GLASGOW AIRPORT RAIL LINK BILL

Thank you for your consultation letter dated 1 February 2006 regarding the above. SEPA can confirm that in July 2005 it submitted comments to the consultant Faber Maunsell on the Draft Environmental Statement (copy attached). Having reviewed both the promoters Bill and the Environmental Statement, SEPA’s comments are as follows.

General

The development of a rail link to Glasgow airport has many potential benefits, not least in local air quality and reduced greenhouse gas (GHG) emissions from displaced road traffic. Indeed, as passenger numbers at the airport are projected to rise significantly, it is hoped that the new rail link can go some way to providing better transport opportunities and choice to ensure against increases in car journeys.

Glasgow Airport Rail Link Bill

SEPA would highlight that the Control of Pollution Act is about to be repealed at the end of March 2006 and is replaced with The Water Environment (Controlled Activities) (Scotland) Regulations (CAR) 2005 from 1 April 2006. Under these Regulations it will be an offence to undertake the following activities without a CAR authorisation:

- discharges to all wetlands, surface waters and groundwaters (replacing the Control of Pollution Act 1974 (CoPA);
- disposal to land (replacing the Groundwater Regulations 1998);
- abstractions from all wetlands, surface waters and groundwaters;
- impoundments (dams and weirs) of rivers, lochs, wetlands and transitional waters; and
- engineering works in inland waters and wetlands.

Therefore the Bill requires to be reviewed in light of these new Regulations and in particular, Section 10: Discharges of Water and Schedule 2: Ancillary works.

Environmental Statement

SEPA has been consulted at various stages throughout the production of the Environmental Statement (ES) and considers that our concerns have largely been addressed. The ES has assessed various alternatives to the route chosen and has established the reasoning behind the final decision.

SEPA is generally satisfied the ES presented deals with the issues of concern to us and are pleased to see the commitment to produce an Environmental Management System for the construction phase of the proposal. SEPA considers that the risks of adverse environmental impacts are greatest at this stage and would wish to be fully consulted on their production.

Our comments regarding particular aspects of the project are as follows:

Relocated Fuel Farm
The ES has recognised the potential risks to the nearby Linwood Moss Local Nature Reserve and has clarified that appropriate bunding will be provided. It has also recognised the need for a specific method statement for construction works at this location. The potential dewatering effects of the adjacent works have also been assessed.

*Alien/Invasive Species*

SEPA is pleased to see the report addresses the presence of invasive/species and proposes responsible disposal.

*Construction Works*

The ES recognises the pollution risks associated with the construction phase and identifies methods for minimising these risks. As previously stated, SEPA is pleased to see that an Environmental Management System will be produced. We would also wish to draw the applicant’s attention to the Water Environment (Controlled Activities)(Scotland) Regulations 2005 which are due to be introduced on 1 April 2006. This will have implications for the disposal of surface water during the construction phase and the operational phase. Further details can be found on our website [www.sepa.org.uk](http://www.sepa.org.uk), alternatively the applicant should contact the Renfrew & Inverclyde team at our East Kilbride office directly.

*Waste*

The report has also looked at the types of waste likely to be produced by the proposal and has identified that they must be disposed of in accordance with the appropriate legislation.

I hope that these comments are helpful.