



**NETWORK RAIL
INFRASTRUCTURE LTD**

**REQUEST FOR SCREENING
OPINION**

PROPOSED RESTON STATION

**NETWORK RAIL INFRASTRUCTURE LIMITED
151 ST VINCENT STREET
GLASGOW
G2 5NW**

February 2020

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1 Introduction

1.1 Screening Request

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

‘Proposed development of rail station platforms, waiting shelters, car parking, footbridge and lifts with associated access, servicing and landscaping at Land to the South of Reston Main Street, Reston’.

Appendix A provides an Indicative 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 Paragraph 10 of the Regulations and an EIA screening opinion is therefore requested.

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

2 Site Description and Proposals

2.1 Description

The proposed development site is located to the south of Reston Main Street and is approximately 2.4 hectares. To the west are residential properties with agricultural land to the rear of these properties. This land is identified for potential longer-term housing within the adopted Scottish Borders Local Development Plan 2016 (LDP). To the east is agricultural land with vacant buildings (former Auction Mart) beyond this. The Auction Mart is allocated for mixed use development and the agricultural land is identified for potential longer-term housing within the adopted LDP. Land to the south of the railway is agricultural land.

The site comprises of the railway embankments which are approximately 3.5m-4m above the surrounding ground level, an underbridge which currently provides a link beneath the railway and an area of agricultural land to the south of the railway. Core Path 97 passes through the underpass.

2.2 Background

The proposal is for a new railway station at Reston to support the economic regeneration in the SEStran (South East of Scotland Transport Partnership) area. This station location was identified in a Scottish Transport Appraisal Guide (STAG) which would help accommodate growth and capacity issues in the Scottish Borders. Additionally, a station in this area would assist regeneration and long-term sustainability in Berwickshire.

The East Coast Mainline (ECML) is a mainline electrified route which links Edinburgh and London, currently operated by LNER.

2.3 Proposals

The station will consist of two platforms, approximately 265m in length and 3.3m wide, with waiting shelters and ticket vending machines, on each side of the railway.

A proposed car park will be located to the north of the railway on existing agricultural land, taking access from Reston Main Street. It will include approximately 70 car parking spaces.

Access to the car park will be taken from Reston Main Street, however, how this is to be achieved is yet to be determined.

A footbridge and associated lifts will be installed to provide platform to platform access and to link into the adjacent car park to the north of the railway.

The lifts shafts will be constructed on land adjacent to the embankments and therefore walkways from the lift and stairs will connect to the station platforms. The footbridge deck height will then be approximately 5.5m above rail level with the top of the lift shafts being a further 5.5m (approximately) above the proposed bridge deck.

The underbridge will remain unchanged and in constant use.

3 Conclusions

This document provides a summary of the proposed site and surrounding area; identifies any potential environmental impacts of the development.

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.

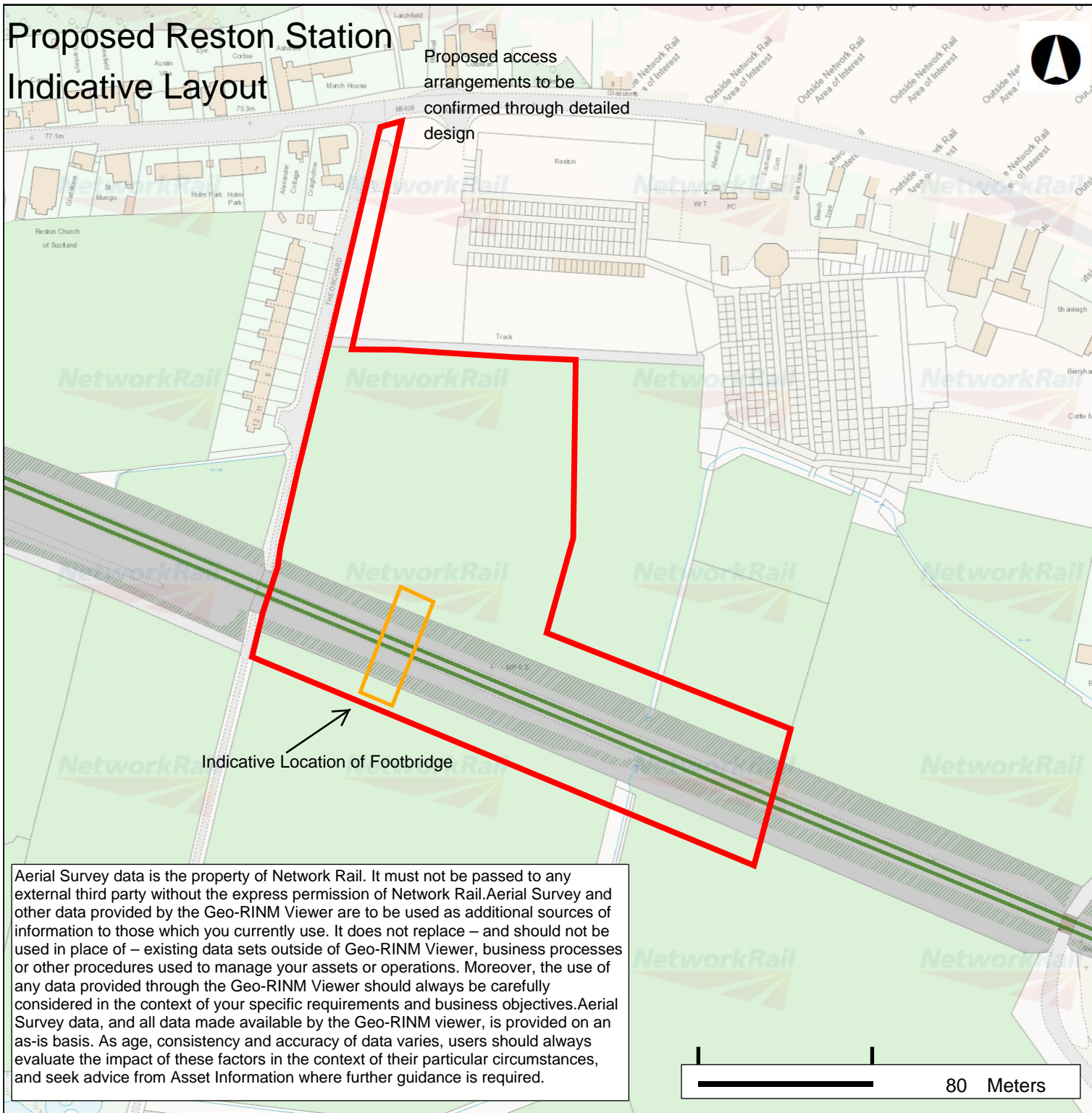
The following supporting documents referred to in the assessment will be submitted with the planning application:

- Planning Supporting Statement;
- Transport Statement/Assessment,
- Geotechnical Information;
- Drainage/Flood Risk Information;
- Landscape and Visual Impact Assessment;
- Ecological Appraisal;
- Noise Impact Assessment;
- Archaeological Information;
- Design Statement
- Lighting Strategy.

APPENDIX A

Proposed Reston Station Indicative Layout

Proposed access arrangements to be confirmed through detailed design



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| Reston Station Location Plan | |
| Scale | 1 : 2,500 |
| Plot Date | 20/11/19 16:06 |
| Printed By | NS |

APPENDIX B

Appendix B: SCREENING CRITERIA – Reston Station – Footbridge, Stairs and Lifts

| 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? | <p>The proposed platforms will be approximately 260m in length and will be just above rail level. Waiting shelters will protrude from each platform to provide protection from the weather and are likely to be mostly transparent.</p> <p>A number of lighting columns will also protrude from the platforms.</p> <p>The proposed footbridge and lifts are likely to be a dominant feature within the existing environment.</p> <p>The proposed car park will be low-lying.</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)? | Access will be taken directly from Reston Main Street. |
| (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? | <p>The adopted Scottish Borders Local Development Plan 2016 allocates a mixed-use development including 100 houses to the north east of the proposed development site (MREST001). Land to the east and west of the proposed development is identified for longer term housing (SREST001 and SREST002). No development has started to date. Any potential cumulative impact is likely to be related to traffic and activity within the local area.</p> |

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| <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 Scottish Government has identified East Linton and Reston as locations for new stations for enhanced rail services which would accommodate growth and assist in regeneration and long-term sustainability. The two stations are subject to separate applications and can proceed independently.</p> |
| <p>(c) Use of natural resources</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)?</p> <p>soil?</p> <p>water?</p> <p>biodiversity?</p> <p>minerals?</p> <p>aggregates?</p> <p>forests and timber?</p> <p>energy including electricity and fuels?</p> <p>any other resources?</p> | <p>The platforms and waiting shelter are largely located within the railway operational land and are therefore located on brownfield land.</p> <p>The footbridge/lifts may require a small area of land to the north and south of the railway to accommodate the required footprint for the lift shafts and footbridges. The car park is a greenfield site.</p> <p>Standard construction materials will be required.</p> |

Appendix B: SCREENING CRITERIA – Reston Station – Footbridge, Stairs and Lifts

| (d) Production of waste | |
|---|---|
| <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>The construction phase will produce some waste. A Site Waste Management Plan will be used to inform the design with a view to minimising waste, and a Construction Environmental Management Plan (CEMP) will be in place prior to commencement of the works. Construction waste will be dealt with in compliance with environmental legislation regimes.</p> <p>It is not anticipated that there will be significant levels of waste arising during operation.</p> |
| (e) Pollution and nuisances | |

Appendix B: SCREENING CRITERIA – Reston Station – Footbridge, Stairs and Lifts

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| <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>materials handling including storage or transport?</p> <p>construction activities including plant & equipment?</p> <p>dust or odours from handling of materials including construction materials, sewage & waste?</p> <p>incineration of waste?</p> <p>burning of waste in open air (e.g. slash material, construction debris)?</p> <p>any other sources?</p> | <p>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.</p> |
| <p>Is there a potential risk from:</p> <p>leachates?</p> <p>Escape of wastes or other products/by-products that may constitute a contaminant in the environment?</p> | <p>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</p> | <p>Any noise and vibration generated during construction will be temporary.</p> |

Appendix B: SCREENING CRITERIA – Reston Station – Footbridge, Stairs and Lifts

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| <p>energy or electromagnetic radiation?</p> <p>from operation of equipment e.g. engines, ventilation plant, crushers?</p> <p>from industrial or similar processes?</p> <p>from blasting or piling?</p> <p>from construction or operational traffic?</p> <p>from lighting or cooling systems?</p> <p>from sources of electromagnetic radiation (effects on nearby sensitive equipment as well as people)?</p> <p>from any other sources?</p> | <p>During operation, there is likely to be associated noise in terms of an increase in vehicular traffic and activity in the area as well as station announcements and train doors. There will also be lighting located on the station platforms and within the car park for safety and security.</p> |
| <p>(f) Risk of major accidents, and/or disasters</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?</p> <p>from explosions, spillages, fires etc from storage, handling, use or production of hazardous or toxic substances?</p> <p>from events beyond the limits of normal environmental protection e.g. failure of pollution control systems?</p> <p>from any other causes?</p> <p>could the development be affected by natural disasters causing</p> | <p>There is likely to be low level risks associated with construction activity.</p> <p>There is no known risk of major accidents during operation.</p> |

Appendix B: SCREENING CRITERIA – Reston Station – Footbridge, Stairs and Lifts

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| <p>environmental damage (e.g. floods, earthquakes, landslip, etc)?</p> <p>climate change?</p> | |
| <p>(g) Risk to human health</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>Some materials used during construction could present a risk to people or the environment if not handled or used correctly.</p> |
| <p>(Other characteristics: potential physical changes (topography, land use, changes in waterbodies etc) from construction, operation or decommissioning of the development</p> | |
| <p>permanent or temporary change in land use, landcover or topography including increases in intensity of land use?</p> <p>clearance of existing land, vegetation & buildings?</p> <p>Peat land disturbance and/ or degradation leading to; carbon release,</p> | <p>The proposal is likely to result in a permanent change in land use and an intensification in use through the introduction of more vehicles and people into the area.</p> <p>There may be limited removal of vegetation on the embankments to enable the installation of the footbridge, walkways and platforms.</p> |

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| <p>damage to habitats, affecting land stability or hydrology?</p> <p>creation of new land uses?</p> <p>pre-construction investigations e.g. boreholes, soil testing?</p> <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 & 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>A temporary work site will be located where it may be secured with temporary fencing and lighting/generators. There will be increased traffic movements during the construction and operation phases.</p> <p>There will be a new footbridge structure that will change the townscape of the local area.</p> <p>The proposal is for a new rail station at this location.</p> |
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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 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?

Appendix B: SCREENING CRITERIA – Reston Station – Footbridge, Stairs and Lifts

| 2 LOCATION OF THE DEVELOPMENT | Yes/no Briefly describe |
|--|---|
| (a) Existing and approved land use | |
| <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>There are residential properties to the east and north of the proposed development site which could be affected by the development.</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>No.</p> |
| <p>Is the development located in a previously undeveloped area where there will be loss of greenfield land?</p> | <p>There may be a small loss of greenfield land in order to accommodate the footprint of the footbridge and lifts. The car park is a greenfield site.</p> |
| (b) Relative abundance, quality and regenerative capacity of natural resources in the area | |
| <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?</p> <p>groundwater resources</p> | <p>Not applicable</p> |

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| <p>surface waters</p> <p>forestry</p> <p>agriculture</p> <p>fisheries</p> <p>tourism</p> <p>minerals</p> <p>biodiversity</p> | |
| (c) Absorption capacity of the natural environment | |
| <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>The Reston Auction Mart Sheep Ring is B Listed and is approximately 90m from the proposed development.</p> <p>Reston House including Boundary walls, railings, gatepiers and gate is C Listed. St Mary’s Villa and Culbean including ancillary structure, boundary walls, railings, gatepiers and gates. Both these properties are located on the opposite side of Reston Main Street where it is proposed to access the car park.</p> <p>There is a Scheduled Monument located approximately 100m from the proposed development which is remains of a former settlement ‘Brierfield’.</p> <p>The designations are unlikely to be affected by the proposed development.</p> |
| <p>Are there any other areas on or around the location which are important</p> | <p>Not applicable</p> |

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| <p>or sensitive for reasons of their ecology?</p> <ul style="list-style-type: none"> • wetlands, watercourses or other waterbodies • the coastal zone • mountains, forests or woodlands • nature reserves and parks | |
| <p>Are there any areas on or around the location in which species and habitats of Local Biodiversity Action Plan importance are present?</p> | <p>The Scottish Borders Local Biodiversity Plan identifies ‘Towns and Villages’ as having an importance in habitat terms. An initial ecological walkover has indicated that the habitats are common within the wider area and are of low conservation value.</p> |
| <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>An initial ecological walkover has indicated that there are no identified areas on or around the location that are used by protected, important or sensitive species of fauna or flora.</p> |
| <p>Are there any inland, coastal, marine or underground waters on or around the location which could be affected?</p> | <p>A small burn runs perpendicular to the railway and through an underbridge. This is located in the east of the proposed development</p> |
| <p>Are there any groundwater source protection zones or areas that contribute to the recharge of groundwater resources?</p> | <p>Not applicable</p> |
| <p>Are there any areas or features of high landscape or scenic value on or around the location which could be affected?</p> | <p>Not applicable</p> |

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| <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>The existing underbridge provides a north-south connection for the village and is a Core Path. The proposed development retains this underbridge.</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> | <p>There are no transport routes on or around the location which are susceptible to congestion or cause environmental problems.</p> |
| <p>Is the development in a location where it is likely to be highly visible to many people?</p> | <p>The proposed footbridge and lift shafts are likely to be highly visible to the adjacent residential properties.</p> |
| <p>Are there any areas or features of historic or cultural importance on or around the location which could be affected?</p> | <p>There are a number of listed buildings and a Scheduled Monument. They are not likely to be affected.</p> <p>The proposed car park is greenfield and therefore may have potential for archaeology.</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> |

Appendix B: SCREENING CRITERIA – Reston Station – Footbridge, Stairs and Lifts

| 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? | <p>There will be localised impacts in terms of increased traffic movements and during construction and operation and lighting during operation.</p> <p>The proposed footbridge and lift shafts are likely to be visible within the immediate area due to the topography of the embankment and the surrounding area.</p> |
| (b) The nature of the impact | |
| Will many people be affected? | <p>Neighbouring residential properties may be affected by construction noise and vibration. In the long term, these groups may be affected by an increase in activity and lighting.</p> <p>The proposed footbridge and lift shafts are likely to be visible to residents due to the topography and close proximity of the embankment and the surrounding area.</p> <p>The residents of the houses located on the access road to the car park may be affected by an increase in traffic movements, lighting, activity and noise.</p> <p>There will be positive benefit to the wider local community as the station will provide an opportunity of sustainable transport. There will be an economic benefit as a result of an increase in visitors to the area.</p> |

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| (c) The transfrontier nature of the impact | |
| <p>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).</p> | <p>Not applicable.</p> |
| (d) Intensity and complexity of the impact | |
| <p>Will there be a large change in environmental conditions?</p> | <p>There will be an increase in traffic movements and lighting and activity in the area. There will be a change to the townscape and the loss of greenfield land. This is not considered to be a large change in environmental conditions considering that there is an existing railway.</p> |
| <p>Will the effect be unusual in the area or particularly complex?</p> | <p>The area is a quiet, residential location so an increase in traffic, lighting and activity is likely to be considered unusual.</p> <p>However, the local area is also characterised by the busy East Coast Mainline.</p> |
| <p>Will many receptors other than people (fauna and flora, businesses, facilities) be affected?</p> | <p>There is unlikely to be receptors other than people affected.</p> |
| <p>Will valuable or scarce features or resources be affected?</p> | <p>It is unlikely that scarce features or resources will be affected.</p> |
| <p>Is there a risk that environmental standards will be</p> | <p>There is little risk that environmental standards will be breached.</p> |

Appendix B: SCREENING CRITERIA – Reston Station – Footbridge, Stairs and Lifts

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| 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. |
| (e) Probability of the impact | |
| Is there a high probability of the effect occurring? | <p>There is a high probability of change to traffic movements, lighting, activity and noise during both the construction and operation phases on the immediate area.</p> <p>There is also a high probability of a change to the townscape as a result of the height of the footbridge and lift shafts and a loss of greenfield land during the operation of the station.</p> |
| 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 | |

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| <p>Will the effect continue for a long time?</p> | <p>The potential effects relating to construction traffic and noise will be temporary.</p> <p>Loss of greenfield land, change to the townscape and increased activity, traffic and lighting in this area is likely to continue for a long time.</p> |
| <p>Will the effect be permanent rather than temporary?</p> | <p>Potential effects relating to construction will be temporary. However, operational effects such as loss of greenfield land, changes to the townscape, traffic, lighting, activity will be permanent.</p> |
| <p>Will the impact be continuous rather than intermittent?</p> | <p>Continuous</p> |
| <p>If intermittent, will it be frequent rather than rare?</p> | <p>No applicable</p> |
| <p>Will the impact be irreversible?</p> | <p>The loss of greenfield land will be irreversible. The station infrastructure could be removed if no longer required.</p> |
| <p>(g) The cumulation of the impact with the impact of other existing and/or approved development</p> | |
| <p>What are the potential cumulative impacts with other existing development or development not yet begun but for which planning permission exists?</p> | <p>The development proposals allocated in the adopted Local Development Plan for land to the west, east and north may come forward earlier. They may have cumulative impacts with the proposed station in terms of traffic movements, noise, lighting and activity.</p> |
| <p>(h) The possibility of effectively reducing the impact</p> | |

Appendix B: SCREENING CRITERIA – Reston Station – Footbridge, Stairs and Lifts

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| <p>Will it be difficult to avoid or reduce or repair or compensate for the effect?</p> | <p>It may be possible to reduce the impact through sensitive design of the footbridge and lifts, an appropriate lighting strategy, noise mitigation and potential improvements to the local road network.</p> <p>It will not be possible to avoid the loss of greenfield land.</p> |
|--|--|