

## Network Rail Proposed Electrification Works Between Dunblane and Aberdeen Stations EIA Screening Opinion Request

### Appendix C Schedule 3 Criteria

#### Appendix C A2CB EIA Screening: Schedule 3 Criteria

| 1 CHARACTERISTICS OF THE DEVELOPMENT   | Yes/no<br>Briefly describe  |
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| <b>(a) Size and design of the development</b>  |   |
| Will the development be out of scale with the existing environment?  | <p>No - the site is currently an operational railway corridor which already extends from Dunblane to Aberdeen, along a 120-mile route. It currently operates throughout the day and into the evening and is well used by passenger and freight trains as set out in more detail in section 2.3 of the main report. The development proposes the electrification of the existing line and does not include new railway tracks or additional rail services.</p> <p>Electrification will take place by installing Overhead Line Equipment (OLE) along the length of the route within the rail corridor with stations requiring some alterations to accommodate this infrastructure. Where bridges are foul of the height requirements for electrification they will require some type of intervention – either via redecking, replacement, parapet modifications or demolitions. There are other structures where clearance is achieved by track lowering. As set out in Table 2 of the main report, there are 152 structures in total which require works.</p> <p>The vast majority of the proposed works are contained within the existing railway corridor at the edge of the existing track. A small number of very small parcels of land immediately adjacent the railway corridor may be required for essential railway apparatus, feeder stations or minor corridor widening where works cannot be accommodated within the existing railway corridor. Such works are covered in this Screening for completeness however some of these may be designed out and not ultimately be required</p> <p>Such interventions will involve changes to the surrounding areas, both in the short term (during construction) and in the longer term (permanent new equipment). However, the introduction of the OLE equipment or bridge intervention works proposed will not be out of scale with that normally associated with a modern railway or its specific environment.</p> |
| 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)? | <p>No – there will be temporary works associated with the construction process, however this will not be any different to other railway project and will be managed through a Construction Transport Management Plan.</p> <p>A new sub-station may be required in Dundee, and is included as a ‘worst case scenario’, however these proposals will be confirmed</p>   |

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| <p><b>(b) Cumulation with other existing development and/or approved development</b></p>   |   |
| <p>Are there potential cumulative impacts with other existing development or development not yet begun but for which planning permission exists?</p>   | <p>No – At part 4.14 of the main report assessment is made of significant planning applications/permission or other early interface with the planning process as required by the EIA regulations. None of the development identified is of such a scale as to be impactful on the proposals subject of this EIA screening.</p> <p>Explanation is made at section 2.4 of the main report about other Network Rail projects which are at an earlier stage. This includes the Aberdeen to Central Belt Journey Time improvement project and the Perth Station Masterplan – both of which will be subject to scrutiny under the EIA/planning process as appropriate.</p>  |
| <p>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?</p>  | <p>The A2CB decarbonisation project is a standalone project.</p>  |
| <p><b>(c) Use of natural resources</b></p>   |   |
| <p>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?</p> <p>land (especially undeveloped or agricultural land)?<br/>soil? water?<br/>biodiversity?<br/>minerals?<br/>aggregates?<br/>forests and timber?<br/>energy including electricity and fuels?<br/>any other resources?</p> | <p>Construction materials will be required including ballast, stone, pre-cast concrete, metal rails, steel, wire and wood. None of the materials are known to be in short supply but are mostly non-renewable. These are material typical of a construction project and their use is unlikely to create pressures on supply or additional pressure on the environment.</p> <p>The works are largely located within the railway operational land and are therefore located on brownfield land.</p> <p>Where additional land is required for OLE provision this is on a mix of brownfield and greenfield land but very limited in extent and insignificant when compared to the existing area of the railway corridor.</p> <p>Whilst Network Rail land will be utilised as far as possible (at Greenloaning and Aberdeen), three areas of additional land are required for the provision of feeder stations and a substation at Drumlithie, Invergowrie and Dundee. All are non-constrained sites, adjacent to the railway corridor or within the urban area. This is explained further in the main report and shown on the plans included at Appendix B.</p> |

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|   | <p>Some land will be required for temporary compounds and temporary/permanent access points. The specific details of these are not yet known, however the approach set out in section 2.4 of the main report will be followed – with 4 likely main compounds and a range of smaller satellite compounds. Sensitive sites will be avoided wherever possible taking this approach.</p> <p>Additional electricity will be required to achieve this project moving into the operational phase. However, this will facilitate a decarbonised railway with environmental benefits and help encourage modal shift towards electrified trains. This in turn will help to achieve net zero aspirations.</p>   |
| <p><b>(d) Production of waste</b></p>   |  |
| <p>Will the development produce wastes during construction or operation or decommissioning?</p> <p>spoil, overburden or mine wastes?</p> <p>municipal waste (household and/or commercial)?</p> <p>hazardous or toxic wastes (including radioactive)?</p> <p>other industrial process wastes?</p> <p>surplus product?</p> <p>sewage sludge or other sludges from effluent treatment?</p> <p>construction or demolition wastes?</p> <p>redundant machinery or equipment?</p> <p>contaminated soils or other material?</p> <p>agricultural wastes?</p> <p>any other solid wastes?</p> <p>liquid or solid wastes in suspension?</p> | <p>Yes, some wastes will be produced during construction: vegetation from site clearance, earth from cutting and embankment works, stone from demolition of structures, railway equipment where no longer required, redundant material from temporary haul roads. The wastes will be comparable with the scale of the project and a Construction Environmental Management Plan (CEMP) will be in place and any construction waste will be dealt with in compliance with environmental legislation regimes.</p> <p>Where specific railway assets are no longer usable (e.g. listed footbridges) efforts will be made for these to be re-used by other bodies (e.g. Heritage Railways).</p> <p>During operation of the route there are no wastes expected above current levels, and there should be an improvement in air quality and noise levels given the characteristics of electric trains.</p> <p>An Environmental and Social Appraisal has been prepared and will be updated through the life of the project and includes a range of environmental safeguards which will improve the overall sustainability of the project. A Site Waste Management Plan will be prepared to manage all such matters.</p> |
| <p>Will the development release pollutants or any hazardous, toxic or noxious substances to air? Emissions from:</p> <p>combustion of fossil fuels from stationary or mobile sources?</p> <p>production processes?</p>  | <p>Some dust may be generated during construction which will be temporary in nature and can be mitigated through standard best practice for construction sites as included within a Construction Environmental Management Plan (CEMP). Emissions from on-site plant and construction vehicles is expected to</p>   |

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| <p>materials handling including storage or transport?<br/>         construction activities including plant &amp; equipment?<br/>         dust or odours from handling of materials including construction materials, sewage &amp; waste?<br/>         incineration of waste?<br/>         burning of waste in open air (e.g. slash material, construction debris)?</p>   | <p>have a minor adverse effect on a temporary basis but would require no mitigation other than standard best practice for construction sites.</p> <p>Increased construction traffic/ plant &amp; machinery on road network but a phased approach to construction will be undertaken to ensure road network is not overloaded at different locations at same time. This will be managed via a Construction Transport Management Plan.</p> <p>Use of rail to bring in materials, plant &amp; equipment wherever possible appropriate.</p> <p>Increased rail capacity should result in modal shift from car use, reducing air pollution. Move from diesel to electric trains will reduce air pollution.</p>   |
| <p>Is there a potential risk from: Leachates?<br/>         Escape of wastes or other products/by-products that may constitute a contaminant in the environment?</p>  | <p>No. 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.</p>   |
| <p>Will the development cause noise and vibration or release of light, heat energy or electromagnetic radiation:<br/>         from operation of equipment e.g. engines, ventilation plant, crushers?<br/>         from industrial or similar processes?<br/>         from blasting or piling?<br/>         from construction or operational traffic?<br/>         from lighting or cooling systems?<br/>         from sources of electromagnetic radiation (effects on nearby sensitive equipment as well as people)?<br/>         from any other sources?</p> | <p>Any noise and vibration generated during construction will be temporary. Appropriate mitigation measures to deal with any noise and vibration impacts will be put in place around the site as set out in a Noise and Vibration Management Impact Assessment /Construction Environmental Management Plan (CEMP).</p> <p>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 any adjacent residential areas/ecology. It will be managed via the above plans.</p> <p>Piling will be required to construct the OLE masts, and this is known to be noisy works. Some works will require to be undertaken overnight when trains are not running. This is discussed further in section 2.4 of the main report (Implementation) and specifically in respect of Noise at section 4.8 of the main report where likely mitigations are discussed. A Stakeholder Management Plan/Communications Plan will be prepared to ensure that nearby residents are kept informed about works.</p> <p>During operation, impact is likely to be less than at present as future trains will be quieter electric models replacing the current diesel engines.</p> |

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| <p><b>(f) Risk of major accidents, and/or disasters</b></p>   |   |
| <p>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?<br/>from events beyond the limits of normal environmental protection e.g. failure of pollution control systems?<br/>from any other causes?<br/>could the development be affected by natural disasters causing environmental damage (e.g. floods, earthquakes, landslip, etc)?<br/>climate change?</p> | <p>There is likely to be low level risks associated with construction activity consistent with a railway/infrastructure project of this type. The suite of mitigation measures which are proposed to be associated with the project are likely to avoid major accidents (see section 5 of the main report) and this would not result in significant environmental harm.</p> <p>There is a very low likely risk of major accidents during operation as a result of the proposals.</p>          |
| <p><b>(g) Risk to human health</b></p>  |   |
| <p>Will the development involve use, storage, transport, handling or production of substances or materials which could be harmful to people or the environment (flora, fauna, water supplies)?</p> <p>Use of hazardous or toxic substances?</p> <p>Potential changes in occurrence of disease or effect on disease carriers (e.g. insect or water borne diseases)?</p> <p>Effect on welfare of people (e.g. change of living conditions)</p> <p>Effects on vulnerable groups (e.g. the elderly)?</p>  | <p>No, there will be no use of hazardous or toxic substances, but some materials used during construction could present a risk to people or the environment if not handled or used correctly. A Construction Environmental Management Plan (CEMP) will be in place to ensure construction materials are dealt with in compliance with environmental legislation regimes and good site practice.</p>   |
| <p><b>(h) Other characteristics: potential physical changes (topography, land use, changes in waterbodies etc) from construction, operation or decommissioning of the development</b></p>   |   |
| <p>Permanent or temporary change in land use, landcover or topography including increases in intensity of land use?<br/>Clearance of existing land, vegetation &amp; buildings?<br/>Peat land disturbance and/ or degradation leading to; carbon release, damage to habitats, affecting land stability or hydrology?<br/>creation of new land uses?<br/>pre-construction investigations e.g. boreholes, soil testing?</p>   | <p>The vast majority of permanent works will be contained within the existing rail corridor and land changes and uses will only occur on a number of very small parcels of land outside the current rail corridor. This is where land will be purchased to provide feeder stations, to provide additional land for OLE masts (see Appendix B), enable structure interventions e.g. bridge works, and provide new access points. No new land uses will be created. The impact of proposals</p> |

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| <p>construction or demolition works?</p> <p>temporary sites or housing for construction workers?</p> <p>above ground buildings, structures or earthworks including linear structures, cut &amp; fill or excavations?</p> <p>underground works including mining or tunnelling?</p> <p>reclamation works?</p> <p>dredging?</p> <p>coastal structures (seawalls, piers)?</p> <p>offshore structures?</p> <p>production and manufacturing processes?</p> <p>facilities for storage of goods or materials?</p> <p>facilities for treatment or disposal of solid wastes or liquid effluents?</p> <p>facilities for long term housing of operational workers?</p> <p>new road, rail or sea traffic during construction or operation?</p> <p>new road, rail, air, waterborne or other transport infrastructure including new or altered routes and stations, ports, airports etc?</p> <p>closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?</p> <p>new or diverted transmission lines or pipelines?</p> <p>impounding, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?</p> <p>stream crossings</p> <p>abstraction or transfers of water from ground or surface waters?</p> <p>changes in waterbodies or the land surface affecting drainage or run-off?</p> <p>transport of personnel or materials for construction, operation or decommissioning?</p> <p>long term dismantling or decommissioning or restoration works?</p> <p>ongoing activity during decommissioning which could have an impact on the environment?</p> <p>influx of people to an area either temporarily or permanently?</p> <p>introduction of alien species?</p> <p>loss of native species or genetic diversity? any other changes?</p> | <p>in ecological, landscape and heritage terms are considered in detail in the relevant sections of the main report.</p> <p>Temporary compounds and work sites will be located along the route with approx. 3 or 4 main compounds with smaller satellite compounds/laydown areas also. Main compounds would be situated away from sensitive sites and access would likely to be required to these on a 24-hour basis. Satellite compounds or laydown areas are likely to be required adjacent to intervention sites to facilitate works.</p> <p>Where bridge works are required, there will be a temporary requirement to close roads whilst works are carried out with local diversions. These will be managed through a Construction Transport Management Plan (see section 2.4 of the main report).</p> <p>The railway corridor is regularly cleared of vegetation as part of a maintenance regime to ensure the safe operation of the railway. Some permanent clearance of land will be required where land take is necessary and temporary land clearance may be required to site work compounds/temporary access roads. Works will be associated with vegetation management however this will be considered in terms of the Network Rail requirement to achieve a net gain to biodiversity with appropriate compensation levels/types proposed to provide ecological enhancement.</p> <p>Housing is not required for construction workers. Temporary sites will be reinstated to their previous condition on completion of the works.</p> <p>Pre-construction investigations will be necessary along the route to assess ground conditions/geology and also loading capacity of structures/embankments. These will largely be within the existing rail corridor.</p> <p>There will be some demolition works required to bridges which do not meet the height clearance/cannot be adapted or which are no longer required - see section 4.5 of the main report. These are largely within urban areas where other routes exist or are private routes without public access. Acceptability of these routes will be assessed by the Stopping Up Order Process.</p> |
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|  | <p>There is a Core Path network which crosses the railway corridor at several points. No core paths are affected by the proposed demolition of bridges or closure of level crossings which are set out in sections 4.5 and 4.6 of the report.</p> <p>No works to enable the project are likely to affect watercourses through for example new crossings, works to culvert etc. This is due to the nature of the project which is the provision of OLE and the clearance of some structures on the existing railway. In the unlikely event that any works do affect watercourses, licences will be required from SEPA and environmental best practice will be carried out during the construction phases. There will be no permanent changes to any watercourses.</p> <p>Transport of personnel and materials - the majority of this will be by existing roads although materials will also be brought in via rail where possible. The works will be carried out in a phased manner, although this is likely to be concurrently across the geographical extent of the route so that the impacts on the road network will be localised rather than across the whole line of route.</p> <p>An INNS Management Plan will be prepared to appropriately address the areas of INNS which currently affect the line.</p> |
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| <p><b>2 LOCATION OF THE DEVELOPMENT</b></p> | <p><b>Yes/no</b><br/><b>Briefly describe</b></p> |
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| <p>(a) Existing and approved land use</p>  |   |
| <p>Are there existing land uses on or around the location which could be affected by the development, e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, water catchments, functional floodplains, mining or quarrying?</p> | <p>The route is lengthy and therefore passes through a variety of land uses from agricultural land to built-up urban areas including the larger settlements of Perth, Dundee, Carnoustie, Arbroath, Montrose, Stonehaven and Aberdeen. A description of the route is set out in more detail in section 2.2 of the main report, and this indicates that there are a variety of land uses in immediate proximity of the railway corridor.</p> <p>In the built-up areas of Perth and Dundee in particular (where the railway intersects the city), works have the potential to impact on residents, businesses and surrounding land uses. Whilst these works are largely restricted to the railway corridor and entirely in keeping with a modern railway corridor, a permanent visual change will occur.</p> <p>There is likely to be night-time and evening working which has the potential to have a negative impact on residents in terms of noise and lighting. These effects will be temporary in nature and subject to localised mitigation measures in terms of the Construction Environmental Management Plan.</p> <p>Some impacts would arise from bridge works, however this would mainly be temporary and restricted to the construction process. Where bridge demolitions are proposed over public routes, consideration of existing alternatives will be made with Stopping Up Orders required. This would be common in the urban and rural situation.</p> |
| <p>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?</p>  | <p>An assessment of sensitive receptors is set out in section 4.13 of the main report. Given the length of the route and its urban elements there are 41 identified sensitive receptors within 100m proximity of the rail corridor – these are identified in Appendix H. Most of these sites operate on a Mon-Friday basis</p>  |



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|  | <p>where night-time and evening working associated with the construction process will not impact on users e.g. community facilities, schools, nursery and place of worship. These areas are already affected in some way by the operation of the railway. The project, electrifying an existing operational use, will have a negligible permanent effect. The CEMP and Stakeholder Engagement Plan will consider such matters in further detail.</p>  |
| <p>Is the development located in a previously undeveloped area where there will be loss of greenfield land?</p>  | <p>No – works are contained very largely within the existing railway corridor with OLE equipment being located near to the existing track to overhang the line. There is a very minor amount of land take required at various locations where the rail corridor is narrow and for feeder stations as discussed above and at part 2.4 of the main report. This avoids sensitive locations and will be directed towards Network Rail land and/or designed out where possible at the detailed stage. Subject to detailed design some temporary land may be required in the immediate vicinity of structures.</p>   |
| <p><b>(b) Relative abundance, quality and regenerative capacity of natural resources in the area</b></p>   |   |
| <p>Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the development?<br/>groundwater resources surface waters<br/>forestry<br/>agriculture fisheries tourism minerals biodiversity</p> | <p>Yes – there are 3 locations where the railway corridor passes through European designations – however in all locations the railway is on viaducts and would not therefore have a direct interface. This is over the River Tay in Perth, the Montrose Basin (via the Rossie and South Esk viaducts) and River Dee in Aberdeen. OLE would be placed directly on viaducts and subject to appropriate working methods, no impact would result on the protected rivers/basin beneath.</p> <p>There are other locations where the proposals are in close proximity to European and other designations as set out in Part 4.2 of the main report (see below).</p> |
| <p>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?</p>                                      | <p>Yes - see above and section 4.2 of the main report which explains the nature of Ecological designations which are within a 100m buffer of the site. Plans showing this are included at Appendix E.</p> <p>This has been informed by a supporting Ecology and Biodiversity report and phase 1 habitat survey undertaken by IKM, which covers both designations and protected species. Mitigation measures are proposed</p>  |

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|  | <p>Separately but concurrently, a Habitats Regulation Assessment Screening Report has been prepared by AECOM and is being submitted in parallel with the EIA screening opinion. This considers the impact of the works in more detail relating to European sites and identifies the need for 'appropriate assessment' at a future stage. This will include mitigations, which are initially considered to consider targeted field surveys at Garron Point, OLE Bird Flight Collision Risk Assessment where appropriate, SPP, appropriate consideration to timing of works - to be managed through a Construction Environment Management Plan.</p> <p>In respect of SSSI's, appropriate licenses would be obtained from NatureScot were required. Local designations have also been identified on the plans at Appendix E and where these overlap with the railway corridor pre-survey works will occur and impacts on protected species avoided or mitigated against. Where any locally important areas are impacted upon this would be compensated for in terms of the Baseline Biodiversity Calculator.</p> <p>There are a number of listed buildings and structures which will be affected by the works as explained in section 4.4 of the main report. This includes stations, footbridges, other bridges and viaducts. The impact on all such structures has been assessed on an authority-by-authority basis and in terms of the various works that are proposed. All works will be considered sympathetically and subject to listed building consent applications which will consider the justification for works and the design and appearance of any development proposed. Statements of Significance and use of suitable mitigations as identified in the Alan Baxter Ltd report will inform individual LBC applications.</p> <p>In terms of other cultural heritage designations, the whereabouts of Conservation Areas, Battlefields, Garden Designed Landscape, Tree Preservation Orders and Scheduled Ancient Monuments have been shown on the drawing in Appendix G. The impact of works on these designation and any mitigation in discussed in the main report, including via individual consents.</p> <p>Any impacts on the landscape have been assessed in section 4.3 of the main report, including by reference to NatureScot's digital Landscape Character Assessment (2019). This has considered the ability of the landscape to accommodate the proposals, noting that much of the development would be undertaken under Part 11 of the GPDO which is not subject to scrutiny under</p> |
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|   | the EIA regs. Mitigations have been identified which might be applicable to sites where planning permission or Part 11 Prior Approval is required to ensure that landscape and visual factors and sensitively dealt with.   |
| <p>Are there any other areas on or around the location which are important or sensitive for reasons of their ecology?</p> <ul style="list-style-type: none"> <li>• wetlands, watercourses or other waterbodies</li> <li>• the coastal zone</li> <li>• mountains, forests or woodlands</li> <li>• nature reserves and parks</li> </ul> | Yes – See above - there are a variety of European and other ecological designations and protected species in vicinity of the railway corridor as explained further in section 4 of the main report. Any impacts on these sites are considered in the supporting ecological report, which includes proposed mitigations. For European sites this is covered in the HRA Screening report submitted concurrently by AECOM.   |
| <p>Are there any areas on or around the location in which species and habitats of Local Biodiversity Action Plan importance are present?</p>  | Yes – there are sites which support protected species as set out in the section below.  |
| <p>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?</p>  | <p>The supporting Ecology and Biodiversity Report by IKM has been prepared following a site-wide phase 1 habitat survey within the site and a surrounding buffer. This has identified a range of protected species as is detailed in this report and mapped in the Appendices. This includes proposed mitigation measures on a species by species basis.</p> <p>In terms of species which are supported by the European designations, more detailed mitigations will be explored in the Appropriate Assessment which will follow on from the HRA screening report.</p>    |
| <p>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?</p>   | <p>Some bridges are identified for demolition as part of the proposals as is set out in section 4.5 of the main report. These are largely within urban areas where other routes exist or are private routes without public access. Acceptability of these routes will be assessed by the Stopping Up Order Process.</p> <p>There is a Core Path network which crosses the railway corridor at several points. No core paths are affected by the proposed demolition of bridges or closure of level crossings which are set out in sections 4.5 and 4.6 of the report.</p> |
| <p>Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected?</p>   | There are no known transport routes on or around the location which are susceptible to congestion or cause environmental problems.  |

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| <p>Is the development in a location where it is likely to be highly visible to many people?</p>  | <p>This is a linear development and by its nature will pass through urban areas so making it visible to the nearby population. Any new electrification equipment is entirely in keeping with a modern railway and would be viewed against an urban backdrop. The impact of the proposals are considered to be localised given the likely scale and height as explained further in section 2 of the main report.</p>  |
| <p>Are there any areas or features of historic or cultural importance on or around the location which could be affected?</p>   | <p>See above - In addition to listed structures there are other cultural heritage designations affected by the proposals. The whereabouts of Conservation Areas, Battlefields, Garden Designed Landscape, Tree Preservation Orders and Scheduled Ancient Monuments have been shown on the drawing in Appendix G. The impact of works on these designation and any mitigation is discussed in the main report, including via the need for individual consents. This is discussed in section 4.4 of the main report.</p> |
| <p>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?</p>   | <p>There are no known areas where environmental standards have been exceeded.</p>  |
| <p>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?</p> | <p>The proposed development site is not known to be particularly susceptible to natural disasters or extreme weather that would result in environmental problems.</p>  |

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| 3 CHARACTERISTICS OF THE POTENTIAL IMPACT                    | Yes/no<br>Briefly describe   |
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| <b>(a) The magnitude and special extent of the impact</b>    |  |
| <p>Will the effect extend over a large area?</p>             | <p>No – the impacts as explained above are limited to the existing railway corridor, other than in very minor and limited cases where minor land take may be required.</p> <p>Whilst this covers a lengthy route the impacts along the majority of the corridor are related to the construction phase of the works rather than the operational use of the railway as changed by the electrification proposals (including bridge interventions).</p> <p>The construction works will have temporary and localised impacts in terms of increased traffic movements, noise and vibration, dust, lighting nuisance, all which are common impacts associated with construction and which can be mitigated against using careful siting of construction compounds, best practice standards, the use of CEMPs and controls under other environmental regimes as set out in the mitigation table included at section 5 of the main report.</p>  |
| <b>(b) The nature of the impact</b>                          |  |
| <p>Will many people be affected?</p>                         | <p>Although the route is lengthy, not all of it passes through residential areas – there are long sections in rural areas which pass through open countryside characterised by farmland, golf courses, open spaces and industrial areas. The impacts of the development as explained above are relatively small scale and in keeping with a modern railway corridor.</p> <p>The potential short terms impact on neighbouring residential properties and open space users may be via construction operations. However this will be on a temporary basis and with impacts that are capable of mitigations (see section 2.4 of the main report and more specifically in respect of Noise at section 4.8 of the main report where likely mitigations are discussed. A Stakeholder Management Plan/Communications Plan will be prepared to ensure that nearby residents are kept informed about works.</p> <p>In the longer term, lineside neighbours will experience a net gain from quieter trains operating on the lines and wider benefits from the decarbonisation of the railway.</p> |
| <b>(c) The transfrontier nature of the impact</b>            |  |
| <p>Will there be any potential for transboundary impact?</p> | <p>Not applicable.</p>   |

## Network Rail Proposed Electrification Works Between Dunblane and Aberdeen Stations EIA Screening Opinion Request

### Appendix C Schedule 3 Criteria

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| (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). |   |
| <b>(d) Intensity and complexity of the impact</b>  |   |
| Will there be a large change in environmental conditions?  | <p>No, the construction works will be within or adjacent to the existing rail corridor or within a short distance of it and will have temporary, low impact changes in environmental conditions.</p> <p>The physical changes proposed are incremental to an existing land use or characteristic of an area and will not introduce a new landscape feature.</p> <p>The Proposed Development will not result in a large change in environmental conditions as a result.</p> |
| Will the effect be unusual in the area or particularly complex?  | The potential impacts identified as a result of the construction works are typical of such projects and are neither unusual or particularly complex. Where there is a potential interface with European sites, this will be dealt with through the HRA process as is normal for a project in such a location. At the Appropriate Assessment stage mitigation measures will be proposed.   |
| Will many receptors other than people (fauna and flora, businesses, facilities) be affected?   | It is unlikely that scarce features or resources will be affected.  |
| Is there a risk that environmental standards will be breached?   | There is little risk that environmental standards will be breached.   |
| 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 over and above the effects set out in respect of Ecology and Cultural Heritage above.   |
| <b>(e) Probability of the impact</b>   |   |
| Is there a high probability of the effect occurring?   | There is a high probability that the construction works will lead to temporary and localised impacts in terms of increased traffic movements, noise and vibration, dust and lighting.   |
| Is there a low probability of a potentially highly significant effect?   | No highly significant risks have been identified when the suite of mitigation measures proposed in section 5 of the main report have been taken into account, alongside the need for other planning and regulatory consents.  |
| <b>(f) The expected onset, duration, frequency and reversibility of the impact</b>   |   |

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| Will the effect continue for a long time?  | The potential effects relating to construction traffic and noise will be temporary. The operational effects will be negligible, and is likely to result in an improvement in noise and air quality levels in the longer term.  |
| Will the effect be permanent rather than temporary?  | Potential effects relating to construction will be temporary. Effects arising from the electrification proposals (OLE, bridge interventions, feeder stations etc) will be permanent.   |
| Will the impact be continuous rather than intermittent?  | Continuous consistent with the railway usage.  |
| If intermittent, will it be frequent rather than rare?   | Not applicable   |
| Will the impact be irreversible?   | The construction impacts (e.g compounds/accesses) identified are temporary and therefore reversible. The main works are permanent and would not therefore be reversible.   |
| <b>(g) The cumulation of the impact with the impact of other existing and/or approved development</b>  |  |
| What are the potential cumulative impacts with other existing development or development not yet begun but for which planning permission exists? | At part 4.14 of the main report assessment is made of significant planning applications/permission or other early interface with the planning process as required by the EIA regulations. None of the development identified is of such a scale as to be impactful on the proposals subject of this EIA screening.<br><br>The electrification proposals are consistent with wider land use proposals and are anticipated to encourage a modal shift towards rail and contribute to achieving net zero aspirations. |
| <b>(h) The possibility of effectively reducing the impact</b>  |  |
| Will it be difficult to avoid or reduce or repair or compensate for the effect?  | The main report has made a thorough assessment of all the likely environmental effects which could arise from the project on a thematic basis. At the end of each section, relevant mitigation measures are set out, and these are combined into a summary table in section 5. The proposals, when taken together with this mitigation are considered to reduce impacts and provide compensation where appropriate and   |

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|  | <p>on this basis EIA is not considered to be required. At the detailed design stage it is likely to be possible to reduce impacts further being mindful of the environmental constraints. Measures in the main report show how Network Rail will achieve a Sustainable form of development, including through a suite of mitigation documents and industry best practice standards.</p> |
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