

**DRUMGREW BRIDGE – BIODIVERSITY OFFSETTING**  
**DRUMGREW BRIDGE, EAST DUNBARTONSHIRE COUNCIL AREA, SCOTLAND**  
 EGIP ALLIANCE (MORGAN SINDALL)

**BIG Biodiversity Challenge Award category:** Medium Scale Permanent

**Project overview**

As part of the EGIP Alliance project to electrify the railway between Edinburgh and Glasgow several bridges including Drumgrew bridge, which connects East Dunbartonshire and North Lanarkshire was determined to lack sufficient clearance for the associated overhead line equipment and was scheduled to be demolished and a new bridge reconstructed. Due to the nature of the junction and increased height of the new bridge a new roundabout and approach road had to be constructed.

The construction of the associated road works lead to the estimated loss of approx. 1ha of broadleaved, lowland, mixed, deciduous woodland. This has a ‘high distinctiveness’ and is ‘hard’ to replace.

**What were the biodiversity conditions on site, prior to the enhancement?**

Approx. 4ha. of semi natural unmanaged grassland with associated Japanese Knotweed infestation, our locally sourced Ecologist determined that without the grassland being actively managed it would lose any of its biodiversity value within 10 years.

**Were there any specific conditions that led to you carrying out this work?**

The client for the project has a “No Net Loss Pledge” for any ecological areas. It was additionally included as a planning consent condition by East Dunbartonshire council.



*Red outline – New Bridge and Road Layout*

*Purple outline – Semi Ancient Woodland*

*Yellow Outline – Replanting Area*

*Green Outline – Local Conservation Area*

### What were the biodiversity measures taken?

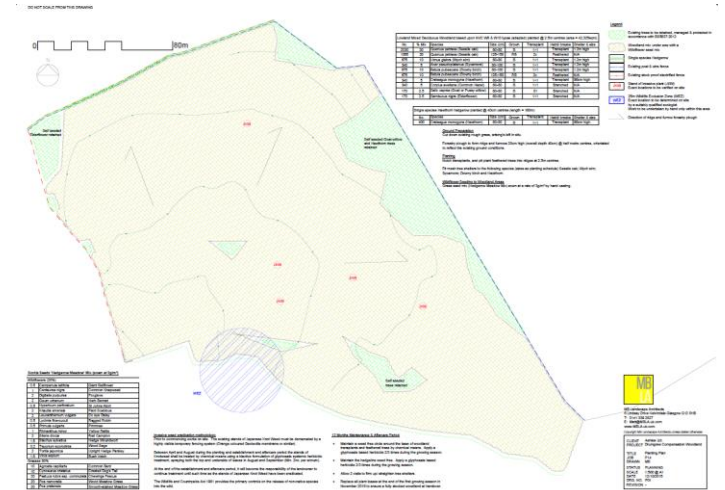
The construction of the associated road works lead to the estimated loss of approx. 1ha of broadleaved, lowland, mixed, deciduous woodland. This has a 'high distinctiveness' and is 'hard' to replace. The client for the project has a "No Net Loss Pledge" for any ecological areas. To resolve this loss our environmental team contacted a local ecological company to assess the loss and determine what needed to be done to replace the woodland.

Using the biodiversity offsetting methodology from DEFRA (a first for a project in Scotland) it was determined that due to the woodland being made up of "high distinctiveness" vegetation that to compensate for its loss the project would have to replant up to 4ha of this type of woodland, this is because it is not possible to replant mature trees.

To identify an area suitable for replanting approx. 4ha woodland our environment team engaged with the Local Authority and the client early on in the process. Network Rail's compulsory purchase powers to obtain adjacent land would take too long; to secure the necessary area for compensatory habitat we negotiated with an adjacent landowner.

Once the area of land had been identified we contacted a local landscaping company to assess the area and draw up a replanting scheme, during this time we also liaised with the local authority tree officer to identify several trees that we could leave in place to further reduce the biodiversity loss.

The replanting scheme and associated environmental survey of the replanting area, again undertaken by a local ecology company, was approved by the local authority and the new woodland will be planted during the replanting season after a further phase 2 ecological survey of the proposed replanting area during the peak flowering season has been conducted to ensure no species will be affected by the scheme.



Compensation Woodland Replanting Scheme:

### How would you best describe the project?

An enhancement.

### Further information

The EGIP Alliance project is a tri-partite alliance made up of Morgan Sindall Construction and Infrastructure, Costain and Network Rail to deliver Transport Scotland's Edinburgh to Glasgow Improvement Programme.

The project comprises the electrification of the Edinburgh and Glasgow rail lines to facilitate the running of electric services between Scotland's two largest cities by December 2016.

This consists of the installation of several thousand overhead line bases and equipment, platform extensions to several stations along the route, modification to 10 bridges to accommodate the overhead line equipment (Drumgrew being one of them), associated signalling and telecoms and a new depot and train washing facility at Millerhill in Edinburgh.

### What was your personal motivation for carrying out the enhancement?

It was a first for Scotland, using a government backed methodology to lend science and legitimacy to replacing scarce habitat which was to be lost. The project team remained committed to ensuring this work was delivered because it's an essential part of our offering for Network Rail.



*Semi Natural Grassland to be replanted*