

BAA Scotland

Fax

To	Charlie Hoskins	Fax	0141 332 3076
Company	SPT	Time	16:19
From	Michael Dowds	Date	[Click here and type]
Subject	GARL – Environmental Statement		
No. of pages	1 of 4		

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Dear Charlie

Please find attached a copy of our response to the Draft Environmental Statement. Please accept my apologies for the delay in forwarding this to you. A signed paper copy is in tonight's post.

Regards
Michael Dowds

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TRANSPORT PLANNING - INTEGRATION	
Date Rec'd	25 AUG 2005
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BAA Scotland

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Head of Transport Planning & Integration
Strathclyde Passenger Transport
Consort House
12 West George Street
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24 August 2005

Dear John

Glasgow Airport Rail Link – Draft Environmental Statement

Thank you for providing BAA with the opportunity to comment on the draft Environmental Statement (ES) prepared by Faber Maunsell. Our preliminary view is that the document accurately identifies and addresses the key environmental issues associated with the GARL project in an extremely comprehensive manner. We are satisfied with the scope and detail of the documentation and generally accept the key findings.

Our detailed comments and observations broadly fall into three categories:

General

1. There are many detailed design issues still requiring agreement to which general reference is made throughout the Environmental Statement. As you are aware, BAA will require to be satisfied that all on-airport works are designed, constructed and maintained in a manner that protects our ability to operate and develop the airport, both during the rail link construction period and on commencement of rail operations.

2. There are a number of references to the use of Sustainable Urban Drainage Systems (SUDS). Whilst this is supported in principle, any SUDS proposals close to the airport will require to be approved by BAA, given the potential for these drainage systems to attract birds, which could pose a safety risk to aircraft using the runway.

3. We note that the contractor building the rail link will be required to operate under a Code of Construction Practice that will include an Environmental Management System (EMS). Whilst this is welcomed and supported, we believe the entire project should have an Environmental Policy, providing stakeholders with additional assurances that:

(a.) the design and construction of the rail link accords with a well defined Environmental



- Policy, including a commitment to the use of best practice;
- (b.) All environmental impacts will be mitigated to the highest standards;
 - (c.) All environmental impacts will continue to be risk assessed and monitored during construction as part of the project EMS;
 - (d.) The EMS will be adequately resourced with properly qualified personnel, trained in environmental protection; and
 - (e.) The construction management will be receptive to public comment and complaint.

4. Paragraph 2.6.3 of Volume 2 – Main Report should acknowledge that a station located above the existing forecourt area, as originally proposed, would have limited the future expansion of the terminal, piers and aircraft stands.

Fuel Farm

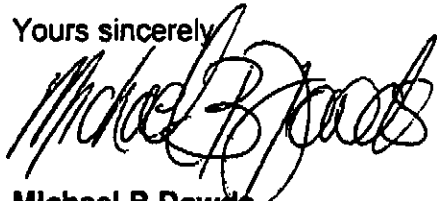
1. Section 10.4.2.1 makes reference to “a confidential report to which Faber Maunsell does not have access”. This is incorrect and should be amended accordingly in the final report.
2. Section 3.2 of the Non-Technical Summary specifies that the new fuel farm would be located 15 metres from the boundary of Paisley Moss LNR. Whilst this may ultimately transpire to be the case, we believe it is more appropriate at this stage of the project to use a more general description of the location, similar to that used in section 10.4.2.1 of the main report.
3. It may be helpful to specify in the Main Report and Non-Technical Summary that the design of the new fuel farm will incorporate some form of subsurface barrier (e.g. a clay filled trench) to prevent contamination of soils and watercourses during and post construction.
4. The potential impacts of decommissioning the existing fuel farm are noted. The decommissioning and clean-up strategy must ensure that the BAA owned drainage systems are adequately protected.

Traffic & Transport

1. Section 12.3.3.3 of the ES quotes directly from paragraph 3.32 of the Regional Air Service Study 3 Part A (June 2002), stating that an expanded Glasgow Airport would cause severe congestion problems on the M8 motorway. For clarification, in our response to the consultation document, *The Future Development of Air Transport in the United Kingdom: Scotland*, we noted that general area-wide traffic congestion, particularly increasing traffic volumes during the inter-peak periods, was the key issue that required to be addressed and not traffic associated with an expanded airport.
2. In section 12.3.3.1, the passenger forecasts quoted (7.7 mppa in 2005 and 15.1 mppa in 2029) are incorrect. I would ask that Faber Maunsell seek clarification with us on this issue.
2. We have reservations as to whether the mode shift assumptions quoted, particularly those for staff, will be achieved under the proposed operating timetable of 05:39 and 23:45. The rail link will not be a mode choice for the 21% of employees who start work before 06:00 and it is unclear how attractive a mode choice it will be for the further 11% of employees who start work between 06:00 and 07:00.

I trust you will find our observations and comments helpful in finalising the Environmental Statement.

Yours sincerely



Michael B Dowds
Planning Manager
for and on behalf of BAA plc

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c.c.

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