



T: +44 (0)300 244 5046
E: ms.marinelicensing@gov.scot

Nicola Slaven
Network Rail
151 St Vincent Street
Glasgow
G2 5NW

Date: 31 July 2019

Dear Nicola,

SCREENING OPINION UNDER PART 2, REGULATION 11 OF THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 (AS AMENDED)

Thank you for your screening opinion request dated 10 May 2019 in regards to the proposed construction and improvement of works within the Scottish marine area, namely the refurbishment of existing access walkways and the construction of new walkways, steps, gantries and two viewing areas at the Forth Bridge, South Queensferry ("the Proposed Works").

The Proposed Works are part of the larger Forth Bridge Experience: Bridge Climb Reception Centre and Walkway development proposal ("the Proposal"). The Proposal is considered to constitute an urban development project with parts of the works associated with the Proposal (including the Proposed Works) being carried out in sensitive areas. The Proposal therefore represents schedule 2 works under paragraph 10(b) of schedule 2 of both the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) ("the 2017 MW Regulations") and the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 ("the 2017 TCP Regulations"). Consequently, the Scottish Ministers are obliged to adopt a screening opinion as to whether the Proposed Works are, or are not, an Environmental Impact Assessment ("EIA") project under the 2017 MW Regulations. Edinburgh City Council have adopted a negative screening opinion in regards to the terrestrial concerns of the Proposal under the 2017 TCP Regulations.

Under regulation 10(5) of the 2017 MW Regulations, the Scottish Ministers have consulted with the relevant local planning authority (Edinburgh City Council), Scottish Natural Heritage ("SNH"), Scottish Environment Protection Agency ("SEPA") and Historic Environment



Scotland (“HES”) as to their view on whether the Proposed Works are an EIA project. Copies of the consultation responses received are attached for your review (at Appendix I).

When making a determination as to whether schedule 2 works are an EIA project, the Scottish Ministers must take into account the selection criteria set out in schedule 3 of the 2017 MW Regulations as are relevant to the works. In this regard, the Scottish Ministers have considered the following:

Characteristics of the works

The Proposed Works involve the refurbishment of existing bridge access walkways and the construction of new walkways, steps, gantries and two viewing areas to allow people to climb the bridge, traversing approximately 630 metres into the Firth of Forth estuary, cross over the top of the South Queensferry cantilever and then return to the terrestrial Reception Centre. Much of the work will be renovation and new elements will be restricted to installation of new stair and walkway sections and new viewing areas on the Queensferry cantilever. The Scottish Ministers are therefore content that the Proposed Works are relatively limited in extent.

It is the Scottish Ministers’ understanding that the Proposed Works will be relatively minor and brief in comparison to some of the existing works carried out on the bridge e.g. blasting and painting. It is also understood that the majority of the Proposed Works will be undertaken during the daytime with the potential for some nightshift work, however, given that maintenance works are currently undertaken during the day and night, all year round, the Proposed Works are not expected to introduce any new working patterns. It is therefore considered that the Proposed Works will be in keeping with existing and ongoing works.

It is anticipated that any noise and dust generated by the Proposed Works will be on a temporary basis only, with the noise produced being less than that of trains crossing the bridge. Task (during construction works) and operational lighting might also be added to the bridge. If so, any permanent lighting will be carefully designed and directed to prevent impacts on sensitive receptors (including protected bird populations) in the vicinity of the bridge.

It is considered that the potential impacts associated with the characteristics of the Proposed Works are not significant and can be sufficiently mitigated. Based on the information provided, the Scottish Ministers are of the opinion that the characteristics of the works are unlikely to have significant effects on the environment.

Location of the works

The Proposed Works are to be carried out on the Forth Bridge. HES confirmed that the bridge is a category A listed structure (LB 9977) and also a World Heritage Site advising that the Proposed Works will have both direct physical and visual impacts on the bridge, on the setting of the bridge. Edinburgh City Council advised that given the bridge’s category A listing and World Heritage Site designation, they consider it to be sensitive to even the smallest of changes and therefore expect that a Cultural and Built Heritage Impact Assessment would be required to adequately consider the potential impacts. However, Edinburgh City Council have adopted a negative screening opinion in regards to the terrestrial concerns of the Proposal and HES consider that while the Proposal will have impacts on the assets, such impacts will be localised and are unlikely to be significant overall. The Scottish Ministers are therefore satisfied that the Proposed Works will not significantly impact the historic environment concerns associated with the Forth Bridge.

SNH confirmed that the Proposed Works are partly located within the Firth of Forth Site of Special Scientific Interest (“SSSI”) and Special Protection Area (“SPA”). SNH stated that the Proposed Works could potentially affect the special features, namely seabird populations, protected by these nature conservation designations and that there are likely to be significant effects upon the SPA through disturbance and/or displacement during both the construction and operation phases of the Proposal. However, it is SNH’s view that the Proposal should not adversely affect the integrity of the site. SNH therefore confirmed that the Proposal is not likely to have significant effects on the environment with respect to natural heritage receptors and it is their view that no EIA is required.

SEPA confirmed that, with respect to their interests, there would not be a significant environmental impact provided mitigation measures, defined in their standing advice, are carried out and therefore they do not consider EIA to be required for the Proposed Works.

It is considered that the potential impacts associated with the location of the Proposed Works are not significant and can be sufficiently mitigated. Based on the information provided and the consultation responses received, the Scottish Ministers are of the opinion that there are unlikely to be significant effects on the environment as a result of the location of the works.

Characteristics of the potential impact

The Scottish Ministers do not consider there to be any significant potential impacts on the environment associated with the Proposed Works and therefore the characteristics of the potential impacts are not of concern.

Conclusions

In view of the findings above the Scottish Ministers are of the opinion that the Proposed Works are not an EIA project under the 2017 MW Regulations and, therefore, an EIA is not required to be carried out in respect of the Proposed Works.

If you increase, alter or extend the Proposed Works, you are advised to contact Marine Scotland - Licensing Operations Team again to confirm if the screening opinion is still valid.

A copy of the screening opinion has been forwarded to Edinburgh City Council planning department. The screening opinion has also been made publicly available through the Marine Scotland Information website (<http://marine.gov.scot/ml/construction-bridge-access-system-and-walkway-forth-rail-bridge-south-queensferry>) .

If you require any further assistance or advice on this matter, please do not hesitate to contact me.

Yours sincerely,

Redacted

Anni Mäkelä
Licensing Operations Team
Marine Scotland

Appendix I. Screening consultation responses



By email to:

MS.MarineLicensing@gov.scot

Thomas Inglis
Marine Scotland
Marine Laboratory
375 Victoria Road
Aberdeen
AB11 9DB

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

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

Our case ID: 300037870

18 June 2019

Dear Mr Inglis

**The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017
Forth Bridge - Construction of Bridge Access System and Walkway
Request for Screening Opinion**

Thank you for your consultation which we received on 29 May 2019 seeking our comments on an Environmental Impact Assessment (EIA) screening opinion for the above proposed development. This letter contains our comments for our historic environment interests. That is world heritage sites, scheduled monuments and their setting, category A-listed buildings and their setting, gardens and designed landscapes and battlefields on their respective Inventories.

The local authority's archaeological and conservation advisors will also be able to offer advice for their interests. This may include unscheduled archaeology, category B- and C-listed buildings and conservation areas.

Our Screening opinion

We have no comments to make on the requirement or otherwise for an EIA for this proposed development. However, you may find the information provided below helpful in reaching your decision on the matter.

Our advice

We understand that the proposed development will comprise the provision of visitor access to the Forth Bridge and will include a reception centre and additional buildings, the Bridge Walk itself and additional access, parking and landscaping infrastructure.

Terrestrial assets

The Forth Bridge is a category A listed structure (LB 9977) and also Scotland's most recent World Heritage Site. Both designations recognise the considerable importance of the bridge in engineering and aesthetic terms. Whether the proposals go through the EIA process or not, any proposed works to the structure must be considered in detail with any impacts on the asset taken into consideration at the earliest point. We have previously been involved in pre-application discussions with the applicants and City of Edinburgh



Council and we would welcome further consultation with the applicants as the proposals progress.

The proposals will have both direct physical impacts and visual impacts on the category A listed bridge and World Heritage Site. They will also impact on the setting of the bridge and on the setting of the category A listed Dalmeny coastal defence battery (LB 52469). We consider that while the proposals will have impacts on the assets that such impacts will be localised and are unlikely to be significant overall.

Marine assets

Based on the information supplied to us so far, we do not consider that the proposed works are likely to have any significant effects on marine historic environment assets in the area surrounding the bridge. No details have been submitted indicating that works within the marine environment will be required for the proposed visitor access and reception centre and therefore significant effects on marine historic environment assets are unlikely.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Victoria Clements and they can be contacted by phone on 0131 668 8730 or by email on Victoria.Clements@hes.scot.

Yours sincerely

Historic Environment Scotland

Makela A (Anni)

From: Ben Wilson <Ben.Wilson@edinburgh.gov.uk>
Sent: 10 July 2019 10:58
To: Inglis T (Thomas)
Cc: cityplan2030; Daniel Lodge
Subject: FW: Network Rail - Construction of Bridge Access System and Walkway - Forth Rail Bridge, South Queensferry - Consultation of Request for Screening Opinion - Response Required by 19th June 2019

Importance: High

Dear Thomas

Thank you for your query, and apologies for the delay in responding.

Are advise is that given the Category of listing and its designation as a world heritage site, it would be considered sensitive to even the smallest of changes. To this end, we would envisage that a Cultural and Built Heritage Impact Assessment would be required to adequately consider the impact on listed structure and Outstanding Value of the World Heritage Site.

If you have any further queries regarding this, please contact Daniel Lodge (copied in).

Kind regards
Ben

Ben Wilson
Team Manager
Development Plan Team | Place Directorate | The City of Edinburgh Council | Waverley Court, Level G:3, 4 East Market Street, Edinburgh, EH8 8BG | Tel. 0131 469 3411 (Internal: 2-3411)

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From: Planning
Sent: 05 July 2019 15:07
To: Local Development Plan <LocalDevelopmentPlan@edinburgh.gov.uk>
Subject: FW: Network Rail - Construction of Bridge Access System and Walkway - Forth Rail Bridge, South Queensferry - Consultation of Request for Screening Opinion - Response Required by 19th June 2019

From: Thomas.Inglis@gov.scot [<mailto:Thomas.Inglis@gov.scot>]
Sent: 04 July 2019 17:46
To: Planning <planning@edinburgh.gov.uk>
Subject: Network Rail - Construction of Bridge Access System and Walkway - Forth Rail Bridge, South Queensferry - Consultation of Request for Screening Opinion - Response Required by 19th June 2019

Dear Sir or Madam,

Under regulation 10(6)(a) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 you must give your views within a period of three weeks beginning on the date on which you were consulted. You were consulted on 29 May 2019 and as such you must give your views on this Screening Request at the earliest opportunity.

Regards,

Thomas Inglis

Marine Licensing Casework Officer
Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Scotland | 375 Victoria Road | Aberdeen | AB11 9DB

Direct Line: +44 (0)131 24 43741
General Queries: 0300 244 5046
Email: Thomas.Inglis@gov.scot
Website: <http://www.gov.scot/marinescotland>



From: Inglis T (Thomas)
Sent: 29 May 2019 16:57
To: 'planning@edinburgh.gov.uk' <planning@edinburgh.gov.uk>; 'forth@nature.scot' <forth@nature.scot>; 'hmconsultations@hes.scot' <hmconsultations@hes.scot>; 'planning.se@sepa.org.uk' <planning.se@sepa.org.uk>
Subject: Network Rail - Construction of Bridge Access System and Walkway - Forth Rail Bridge, South Queensferry - Consultation of Request for Screening Opinion - Response Required by 19th June 2019

Dear Sir/Madam,

THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 (AS AMENDED) (“the EIA Regulations”)

CONSULTATION UNDER PART 2, REGULATION 10(5) OF THE EIA REGULATIONS

Network Rail – Construction of Bridge Access System and Walkway – Forth Rail Bridge

Network Rail have requested the Scottish Ministers adopt a screening opinion in relation to the above proposed works under regulation 10(1) of the EIA Regulations.

I should be grateful if you would please review the information, relating to works below Mean High Water Springs (MHWS) available at <http://marine.gov.scot/ml/construction-bridge-access-system-and-walkway-forth-rail-bridge-south-queensferry> and, as required by regulation 10(5) of the EIA Regulations, provide your view as to whether the above proposed works are an EIA project as defined in the EIA Regulations.

In accordance with regulation 10(6) of the EIA Regulations, please ensure you provide your view no later than 19 June 2019.

Kind regards,

Thomas Inglis

Marine Licensing Casework Officer
Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Scotland | 375 Victoria Road | Aberdeen | AB11 9DB

Direct Line: +44 (0)131 24 43741

General Queries: 0300 244 5046
Email: Thomas.Inglis@gov.scot
Website: <http://www.gov.scot/marinescotland>



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Makela A (Anni)

From: Planning South East <Planning.SE@SEPA.org.uk>
Sent: 24 June 2019 16:49
To: Inglis T (Thomas)
Subject: RE: Network Rail - Construction of Bridge Access System and Walkway - Forth Rail Bridge, South Queensferry - Consultation of Request for Screening Opinion - Response Required by 19th June 2019

Thomas,

Please accept our apologies for this. The deadline date was put down as the 19th July on our system in error.

We consider that, with respect to our interests there would not be a significant environmental impact provided mitigation measures are carried out and therefore, Environmental Impact Assessment is not required for the above proposal.

Please refer to our standing advice on marine consultations within guidance document [SEPA standing advice for The Department of Energy and Climate Change and Marine Scotland on marine consultations](#).

If you have any queries relating to this, please contact us by e-mail planning.se@sepa.org.uk.

Yours sincerely

Alex

Alex Candlish

Senior Planning Officer – Linear Infrastructure Projects
Planning Service, SEPA, Silvan House, 231 Corstorphine Road, Edinburgh, EH12 7AT
Direct Tel: 0131 273 7333
Email: alex.candlish@sepa.org.uk

From: Thomas.Inglis@gov.scot <Thomas.Inglis@gov.scot>
Sent: 24 June 2019 11:52
To: Planning South East <Planning.SE@SEPA.org.uk>
Subject: FW: Network Rail - Construction of Bridge Access System and Walkway - Forth Rail Bridge, South Queensferry - Consultation of Request for Screening Opinion - Response Required by 19th June 2019

Dear Sir or Madam,

Under regulation 10(6)(a) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 you must give your views within a period of three weeks beginning on the date on which you were consulted. You were consulted on 29 May 2019 and as such you must give your views on this Screening Request at the earliest opportunity.

Regards,

Thomas Inglis

Marine Licensing Casework Officer
Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Scotland | 375 Victoria Road | Aberdeen | AB11 9DB

Direct Line: +44 (0)131 24 43741
General Queries: 0300 244 5046
Email: Thomas.Inglis@gov.scot
Website: <http://www.gov.scot/marinescotland>



From: Inglis T (Thomas)
Sent: 29 May 2019 16:57
To: 'planning@edinburgh.gov.uk' <planning@edinburgh.gov.uk>; 'forth@nature.scot' <forth@nature.scot>; 'hmconsultations@hes.scot' <hmconsultations@hes.scot>; 'planning.se@sepa.org.uk' <planning.se@sepa.org.uk>
Subject: Network Rail - Construction of Bridge Access System and Walkway - Forth Rail Bridge, South Queensferry - Consultation of Request for Screening Opinion - Response Required by 19th June 2019

Dear Sir/Madam,

THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 (AS AMENDED) (“the EIA Regulations”)

CONSULTATION UNDER PART 2, REGULATION 10(5) OF THE EIA REGULATIONS

Network Rail – Construction of Bridge Access System and Walkway – Forth Rail Bridge

Network Rail have requested the Scottish Ministers adopt a screening opinion in relation to the above proposed works under regulation 10(1) of the EIA Regulations.

I should be grateful if you would please review the information, relating to works below Mean High Water Springs (MHWS) available at <http://marine.gov.scot/ml/construction-bridge-access-system-and-walkway-forth-rail-bridge-south-queensferry> and, as required by regulation 10(5) of the EIA Regulations, provide your view as to whether the above proposed works are an EIA project as defined in the EIA Regulations.

In accordance with regulation 10(6) of the EIA Regulations, please ensure you provide your view no later than 19 June 2019.

Kind regards,

Thomas Inglis

Marine Licensing Casework Officer
Marine Scotland - Marine Planning & Policy

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Scottish Natural Heritage
Dualchas Nàdair na h-Alba
nature.scot

Thomas Inglis
Marine Scotland – Marine Planning & Policy

Date: 18 June 2019
Our ref: CEA155663/ A2982279

Email: Thomas.Inglis@gov.scot

Dear Mr Inglis

THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 (AS AMENDED) (“the EIA Regulations”)

CONSULTATION UNDER PART 2, REGULATION 10(5) OF THE EIA REGULATIONS

Network Rail – Construction of Bridge Access System and Walkway – Forth Rail Bridge

Thank you for your consultation email of 29 May 2019 regarding the above proposal.

SNH Advice

We note the specific requirement in Regulation 10(5) and we advise that in our opinion the development is not likely to have significant effects on the environment, with respect to natural heritage receptors. Therefore in our view this is not an EIA project.

To reach this view we have reviewed the supporting documentation, including:

- Request for Screening Opinion;
- Forth Bridge Experience South – Habitats Regulations Appraisal Screening – Statement to Inform; and
- Information regarding works to be undertaken on the bridge (email from Nichelle Murray/ ARUP dated 13 June 2019 – included as Annex 2).

However, the proposed works are located partly within the Firth of Forth Site of Special Scientific Interest (SSSI) and Special Protection Area (SPA). Therefore it is possible that they could affect the special features protected by these nature conservation designations, and so the Habitats Regulations Appraisal (HRA) process applies.

The applicant’s HRA screening report was prepared in 2017 and relied upon mitigation measures to reach a conclusion of ‘no likely significant effects’. Since then the ‘People Over Wind’ case has established that mitigation cannot be taken into account during the HRA screening process. Therefore the HRA must be revised on the basis that there are ‘likely significant effects’ upon the SPA, and so an appropriate assessment must be carried out. In our view the proposal should not adversely affect the integrity of the site.

Further advice on the HRA process is provided in Annex 1 of this letter.

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

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

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

Yours sincerely

[by email]

Malcolm Fraser
Operations Officer
Forth

Annex 1 – advice on Habitats Regulations Appraisal (HRA) process

The HRA Screening Report identifies four European sites that could be affected by the proposal. Further information about these sites, and the special features they are designated to protect, can be found on the SNH SiteLink website.¹

- Firth of Forth Special Protection Area (SPA)
- Forth Islands SPA
- Imperial Dock Lock, Leith SPA
- Outer Firth of Forth and St Andrews Bay Complex proposed SPA

The status of these sites means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended (the “Habitats Regulations”) or, for reserved matters the Conservation of Habitats and Species Regulations 2010 as amended apply. Consequently, Marine Scotland is required to consider the effect of the proposal on these sites before it can be consented (commonly known as Habitats Regulations Appraisal). Please see our guidance note for a summary of the legislative requirements.²

The above sites may also be notified as Sites of Special Scientific Interest (SSSI) and/ or Ramsar sites. However, any issues raised in relation to these designations are fully addressed as part of the following consideration of the respective European sites.

1. HRA Stage 1 – is the proposal connected with conservation management of the European sites?

No – this proposal is not connected to conservation management of any European site.

2. HRA Stage 2 – is the proposal ‘likely to have significant effects’ upon the European sites?

In plain English this asks whether there is any connectivity between the proposal and the European sites.

2.1. Firth of Forth SPA

The proposal lies partly within (albeit directly above) the SPA and so several impact pathways exist and so ‘likely significant effects’ arise upon this European site. These pathways are primarily:

- disturbance and/ or displacement during construction; and
- disturbance and/ or displacement during operation.

2.2. Forth Islands SPA/ Imperial Dock Lock, Leith SPA/ Outer Firth of Forth and St Andrews Bay Complex proposed SPA

In our view there is no impact pathway, and therefore ‘no likely significant effects’, from the proposal to these European sites. We recommend that the material in the HRA Screening Report is revised to clearly show that this conclusion can be reached without the use of any mitigation measures.

¹ <http://gateway.snh.gov.uk/sitelink/index.jsp>

² https://www.nature.scot/sites/default/files/2017-12/Legislative%20requirements%20for%20European%20Sites%20-%20updated%20November%2030th%202017%20%28B449621%29_1.pdf

3. HRA Stage 3 – will the proposal have adverse effects on the integrity of the European sites?

3.1. Firth of Forth SPA

We recommend that the material in the HRA Screening Report, alongside material received by email (see Annex 2), can be used as the basis of a rationale that there will be no adverse effects on the integrity of the site.

3.2. Forth Islands SPA/ Imperial Dock Lock, Leith SPA/ Outer Firth of Forth and St Andrews Bay Complex proposed SPA

This stage of HRA is not required as there are 'no likely significant effects' upon these SPAs.

Annex 2 – email from ARUP regarding works to be undertake on the bridge

From: Nichelle Murray [mailto:Nichelle.Murray@arup.com]
Sent: 13 June 2019 15:32
To: Malcolm Fraser
Cc: Zoe Webb
Subject: RE: Forth Bridge Experience

Hi Malcolm

Please see the below information regarding the works to be undertaken on the bridge over the Firth of Forth. The engineers have provided as much information as they can at the moment, however there are some gaps as more detail won't be available until later in the project.

- It is assumed that the majority of works will be undertaken during the daytime, however there will likely be some nightshift work. Balfour Beatty, who are responsible for the maintenance of the bridge, currently undertake works both during the day and night, and all year round. Hence the construction of the new bridge walk and access system is not expected to introduce any new working patterns.
- Any noise and dust that might be generated during construction will be temporary. For the new steelwork- bolted connections and anchor systems will most likely be used. This will be the same/very similar to how the existing walkways and staircases were connected. Our works will be quite minor and quick in comparison to some of the major works on the bridge, e.g. blasting and painting (full encapsulation of parts of the bridge, blasting of old paint etc.)
- The noise generated through construction is considered to be less than that of trains passing, with train horns used on a regular basis.
- Task lighting might be installed during construction and it is yet to be decided whether operational lighting will be added to the bridge walk. If so, this will likely be some strip lighting on the catwalk for safety/emergency purposes. Any new permanent lighting will be sensitively designed and directed to prevent impacts on the SPA and Ramsar site. Task lighting is currently used during maintenance works, the bridge currently has decorative lighting too.
- Objects falling: There will be measures in place during construction to minimise the risk (e.g. safety netting, crash deck). The risk of objects falling is not considered to be any higher than it currently is with the ongoing maintenance works. It is likely that during construction, the construction environment will be even more controlled than it currently is.
 - During operation, visitors will not be allowed to bring personal belongings onto the bridge walk so as to eliminate any risk of dropped objects.
- Due to the ongoing maintenance of the bridge there is always some level of human activity. During operational periods it is expected that there may be up to 100 people on the bridge at any one time. However, this number is considered to be similar to the amount of maintenance staff on site during major works.
- Balfour Beatty regularly setup scaffolding on the bridge and there is a temporary maintenance gantry in place on the south suspended span as well as a viewing platform installed on the top of the North Queensferry cantilever. It is again considered that the construction works on the bridge will be in lines with the work currently ongoing.

Please let me know if you need anything clarified or would like further explanation.

Kind regards
Nichelle