result of the project, this will be considered within the Ecological Appraisal. Given the separation distance from the visitor centre to the Firth of Forth SPA, Ramsar site and SSSI, it is expected that no significant or direct impacts are considered likely to occur. Therefore, an 'Appropriate Assessment' will be screened for under the Habitat Regulations. It is anticipated that this will be unlikely to be required, however, this is subject to further consultation and agreement with Scottish Natural Heritage. An HRA screening report has been issued to Scottish Natural Heritage for opinion. The development area also has the potential to support bats. This will be considered in the Ecological Appraisal and bat surveys will be undertaken. The surrounding woodland has been included in the approved Edinburgh Local Development Plan 2016 as a Local Nature Conservation Site. This is designated for biodiversity value and includes heritage trees which are within the redline boundary. Appropriate permits would be applied for should any heritage trees require removal. This will be considered in the Tree Study.

Are there any other areas on or around the location which are important or sensitive for reasons of their ecology? • wetlands, watercourses or other waterbodies • the coastal zone • mountains, forests or woodlands • nature reserves and parks	Not applicable
Are there any areas on or around the location in which species and habitats of Local Biodiversity Action Plan importance are present?	Full ecological surveys will be undertaken to determine the presence of suitable habitat or species on site and in the surrounding woodland and comply with any mitigation or licensing requirements to minimise disturbance from increased human activity. The birds using this area are habituated to a degree to trains passing, construction noise and some levels of human activity. Disturbance to some bird species was noted when humans (with and without dogs) went onto the foreshore. Levels of human activity within the area may increase as a result of the project, this will be considered within the Ecological Appraisal.
Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected?	Full ecological surveys will be undertaken to determine the presence of suitable habitat or species on site and in the surrounding woodland and comply with any mitigation or licensing requirements to minimise disturbance from increased human activity. The birds using this area are habituated to a degree to trains passing, construction noise and some levels of human activity. Disturbance to some bird species was noted when humans (with and without dogs) went onto the foreshore. Levels of human activity within the area may increase as a result of the project, this will be considered within the Ecological Appraisal.
Are there any inland, coastal, marine or underground waters on or	The proposal largely comprises a facility approximately 200m from the shoreline.

around the location which could be affected?	The Bridge walk will allow people to walk out over the Forth estuary for 630m, cross over the top of the South Queensferry cantilever and then return to the Reception Centre. While the waters are sensitive, the Bridge climb participants will be at least 45m from the surface (and up to 110m at the top of the span) and activity will be strictly controlled and managed. During the construction phase there will be works over the Firth of Forth SPA, Ramsar site and SSSI waters, however, there will be no planned works within the site.
Are there any groundwater source protection zones or areas that contribute to the recharge of groundwater resources?	There are no known groundwater source protection zones or areas that contribute to the recharge of groundwater resources.
Are there any areas or features of high landscape or scenic value on or around the location which could be affected?	Part of the site is designated as Green Belt, this is largely an existing residential property with extensive private garden. The Bridge is Category A and a World Heritage Site. It is considered that the effects of the proposal on the Bridge's historic and special interest will be minimised and mitigated by careful and sensitive design. The woodland surrounding the site is an attractive environment and provides visual amenity in addition to its ecological role. Some existing vegetation within may be required to be removed or trimmed. This is considered desirable to improve access to the site.
Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected?	The proposal includes the improvement of access from the station to the Reception Centre and on towards Hawes Pier via Jacob's Ladder.

Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected?	The level of traffic to the proposed development site is unlikely to contribute significantly to wider network issues. The management of the traffic generated by the attraction will be assessed through a Transport Assessment.
Is the development in a location where it is likely to be highly visible to many people?	The low scale design and the surrounding woodland will largely screen the development. A Landscape & Visual Impact Assessment will consider this further.
Are there any areas or features of historic or cultural importance on or around the location which could be affected?	The Forth Bridge is Category A listed and a World Heritage Site and part of the proposed development site is located within the Queensferry Conservation Area. The Dalmeny Battery within the ground of the Forts is also Category A listed. The proposed development will retain this feature. An Archaeological Assessment will be carried out and any appropriate mitigation put in place.
Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected?	There are no known areas where environmental standards have been exceeded. This will be considered by ground investigations.
Is the location of the development susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the development to present environmental problems?	The proposed development site is not known to be particularly susceptible to natural disasters or extreme weather that would result in environmental problems.

CHARACTERISTICS OF THE POTENTIAL IMPACT	Yes/no Briefly describe
(a) The magnitude and special extent of the impact	
Will the effect extend over a large area?	The Reception Centre and associates parking, access and footpath links comprises of 2 hectares. The bridge climb is approximately 1ha. The site is screened from the surrounding land uses. There will however be a change in activity levels as people approach the site; using the local street network and walkway paths to gain access to the site. The proposal includes a 630m walk directly over the estuary. Bridge maintenance personnel regularly use this section of the Bridge and intensively at times. The Bridge also hosts intermittent bridge walks and abseiling events for charitable and industry purposes. Groups of up to 15 people will climb onto the Bridge structure from the site and proceed out to the Queensferry Tower and back. The group will be linked to the leader via a 'comms' link – so there will be no shouted instructions by the group leader. There will be localised impacts in terms of increased traffic movements during construction and operation. Interventions in the historic fabric of the Bridge and its setting can be mitigated by being sensitively designed and constructed.

(b) The nature of the impact	
Will many people be affected?	A number of residential properties may be affected to varying degrees by construction and operational noise. An unknown number of woodland users will experience both construction and long-term operational effects; some of these will also be positive in the long term as walkway access through the area will be improved. The Transport Assessment will investigate any potential impacts on road traffic, but this is unlikely to be significant. Neighbouring properties will be consulted in advance of and during the works to minimise disruption.
(c) The transfrontier nature of the impact	
Will there be any potential for transboundary impact? (nb. Development which has a significant effect on the environment in another Member State is likely to be very rare. It is for the Scottish Ministers to consider whether there is likely to be such an effect in each case).	Not applicable.
(d) Intensity and complexity of the impact	
Will there be a large change in environmental conditions?	Although used intermittently at present, the site compound part of the site was used continuously between 1996 and 2011 by staff and contractors as the main access onto the Bridge. The proposal will result in the re-use of this site and will introduce different traffic and

	activity levels to the locality than have those experienced in the past. The location and characteristics of the site and adjoining area, and the nature of the proposals are such that any changes in local environmental conditions are unlikely to have be a large change. Construction noise impacts may affect the immediately adjacent woodland and residential areas but can be appropriately managed and will be short term. There will be some new activity generated by visitors on the Bridge – however this is unlikely to be out of scale with the surrounding land uses, nor overly intrusive.
Will the effect be unusual in the area or particularly complex?	People visit South Queensferry to view the Forth Bridge and this facility will enhance this existing effect. In addition, when the Bridge was being refurbished between 2002 to 2012 there were 200 maintenance staff on the Bridge daily, increasing at times during the peak summer months to 450+. The new proposal will generate traffic and activity of a lesser impact and will be regularly distributed throughout the day.
Will many receptors other than people (fauna and flora, businesses, facilities) be affected?	The woodland adjacent to the site is likely to have habitat and wildlife receptors which will need to be protected during construction and operation. An Ecological Appraisal will be submitted as part of the planning application. Many visitors to the site will arrive by train and use the Dalmeny Station to cross the bridge and use the improved pedestrian network into the main commercial area of South Queensferry. This is likely to result in a positive benefit for local businesses.
Will valuable or scarce features or resources be affected?	This includes both habitat and cultural features in the locality. As noted the Bridge and the surrounding habitats are identified by their designations as being both scarce and valuable. These features will not be significantly affected. The Reception Centre and bridge walk activities are proposed to be of a scale and nature that ensures that any impacts will be minimal.

Is there a risk that environmental standards will be breached?	There is little risk that environmental standards will be breached. Conditions on the planning permission will ensure that appropriate management and mitigation of any potential environmental effects is adopted, particularly during construction, this will be executed via the CEMP. The operational risks will be further managed through the design process.
Is there a risk that protected sites, areas, features will be affected?	There is little risk that protected sites, areas or features will be affected provided that appropriate design and mitigation are adopted during construction and operation. The effects of the new structures on the Bridge will aim to be minimised.
(e) Probability of the impact	
Is there a high probability of the effect occurring?	There is a high probability of changed or increased traffic movements during both the construction and operation phases on the immediate road network. The construction impacts will be temporary but will be managed to reduce their effect and the longer-term operational impacts will be managed and mitigated. A Transport Assessment will be submitted as part of the Planning Application. There will be an ongoing and permanent increase in traffic using the access way via Hawes Brae to the site. There will be a change in the level of activity on and about the proposed development site as people gather and travel to and from the site. This will be mitigated, however, by managing operation and parking demand.

Is there a low probability of a potentially highly significant effect?	No highly significant risks have been identified.
(f) The expected onset, duration, frequency and reversibility of the impact	
Will the effect continue for a long time?	The potential effects relating to construction traffic and noise will be temporary. The long-term effects of increased activity in this area will continue for a long time but are not considered to be significant.
Will the effect be permanent rather than temporary?	Potential impacts relating to construction will be temporary. However, operational effects will be permanent over the life of the Bridge Climb.
Will the impact be continuous rather than intermittent?	Impacts will be continuous. Construction impacts will be continuous during construction hours. Traffic movement during construction will only take place during 'normal' construction hours, as defined within the Code of Construction Practice for the Project. Operation impacts, including traffic movements, will be continuous during operational hours.

If intermittent, will it be frequent rather than rare?	No applicable
Will the impact be irreversible?	The additional Bridge Walk infrastructure can be removed however, the reception centre and footpath enhancements will be permanent.
(g) The cumulation of the impact with the impact of other existing and/or approved development	
What are the potential cumulative impacts with other existing development or development not yet begun but for which planning permission exists?	A number of proposed residential developments in the surrounding area in terms of the construction and operational traffic environment will be fully considered in the accompanying Transport Assessment to the planning application. It is not considered that these cumulative impacts will be significant.
(h) The possibility of effectively reducing the impact	
Will it be difficult to avoid or reduce or repair or compensate for the effect?	Appropriate management and design can address the likely impacts. The landscape and visual impact can be addressed by ensuring that the scale and design is appropriate for its setting. Interventions in the historic fabric of the Bridge and its setting will be mitigated by being sensitively designed and constructed. It is anticipated that any impacts on the road, pedestrian and cycle network will be accommodated through improvements to the infrastructure. Any potential ecological impacts will be assessed and mitigated. Temporary, construction impacts will be appropriately managed.

APPENDIX C

Redacted

Network Rail
George House
36 North Hanover Street
Glasgow
G1 2AD

Network Rail
Property Scotland
12 JUN 2017

Date 08 June 2017

Our ref

Dear Redacted

SCREENING OPINION UNDER THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 DEVELOPMENT OF FORTH BRIDGE WALK RECEPTION CENTRE AND BRIDGE ACCESS SYSTEM WITH ASSOCIATED ALTERATIONS TO EXISTING PEDESTRIAN AND VEHICULAR ACCESS, CAR PARKING, LANDSCAPING AND SERVICING AT THE FORTH RAIL BRIDGE, THE PROPERTY KNOWN AS "THE FORTS", LAND TO THE SOUTH OF HAWES BRAE AND TO THE NORTH OF STATION ROAD, SOUTH QUEENSFERRY.

I refer to the above screening request submitted to the Council on 25 May 2017.

This letter constitutes the Councils formal Screening Opinion on whether an EIA is required. In coming to a determination I have considered the criteria as set out in circular 01/2017 The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017.

For the reasons attached, it is considered that the proposal would not have significant effects on the environment and that the proposal does not require an Environmental Statement, under the terms of the EIA Regulations 2017.

I trust that the screening opinion is self- explanatory. If you require any further guidance please contact me on 0131 469 3723 or email Jennifer.paton@edinburgh.gov.uk.

Yours sincerely
Redacted

Team Manager
Major Developments West

ENVIRONMENTAL IMPACT APPRAISAL SCREENING OPINION
(under the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017)

Address: Forth Railway Bridge	**Applicant/ Agent:** Network Rail George House 36 North Hanover Street Glasgow G1 2AD
Summary Description of Development: Forth Bridge Climb Experience:South Queensferry	
Date of Receipt of Screening Request: 25 May 2017	
Application or Pre- Application: Pre app	
Reference Number (Application/ PAN): N/A	
Sufficient Information to Make Assessment: YES	

Declaration:

We have screened the proposals and determined that EIA is not required for this submission, for the reasons detailed below.

Signed… Redacted .....(Principal or other senior officer)

Redacted

Signed ..... (Planning Officer)

Date 8 June 2017

IDENTIFYING THE DEVELOPMENT:

1. Is the development of a type described in Schedule 1?

~~YES~~/ NO

Yes – Proceed to declaration EIA is required
No – Proceed to next question.

---

2. Is the development of a type listed in column 1 of schedule 2 which:

a) is located wholly or in part on a 'sensitive area' as defined in regulation 2(1) (see paragraph 45;

OR

b) meets one of the relevant criteria or exceeds one of the relevant thresholds listed in the second column of the table in Schedule 2.

YES/ ~~NO~~

If No, proceed to declaration.

Site area is in excess of 0.5 hectare. The application site includes a World Heritage Site. The proposal is for urban development.

Consideration of EIA

3. Is the development likely to have a significant effect on the environment taking into account the following areas?

Selection Criteria for Screening Schedule 2 Development	
In accordance with Schedule 3 of the Regulations the following selection criteria are used to inform the screening opinion:	
Characteristics of development **1.** The characteristics of development must be considered having regard in particular to—	
	Yes/ No – Briefly Describe
a) the size and design of the whole development;	NO
b) the cumulation with other existing development and/or approved development;	NO
c) the use of natural resources, in particular land, soil, water and biodiversity;	NO
d) the production of waste;	NO
e) pollution and nuisances;	NO
f) the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;	NO
g) the risks to human health (for example, due to water contamination or air pollution).	NO
Location of development **2.** The environmental sensitivity of geographical areas likely to be affected by development must be considered having regard in particular to—	
	Yes/ No – Briefly Describe
a) the existing and approved land use;	NO
b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land,	NO

water and biodiversity) in the area and its underground;	
c) the absorption capacity of the natural environmental paying particular attention to the following areas—	NO
(a) wetlands, riparian areas, river mouths;	NO
(b) coastal zones and the marine environment;	NO
(c) mountain and forest areas;	NO
(d) nature reserves and parks;	NO
(e) European sites and other areas classified or protected under national legislation;	YES – International and National Natural Heritage Designation (Natura 2000 site and/or SSSI)
(f) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;	NO
(g) densely populated areas;	NO
(h) landscapes and sites of historical, cultural or archaeological significance.	Unesco WHS, category A listed building

Types and characteristics of the potential impact

3. The likely significant effects of the development on the environment must be considered in relation to criteria set out in paragraphs 1 and 2 above, with regard to the impact of the development on the factors specified in regulation 4(2), taking into account—

	Yes/ No – Briefly Describe
(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	NO
(b) the nature of the impact;	NO
(c) the transboundary nature of the impact;	NO
(d) the intensity and complexity of the impact;	NO
(e) the probability of the impact;	NO
(f) the expected onset, duration, frequency and reversibility of the impact;	Construction work will be temporary. Impact on listed structure, Unesco WHS will be permanent and visitor facilities will be permanent.

(g) the cumulation of the impact with the impact of other existing and/or approved development;	NO
(h) the possibility of effectively reducing the impact.	YES

Overall Conclusion: Whilst there are a number of designations within the locality of the proposal it is not considered that the scale of the proposals and extent of the operations justify the submission of an EIA. Additional supporting information will be required with the application to address the impact on these matters.

4. Screening Opinion

On the basis of the information provided and the assessment carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011) and Circular 3/2011 it is concluded that an EIA will not be required for this proposal.

The key points for this opinion are:

Whilst there are a number of designations within the locality of the proposal it is not considered that the scale of the proposals and extent of the operations justify the submission of an EIA.

Additional supporting information will be required with the application to address the impact on these matters.

APPENDIX D

Photograph 1: View to the east showing existing access way to/from Hawes Brae

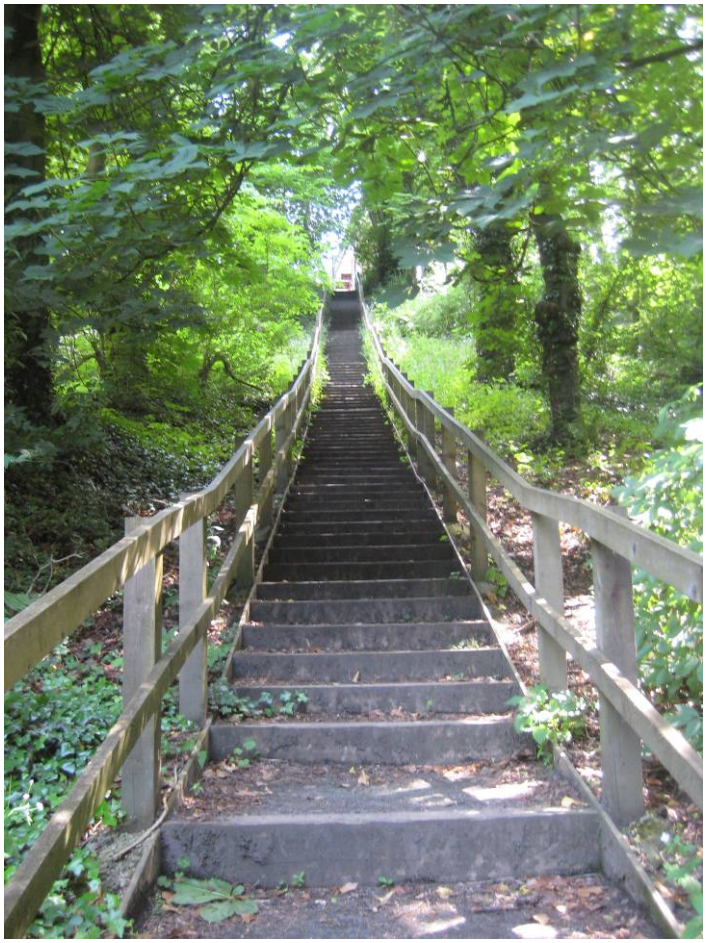
Photograph 2: Access way entrance on to Hawes Brae

Photograph 3: Depot site, showing existing staircase access to bridge

Photograph 4: View of depot site

Photograph 5: existing depot site (east) with boundary to ‘The Forts’ on the left

Photograph 6: Pedestrian Access Bridge over woodland access road



Photograph 7: Jacob’s ladder ascending south towards Dalmeny Station from Hawes Brae

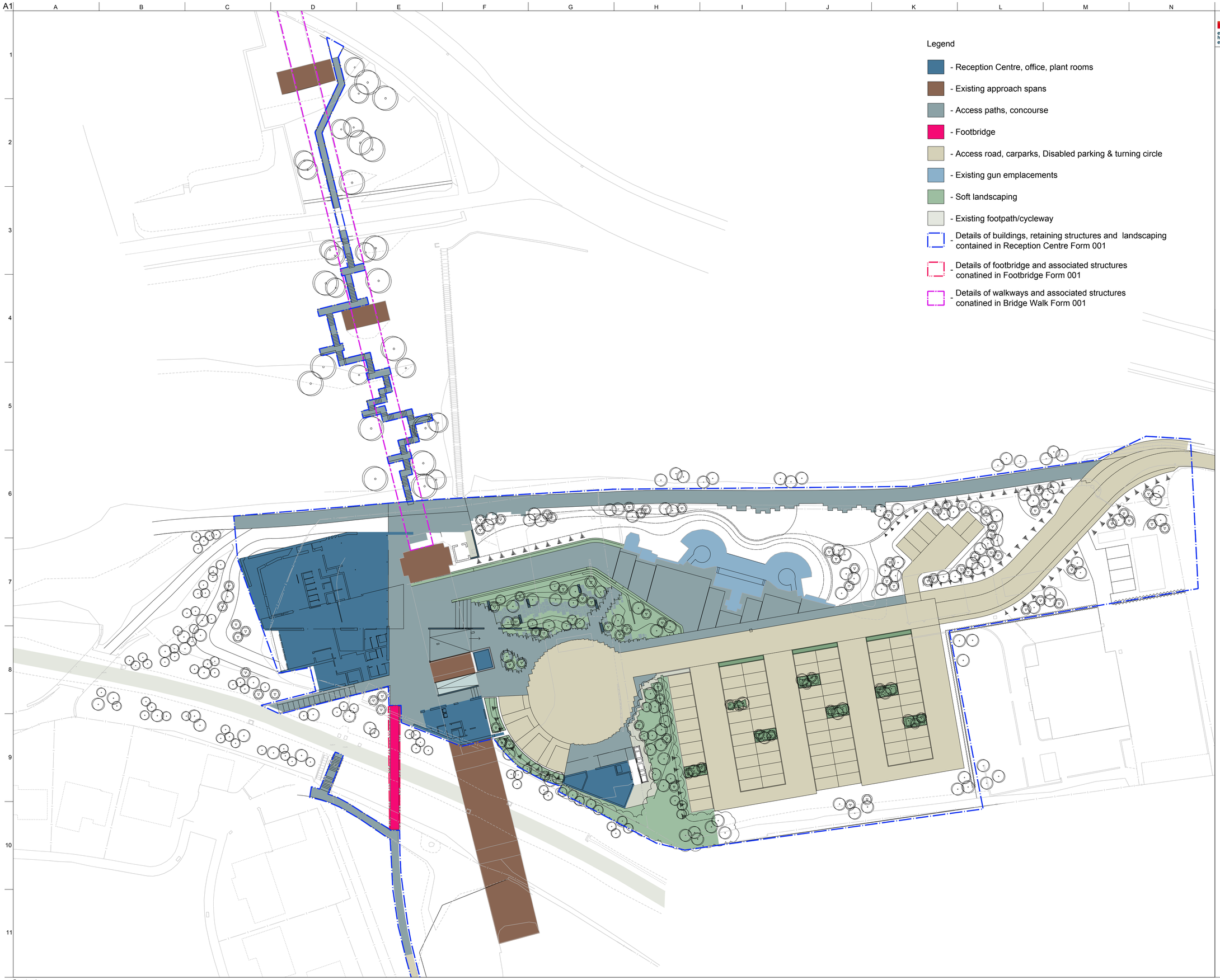
Photograph 8: View towards Sth QF Tower from Dalmeny Railway Station

Photograph 9: Looking NE, showing bridge wall route (within girders) to top of Sth QF tower

Photograph 10: Bridge walk route (within girders) at foreshore

APPENDIX E

A1



Our Lifesaving Rules
everyone home safe every day

Rev	Date	By	Chkd	Appd
-	xx/01/15	Re	Re	Re

For Information.

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WT ARCHITECTURE

the paulhogarth company

Client

Project Title
Forth Bridge Experience

Drawing Title
South Queensferry
Master Plan

Scale at A1 1:1

Discipline Architectural

Status **Draft**

Arup Job No **240316-00**

Rev

Name **FBE-ARP-02-DR-MP-0001**

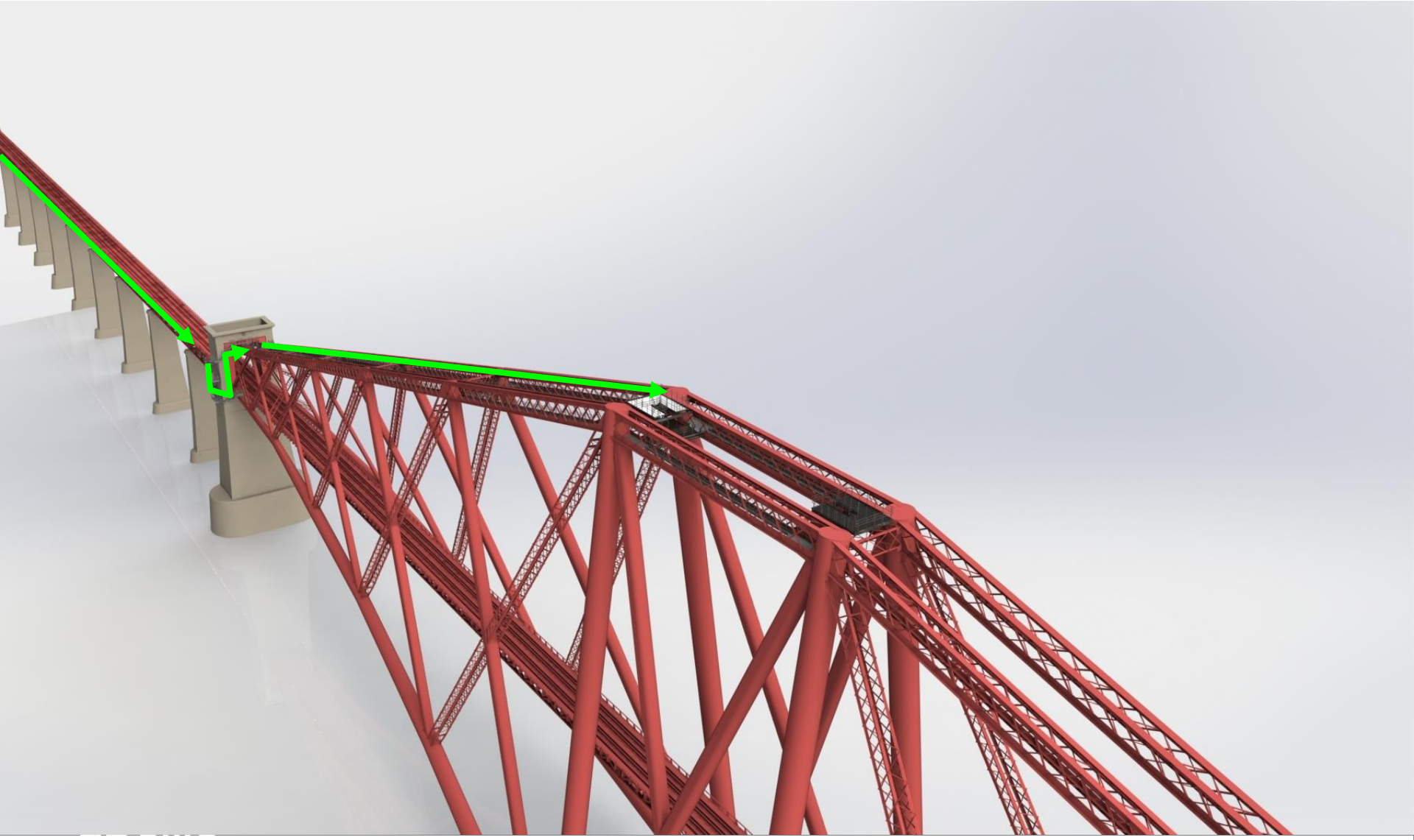
Do not scale

\\globaleurope\Edinburgh\jobs\240000\240000\240316-00\04 DELIVERABLES\4-03 Drawings\4-03-02 Bridge\00 Series - Site Wide\FBE-ARP-02-DR-MP-0001.dwg 25 Jun 2015 15:59:32

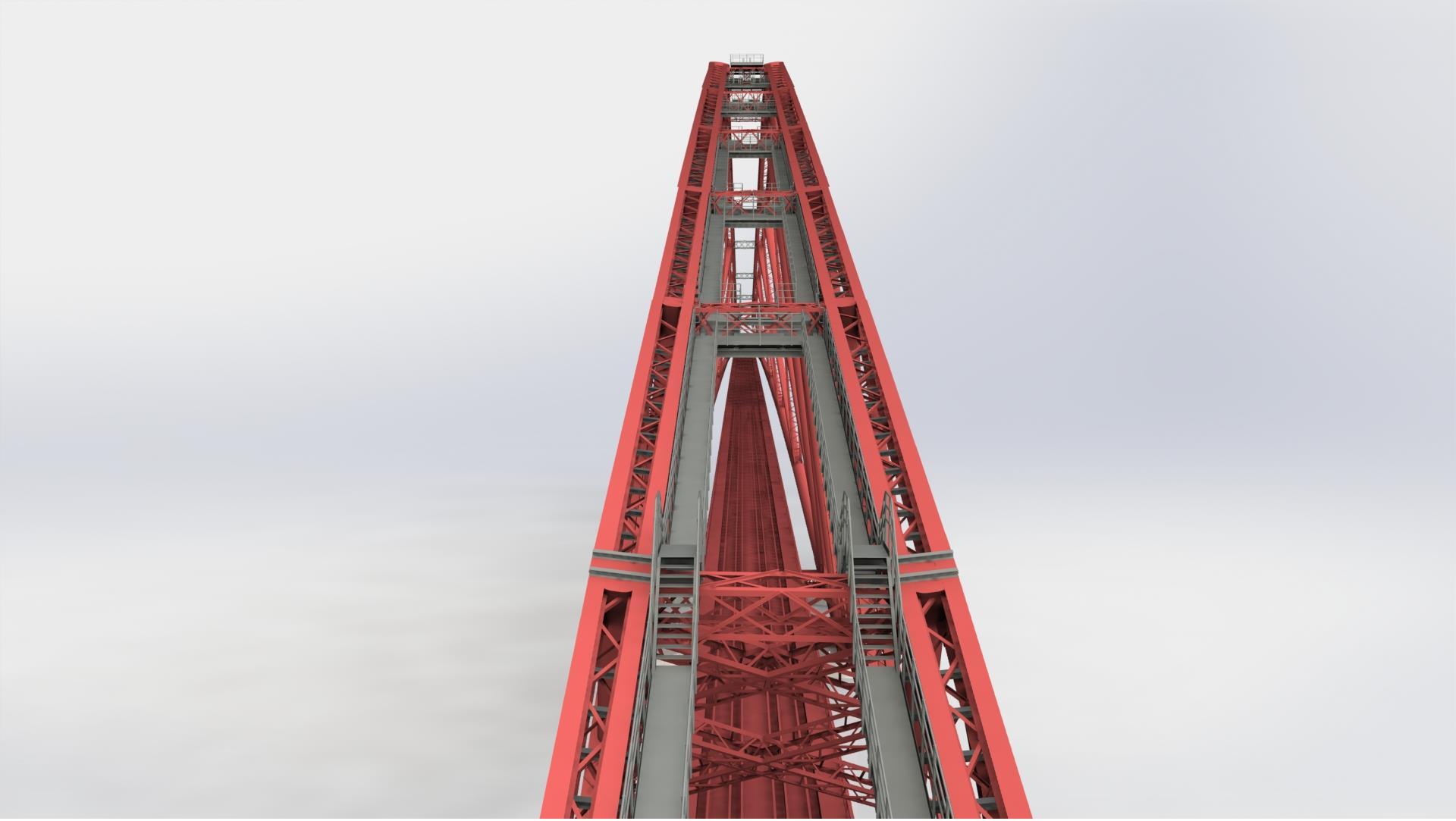
APPENDIX F

Bridge Climb Routing

Bridge Climb Routing



Bridge Climb Routing



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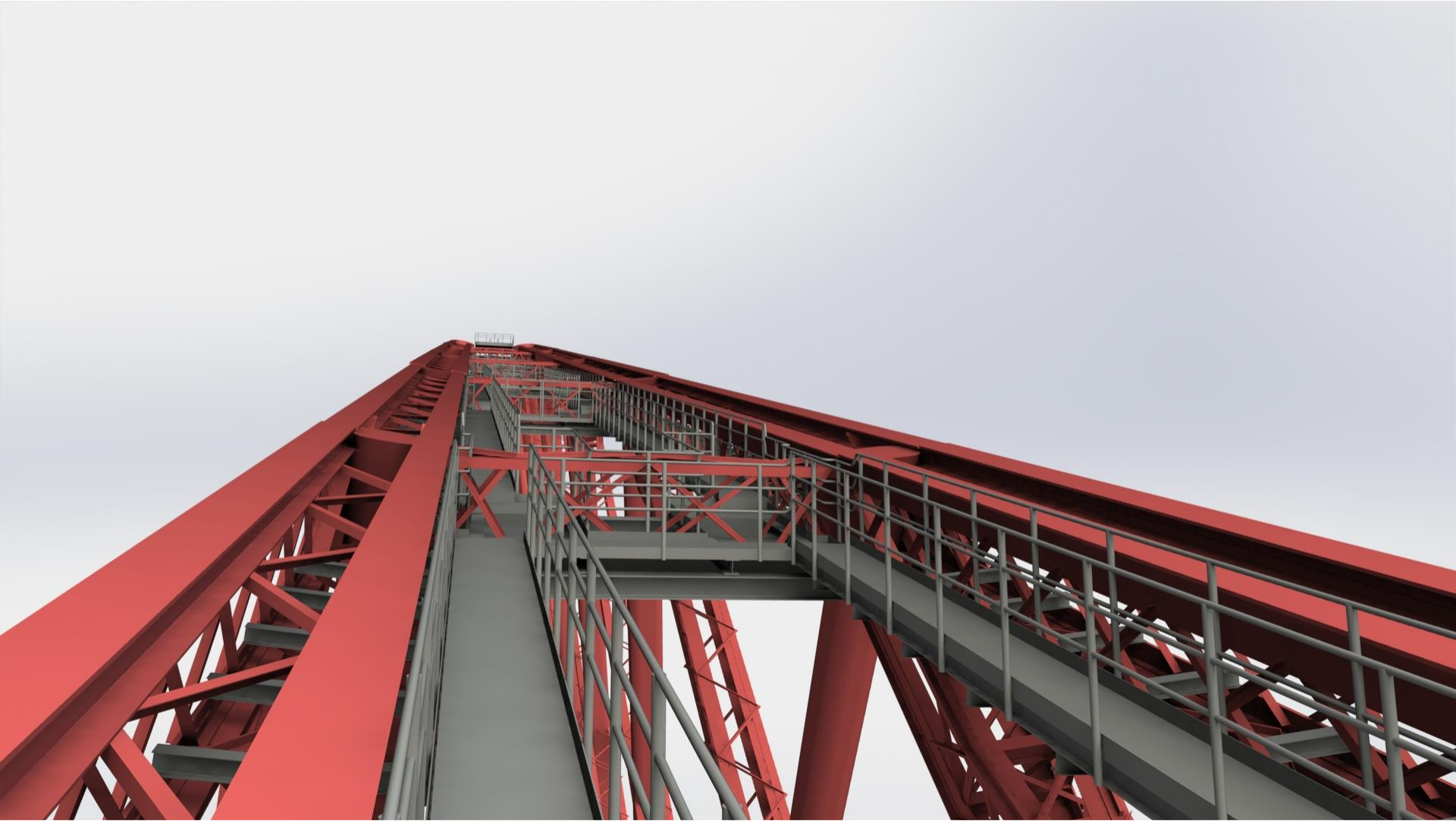

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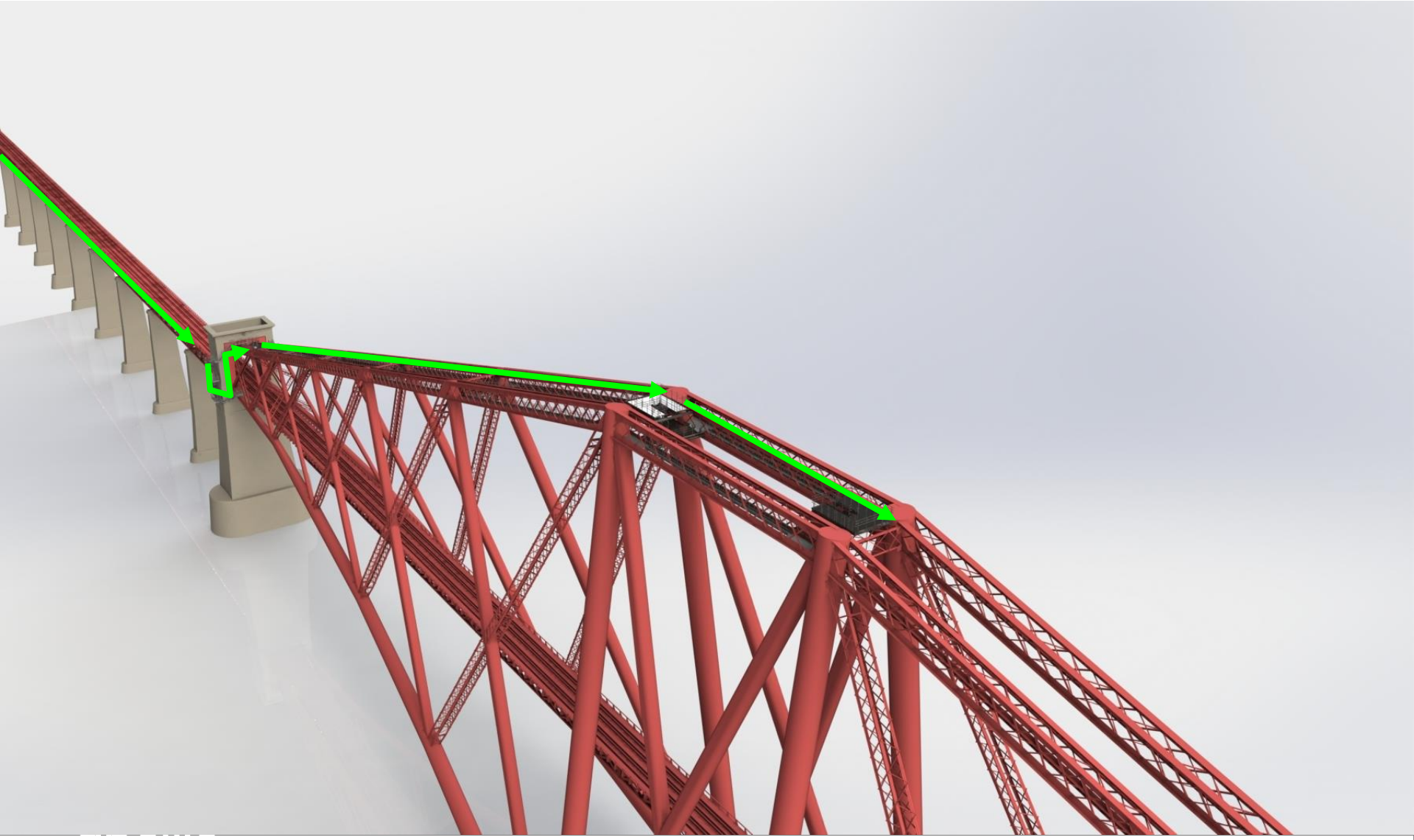
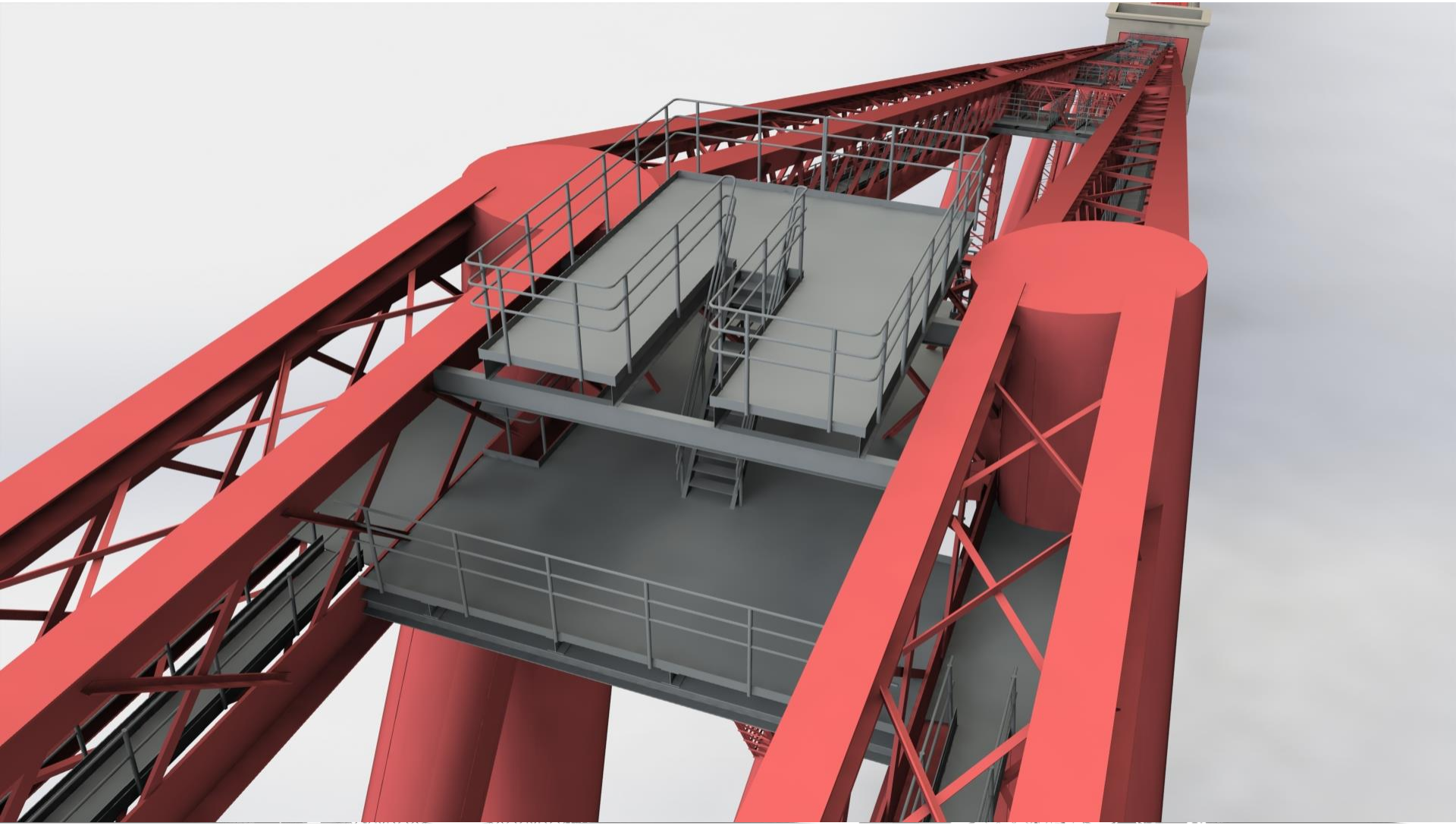


Bridge Climb Routing



Bridge Climb - Return