

Your Ref:
My Ref:
Contact: Ms Humphrey
Telephone: 0141 842 5263
Fax: 0141 842 5833
Date: 12 August 2005

Faber Maunsell
Dunedin House
25 Ravelston Terrace
Edinburgh
EH4 3TP

For the attention of Dr BA Cuthbert
Dear Sir

Job No.	39055
	23 AUG 2005
FaberMaunsell - Edin-Ravelston	
Reviewed by:	SIG
	IAS BAC
Actioned by:	BA Cuthbert
Date:	25/8/05
Copy to:	
Filing Location:	
	010765



GLASGOW AIRPORT RAIL LINK: ENVIRONMENTAL IMPACT ASSESSMENT
DRAFT ENVIRONMENTAL STATEMENT

I refer to the draft Environmental Statement which you have submitted for consultation. This has been the subject of consultation. At this stage, consultation has been limited to internal consultees.

The Council has previously provided a Scoping Opinion in a letter dated 1 April 2005 and also confirmed initial views in relation to the branch line structures in a letter dated 19 April 2005, the points raised in the latter are still relevant. In particular, the detailed drawings and sections of the line to show the visual impact of the structures will be important.

The most significant change in circumstances since comments were provided on the scoping report has been the submission of a scoping request from Pentland Aviation Limited which is conducting a feasibility and economic appraisal into the provision of a cross country pipeline to the airport from Bowling on the north side of the River Clyde which would replace the existing tank farm. The Council has confirmed that this development would require an Environmental Impact Assessment, and I am currently preparing a response on the scoping report. You may wish to inspect these files.

However, if the proposal to site a replacement tank is to be included within the GARL, I should be pleased if you would note the comments of Carts Greenspace which are shared by the Regeneration and Environment Section of my department.

There is reference in parts of the draft statement to Paisley as a city. In fact it has not been granted city status.

Turning to the consultation replies, I would advise as follows:

- The Head of Housing and Property does not agree with the content of paragraph 4 of Section 5.6. He has suggested alternative wording which he feels would be more accurate. I have highlighted his suggestions as follows:

'With respect to the effect upon the football pitches at St James' Park, a programme of works will be implemented to ensure that 22 pitches remain available for use in the area at all times both during and after construction of GARL. Following construction, as many league standard pitches will be reinstated at St James' Park as possible, with any shortfall at St James' being accommodated by the creation of permanent replacement pitches being provided elsewhere at a location to be agreed with Renfrewshire Council. This will create a minor beneficial impact as there will be 22 upgraded league standard pitches available and also the opportunity for further benefit from the construction of temporary pitches created during construction which are then available for permanent long term use.

He has also expressed concern regarding paragraph 5. Until the situation has been established by undertaking the requested computer modelling, it is difficult for the Council to accept this statement.

I understand that these points are likely to be the subject of ongoing discussion.

- The Department of Environmental Services (Parks and Cemeteries) has some concerns regarding the pitch layout, the location of the pavilion and landscaping. I understand that these will be the subject of further discussion with the Head of Housing and Property.
- The Director of Environmental Services has commented on Sections 11, 13 and 14 of the draft statement. I have enclosed a copy of the consultation reply for your information. It appears that his first concern is with regard to the description of land, but he also advises that additional information is required in relation to the sampling and monitoring exercises; ground investigation and remediation; noise and vibration; and air quality.
- The Design Section of the Roads Division has confirmed that a flood risk assessment will not be required. However a full Drainage Impact Assessment is required in accordance with the Council's guidance. I enclose a copy of the guidance for your information.

Further information will be required in relation to the proposal to reduce the level of Murray Street, as this may affect existing drainage and services.

- The Head of Roads has the following comments:

The proposal to lower Murray Street by approximately 700mm would achieve the same clearance for the proposed structure as currently exists. However, it must be noted that whilst the existing bridge is marked 12' and precludes full height clearance, 16'16" short vehicles (8 wheelers) of up to 14' commonly use this route. The development should not preclude their continued use of the route. Should the proposal require pumping of water, the Head of Roads would prefer the scheme to give full clearance.

The submission does not refer to the need to replace the weak bridge at Penilee Road.

No mention is made of providing pedestrian and cycle routes to link the airport to Old Greenock Road. This would be desirable. Experience has shown that, where only a rail bridge exists on a desired line, there tends to be trespass on the railway.

The use of the land east of the new St James Pitches viaduct will require the reconfiguration of the existing signal controlled T-junction into a signal controlled crossroads and may have an effect on junction 29 operations.

The use of land south of Gallowhill Road as a compound will require the provision of traffic calming on Gallowhill Road to prevent overtaking of vehicles turning into this compound.

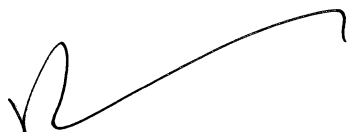
It is noted that modal shift from road to rail is expected for 80% of air passengers and 35% of staff. This was not the case with earlier studies and a breakdown of these figures would be welcome.

Generally, the proposed development will impact on a number of roads and bridges, and involve the provision of footpath/cycle routes. I would expect the development to include the provision of additional routes and carry out improvements where necessary, and also allocate a maintenance budget in respect of those works and others associated with the development.

- Finally, I have included a copy of the response received from Carts Greenspace. Their comments relate to the proposed tank farm/pipeline and the proposed reinstatement of pitches at St James' Park.

I trust the above, together with the enclosures, will be of assistance in progressing this project.

Yours faithfully



 **G.C. Russell**
Head of Planning



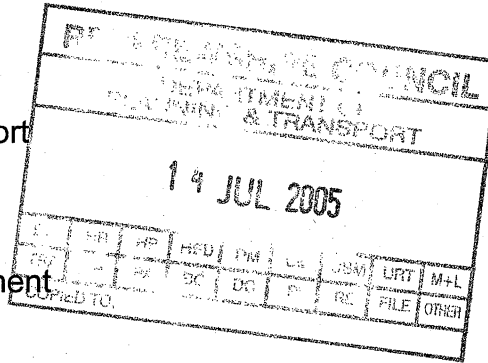
Renfrewshire Council

MEMORANDUM

Department of Environmental Services

Director: Bernard J Forteach, *FREHIS FRSH*

Tel: 0141 840 3135 Fax: 0141 840 3233
 My Ref: RA/MMCB
 I:\EHO\Env. Protection\Environmental Quality Team\R Ande
 /Glasgow Airport Rail Link Environmental Statement
 Your Ref:
 Ask For Mr R Anderson
 Date: 14 July 2005



To: Director of Planning and Transport
Principal, Development Control
FAO: Kirsty Humphrey

From: Environmental Services Department

Subject: Glasgow Airport Rail Link
Environmental Statement

I refer to your memo of 16 June 2005 on the above issue. The Environmental Statement has been examined and I would comment as follows:

Section 11 - Geology, Soils and Contamination

This section of the draft document considers environmental issues associated with the projects ground conditions in relation to geology, hydrogeology, soils, waste management and ground contamination issues.

It is considered that the undernoted matters require attention:

- 1] Areas of potentially contaminated land on or close to the proposed route corridor have been identified on a review of historical and current land uses and in accordance with the definition of contaminated land as outlined in Section 78A(2) of the Environmental Protection Act, 1990.

Reference is made throughout the section of the draft Environmental Statement of land being described as contaminated land when in fact according to the above definition it can only be so identified by the local authority and in the case of land designated a special site by the Scottish Environment Protection Agency.

To date no areas of land have been identified within Renfrewshire District as being contaminated land.



Therefore consideration should be given within this section of the draft documents as to the correct description of land which may be contaminated e.g. either by describing it as "potentially contaminated land" or "as land contamination" etc.

- 2] A limited intrusive site investigation as part of the preliminary design for the scheme was undertaken in April 2005 mainly for geotechnical reasons but also with contamination testing.

No location map of the sampling boreholes and trial pits was provided.

Results of soil and any groundwater samples will require to be published and assessed against the relevant commercial/industrial land use criteria.

- 3] It is noted that limited soil gas monitoring was undertaken at four boreholes with methane being detected at concentrations of 0.9% and 2.1% in Boreholes 101 and 102 respectively.

No results as to Carbon Dioxide and Oxygen levels detected were provided and soil gas monitoring should be undertaken over both periods of low and high atmospheric pressure.

It should also be noted that the methane level of 2.1% by volume in air detected in Borehole 102 is in exceedance of the 1% by volume level as outlined in the Waste Management Paper 27 and consideration as to the implementation of gas protection measures for some structures may therefore be required.

- 4] It is also noted in Section 11.4.3.4. that further intrusive ground investigations have to be carried out to confirm ground conditions in certain sections of the proposed rail link route e.g. the Murray Street Industrial Area and the site of the current fuel farm at Glasgow Airport.

Any remediation scheme to require the approval of initially the local authority i.e. Renfrewshire Council and then if so required by them advice concerning this matter to be obtained from the Scottish Environment Protection Agency.

- 5] Finally it is recommended that any comments on this section of the draft Environmental Statement document should be sought from the Scottish Environment Protection Agency.

Section 13 - Noise and Vibration

- 1] A full demolition and construction noise impact assessment should be submitted to this Department once a contractor has been appointed and methods decided.
- 2] With regard to the significance of $L_{a_{max, fast}}$ and its impact on sleep disturbance further information is required. The Report states (Page 13,7) that the scheme would introduce only 2-3 passenger movements in the 24.00 - 06.00 period. However, the WHO "Guidelines for Community Noise" use the 8 hour night time period (23.00 - 07.00) and I would like further details of the number of rail movements within the 23.00 - 08.00 period.
- 3] When the fixed plant schedule is established a noise impact assessment should be undertaken and submitted to this Department.
- 4] The impact of constructional and operational vibration on the tenemental property at 108/110 Greenhill Road, Paisley should be considered. This property is believed to have serious structural defects due in part to vibration from road traffic on Greenhill Road, and it is currently being monitored by the Building Control Section of this Council.

Section 14 - Air Quality

The classification system adopted for the assessment of potential ambient air quality impacts in section 14.3.3. is not clear. In particular, the descriptions of "minor" and "negligible" appear to describe the same circumstances in different ways.

The classification system mentioned above requires the author to determine whether the "air quality criterion" would be exceeded. (It is assumed that this "criterion" are the statutory air quality objectives). There is no indication whether any of the air quality objectives in section 14.5.1.3 could be exceeded due to the effects of the construction traffic, even though the author concludes that the effects will be "negligible".

The comments in section 14.5.3., when read with the classification system shown in section 14.3.3, suggest that dust from the site could cause exceedences of the "air quality criterion" unless mitigation measures are implemented and the site is effectively managed. Section 14.5.2 describes various dust mitigation measures and suggests that planning conditions will ensure that dust concentrations will be reduced to acceptable levels. Your department should consider whether a condition on a Planning Consent would be appropriate for this development.

SEPA should be consulted over the proposed relocation of the fuel farm.

R. Anderson

Russell Anderson
Environmental Health Officer



MEMORANDUM RENFREWSHIRE COUNCIL

TO: Head of Planning (FAO Kirsty Humphrey)
FROM: Steve Edwards, Project Manager, Carts Greenspace
DATE: 4th July 2005
REFERENCE: *garles01*

RENFREWSHIRE COUNCIL	
DEPARTMENT OF PLANNING & TRANSPORT	
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SUBJECT: Glasgow Airport Rail Link Consultation: Draft Environmental Statement

Thank you for your consultation of 16th June on the above subject. I have now had the opportunity to study the various files on the CD Rom and can offer the following comments.

Section 2.2 of the Non Technical Summary (Volume 1) and other plans, etc. still refer to the aviation fuel farm being relocated to a site adjacent to the boundary of Paisley Moss Local Nature Reserve. Whilst I understand that this option has since been superseded by the investigation of a pipeline carrying fuel from Bowling, I would wish to take this opportunity to restate that the construction of a fuel farm within 15 metres of the east boundary of the Local Nature Reserve is unacceptable to Carts Greenspace. It should be noted that the nature conservation interest at Paisley Moss extends eastwards outside the formal boundary of the Local Nature Reserve. It is also difficult to envisage how an acceptable arrangement for public access to the Local Nature Reserve (and the cycle route) could be maintained, should such a security-sensitive facility be created here.

Carts Greenspace has previously stated some concerns about the future viability and quality of St. James' Park. Superficially, the arrangements for pitch reinstatement appear to be acceptable. Whilst I expect there has been in-depth consultation with the responsible departments in Renfrewshire Council and neighbouring property owners, Carts Greenspace believes that the Proposed Landscape Mitigation measures shown for St. James' Park in Figure 7.5 are disappointing. By restricting themselves to fairly standard screen planting, the consultants seem to have ignored the opportunity to create a more innovative and rewarding greenspace that might provide more effective compensation for the landscape damage that is recognised in the reports. For example, the illustrated configuration of pitches leaves a number of underutilised spaces (and suggests that the pitches are perhaps inconveniently crammed together). Could some of these spaces have been designed to introduce an additional range of greenspace benefits to St. James' Park, e.g. biodiversity interest, play facilities for non-footballers, even formal designed garden features? Given that a new location in the Paisley area will have to be found for two football pitches, perhaps increasing the number of pitches to be relocated would permit a more extensive greenspace

CARTS GREENSPACE: placing greenspace at the heart of regeneration



enhancement intervention to occur at St. James' Park. I believe that the consultants should be required to investigate and report on these options before designs for the route are formally approved.

I hope that these comments are useful but please let me know if any points require clarification.