



Your Ref: 39055 IEE/G1/BACU  
Our Ref: GB/JC/Is/garl/eia

16 March 2005

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Job No.	39055 IEE
Date	21 MAR 2005
Location	DUNEDIN
Author	JLB
Reviewer	BAC
Approved	BAC
Date	23/3/05
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*to forward*

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Dear Sir

**GLASGOW AIRPORT RAIL LINK (GARL): ENVIRONMENTAL IMPACT ASSESSMENT, SCOPING**

I refer to your letter of 22 February 2005, which enclosed a copy of the GARL Environmental Impact Assessment Scoping Report. In general, I am satisfied with the approach that has been taken as regards the preparation and scope of the Environmental Impact Assessment (EIA). My comments on the document are as follows: -

Scheme Description

The EIA should demonstrate how the proposals could tie in with the delivery of a new railway station at Ibrox and potential interchange with the subway at the proposed West Street station on the Glasgow Crossrail Link, both of which are protected under Policy TRANS 1 of the Glasgow City Plan. Any enabling works required to secure the delivery of these additional stations should be identified and assessed as part of the EIA. The potential additional patronage using the GARL as a result of these stations should be quantified.

Planning Policy Review

The following City Plan policies should be given particular attention and be addressed within the EIA:

1. DEV 13 - Transport Infrastructure
2. Policy CC/DEV 1 - Development Guidelines for the City Centre
3. Policy TRANS 1 - Transport Route Reservations
4. Policy TRANS 4 - Vehicle Parking Guidelines
5. Policy TRANS 6 - Cycle Parking Standards
6. Policy DES 9 - Barrier Free Access
7. Policy HER 1 - Conservation Areas
8. Policy HER 2 - Listed Buildings / Buildings of Architectural & Historical Importance
9. Policy ENV 3 - Flood Prevention & Land Drainage
10. Policy ENV 7 - Corridors of Wildlife and/or Landscape Importance
11. Policy ENV 13 - Trees & Development
12. Supplementary Guide SG 1 - Environmental Impact Assessments
13. Supplementary Guide SG 4 - Transport Assessments

Reference should also be made to the Glasgow City Council Local Transport Strategy document: "Keep Glasgow Moving". The draft Joint Transport Strategy prepared by the West of Scotland Transport Partnership (WESTRANS) and SPT is not an approved document.

### Landscape & Visual Impact

The EIA scoping report acknowledges that "the proposals may provide an opportunity for enhancing and regenerating poor quality or derelict areas of landscape and the establishment of new landscape" (Section 7; Para 7.4 page 15). This concept should also apply to the proposal as it passes through Glasgow particularly since the rail journey from the Airport is likely to provide many visitors to Glasgow with their first views and impression of the City and it is essential to ensure that a high quality "gateway" is created. The intensified use of the route could result in additional noise and visual impact for Glasgow residents. The reclamation of derelict land adjoining the railway line for bunding and / or tree planting could help from a visual, landscape, noise, derelict land, air quality and wildlife point of view.

### Ecology & Nature Conservation

The existing railway line is a Corridor of Wildlife and Landscape Importance, as defined in Policy ENV 7 of the Glasgow City Plan. The EIA should demonstrate that the proposed works would not have an adverse effect on the integrity or character of the Corridor of Wildlife and Landscape Importance. The EIA scoping report fails to mention the Nature Conservation (Scotland) Act 2004 and

- The "duty to further the conservation of biodiversity in carrying out their functions" that has been placed on all public bodies and office-holders.
- The enhanced protection for Sites of Special Scientific Interest (SSSIs) and the duties placed on Councils and landowners.
- The general improved protection for various species.
- The types of action that will be considered to constitute an offence.

Consultation requests on issues relating to ecology and nature conservation within the Glasgow corridor should be addressed to Mr Jim Coyle, GCC Land Services, Environmental Policy & Research Manager (Tel: 0141 287 9499).

### Traffic & Transport

As well as considering and addressing vehicular traffic impact that the proposal may have on the local road network, the EIA should assess and mitigate the needs of pedestrian access and community severance. In particular, the EIA should assess passenger access and circulation within Glasgow Central Station. In terms of the traffic assessment within the Glasgow corridor, the EIA should give particular emphasis on construction traffic impact and mitigation measures. Should there be a need to divert traffic as a result of construction operations, the EIA should identify and provide suitable mitigation to address any adverse impact to local residents / road users. The EIA should assess the impact of removing the existing platform car parking and replacing it elsewhere, and demonstrate that its relocation will not have an adverse impact on the surrounding road network including Union Street and Hope Street. Consultation requests on issues relating to traffic & transport within the Glasgow corridor should be addressed to Mr Anthony Hughes, GCC Land Services, Transport Policy & Research Manager (Tel: 0141 287 9361).

Noise & Vibration

The noise & vibration assessment should give particular emphasis to the impact of the proposal on the proposed redevelopment of the Tradeston area and existing residential properties in Penilee / Hillington that back onto the existing railway line.

Air Pollution

Whilst the proposal may have a positive impact in terms of modal shift from car travel to rail travel, the implications of the overall proposal on air quality needs to be assessed. However, more specifically, the implications of relocating the car parking at Central Station, from an air quality point of view, should be considered in the context of the Council approved City Centre Air Quality Action Plan.

I trust that the above information is of assistance.

Yours faithfully



**GEORGE BLACK**  
**CHIEF EXECUTIVE.**