

SUBJECT:	<i>Heathrow Express Sidings Langley</i>
REPORT OF:	<i>Acting Chief Executive</i>
RESPONSIBLE OFFICER	<i>Peter Beckford</i>
REPORT AUTHOR	<i>Jane Griffin, 01895 83715, jane.griffin@southbucks.gov.uk</i>
WARD/S AFFECTED	<i>Iver, Wexham</i>

1. Purpose of Report

- 1.1 To seek the Council's agreement to the submission of a further petition following the publication (on 13th July 2015) of an Additional Provision to the Hybrid Bill for the construction by HS2, in respect of replacement sidings for the Heathrow Express (HEX) at Langley in Slough Borough Council area and associated works within South Bucks District. The deadline for the submission of the petition is 14th August 2015.
- 1.2 To recommend that the Acting Chief Executive in consultation with the Leader and the Head of Legal & Democratic Services is given delegated authority to agree the precise wording and form of the deposited version of the petition and to take all necessary steps to carry the Council's decision to submit a further petition into effect.
- 1.3 To recommend that the Common seal of the Council is affixed to any necessary documents and that the Council's appointed Parliamentary Agent be authorised to sign the Petition of the Council against the Additional Provision.

RECOMMENDATIONS

It is recommended that:-

1. The Council opposes the Additional Provision to the HS2 Hybrid Bill relating to replacement sidings for the Heathrow Express (HEX) at Langley in Slough Borough Council area and associated works within South Bucks District for the reasons set out below and submits the necessary petition.
2. The Council should petition to ensure that the road access to the sidings alongside the railway is transferred to Bucks County Council when works are complete to provide an HGV haul route to relieve the current routing of HGV's in the Iver area through Iver village or through Richings Park.
3. The Council should petition to ensure that the proposed works do not hinder the delivery of Western Rail Access.
4. HS2 take account of the impacts of the proposals on the local community, which cumulatively together with the large number of major infrastructure proposals

will have a major adverse impact affecting Iver residents and businesses, and work with the Council to ameliorate the adverse effects.

5. The Council should petition that the proposed works and subsequent activities are mitigated against to ensure any adverse effects are minimised for the existing residents in Richings Park, Mansion Lane caravan park, Hollow Hill Lane and Langley Park Road in terms of noise, vibration and lighting etc.,
6. The Council should petition to ensure that no HGV's involved in the construction of the sidings are routed via Iver Village or Richings Park (Richings Way).
7. The Council should petition to ensure that all adequate measures are taken to prevent adverse impacts during construction within a known contaminated site.
8. The Council should petition to ensure that the proposed works within an area at risk of flooding has no adverse impact on surrounding residents or businesses.
9. The Council should petition to ensure that the proposed works do not adversely affect Thorney Business Park, one of the Council's important employment sites.
10. The Acting Chief Executive in consultation with the Leader and the Head of Legal & Democratic Services be authorised to agree the precise wording and form of the deposited version of the petition and to take all necessary steps to carry the Council's decision to submit a further petition into effect.
11. The Council approve the appointment of Mrs Ifath Nawaz of Ivy Legal Solicitors as the Council's Roll B Parliamentary Agent and that she advises and /or represents the Council in respect to the Petition before the Select Committee in either or both Houses of Parliament, and that the Agent shall be authorised to sign the petition if appropriate.

2. Reasons for Recommendations

- 2.1 To ensure that the adverse environmental impacts of the proposals for the replacement sidings for the Heathrow Express are kept to a minimum; that the adverse economic impacts are mitigated against and that no additional HGV traffic in the Iver area adversely affects local residents and businesses
- 2.2 To ensure that the Council is properly advised and represented by a Parliamentary agent on legal, procedural and evidential matters in respect of the petition.

3. Content of Report

- 3.1 The HS2 Phase 1 proposals for a high speed railway between London and Birmingham also propose development at Old Oak Common in West London. This necessitates relocating the existing Heathrow Express sidings at Old Oak Common. The provision in the Hybrid Bill for relocation of the sidings is not acceptable to Heathrow Airport Ltd (the owners of HEX) who have petitioned against it. Several alternative sites were considered but the operators consider that a site in Langley is the best solution. The link to the relevant AP plans is:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/fil

[e/444061/Volume 4 Off-route Effects Map Book.pdf](#) A Location Plan is attached at Appendix 1. Ultimately when Western Rail Access is built (circa 2021) the trains will be able to use the new track to access Heathrow Airport directly. In the meantime they will be routed down the Great Western mainline towards London. The HEX trains will be stabled in the sidings and maintained at night only.

- 3.2 Discussions have been held between HS2 Limited and your officers and Bucks County Council regarding the adverse environmental impacts of the proposed sidings at Langley referred to at 2.1 above. However, the Additional Provision (AP) as published does not appear to have taken account of these concerns. At this point your officers are not recommending an objection to the location of the depot in principle, as it could partly resolve the HGV issue in the long term.
- 3.3 The AP has been debated by Parliament and the local MP Dominic Grieve has argued against it, primarily on HGV grounds. The MP for Slough also strongly argued against the proposal on the basis of a loss of a proposed housing site. The AP was published on 13th July 2015 and petitions have to be submitted by 14th August 2015. At the same time an Environmental Statement (ES) has been published containing more details and responses to the ES must be filed by 28th August. The link to the ES is: <https://www.gov.uk/government/collections/supplementary-environmental-statement-and-additional-provision-2-environmental-statement-supplementary-environmental-information> An extract in relation to HEX sidings at Langley with detailed plans is attached at Appendix 2. A recent exhibition was held in the Iver and Langley area to inform local residents and explain the petitioning process. Obviously these residents have not previously been exposed to HS2 proposals so there may be many local concerns.
- 3.4 Iver is the location of a number of other major infrastructure projects including Crossrail, Western Rail Access, M4 widening and the recently announced Airports Commission conclusions recommending a Heathrow Airport 3rd Runway proposal – NW option. The cumulative impact of these proposals will have a severe impact on local residents and businesses during and after construction. Most of the projects will be delivered within the next 5-10 years. The Council is currently working with Bucks County Council to look at how these impacts can be managed.
- 3.5 One long standing issue is HGV traffic generated by the major employment sites in the Iver area. This will be exacerbated by these major infrastructure projects.
- 3.6 Core Strategy policy recognises the HGV issues and seeks to encourage development and redevelopment in the South of Iver Opportunity area that reduces HGV movements (Core Policy 7 and 16). The emerging Local Plan will look at what opportunities there are to resolve the land use issues. However, Iver is the location of a large number of important businesses which contribute to the local economy. If Heathrow expansion is given the go ahead there may be more pressure in the area to deliver replacement

housing and businesses relocated from the area near the airport to be redeveloped.

- 3.7 The land affected by the HEX sidings is Green Belt and is spread across both sides of Hollow Hill Lane. Access appears to be from Thorney Lane South along the existing private access road to Thorney Business Park. This access has already been improved at the junction with Thorney Lane South as part of the Crossrail works. There is only HGV access from the east as Hollow Hill Lane is impassable to HGV traffic due to the low bridge under the railway line and the unsuitable bridge over the canal. The depot itself can be accessed by the maintenance workers via the Langley station access when built.
- 3.8 The construction site for the proposed sidings will be on the land immediately south of the Mansion Lane caravan site, the largest gypsy and travellers site in the District and one of the largest in the SE of England. The site is a former landfill and could be contaminated. Construction activities are likely to cause significant disruption to the residents of Mansion Lane unless effective mitigation is provided. The sidings when in operation will be noisy when in use at night times and will need to be lit. This could cause inconvenience to local South Bucks residents in Langley Park Road and Hollow Hill Lane.
- 3.9 HS2 have provided details of their construction routes but they include Thorney Lane South and through Iver village towards Iver Heath; Langley Park Road and north along Wood Lane to the 5 points roundabout and south via Richings Park. The only route acceptable to the Council would be the route via Langley Park Road – this route is currently the sign-posted route for Crossrail traffic. Any HGV traffic via Iver village or Richings Park would add to the already unacceptable levels of HGV traffic in the area.
- 3.10 Western Rail Access proposals include diverting Hollow Hill Lane over the railway lane (to HGV standard) to join up with Market Lane. This would create an acceptable routing for HGV's to access the M4 particularly combined with the access road from Thorney Lane South. This could deliver a solution to the current HGV routing problem together with the current private access to Thorney Business Park. This road should be transferred to Bucks County Council as highway authority when the proposed sidings are complete and HS2 no longer has a need for the road. The Council has previously considered and supported the Western Rail Access proposal as it will provide easy access to Heathrow from the District and remove the necessity to access the airport by road. The HEX proposals have delayed this scheme and are likely to make it more expensive to deliver thus threatening its viability.
- 3.11 Thorney Business Park is one of the Council's most important employment sites and is thus protected under the Core Strategy policy 10. Part of the site is used as a concrete plant. This appears to be affected by the HEX proposals. If HS2 Ltd, by controlling road access, threatens the viability of the site as a whole the Council should object. There is also a minerals and waste site identified to the west of Thorney Business Park for a waste transfer station. This site was already threatened by Western Rail Access which put its delivery under question.

- 3.12 The land to the west of Hollow Hill Lane (in Slough) is in the flood plain. Development on this land could increase the risk of flooding further downstream in South Bucks. It could also make the tunnelling more difficult for Western Rail Access.

4. Consultation

- 4.1 HS2 is consulting the public on this AP proposal from 13th July to 14th August. Objections can only be made by petitioning Parliament. Petitions submitted will then be heard by the Select Committee later in the year.

5. Options

- 5.1 The HEX proposal as published is unacceptable to the Council and could potentially lead to severe local impacts for local residents and businesses in Iver Village and the general area. Only by petitioning can the Council seek to secure acceptable mitigation.

6. Corporate Implications

- 6.1 Financial – members have been informed previously in reports on HS2 regarding forthcoming financial obligations in relation to this project. Submitting a further petition in respect of the HEX sidings Additional Provision will incur some extra costs but these will be met either from the existing budget agreed by the Council for the HS2 petitioning process or the 2015/16 ear-marked reserve for major infrastructure projects affecting the District.
- 6.2 Legal – The Council resolved on 25 February 2014 to oppose the original HS2 Hybrid Bill and submit a petition. The necessary statutory notice under section 239 of the Local Government Act 1972 was duly published in the local press in advance of this meeting. This publication covers any subsequent petition in respect of the Hybrid Bill relating to Additional Provisions.
- 6.3 Sharpe Pritchard the Council's Parliamentary Agent in respect of the HS2 Hybrid Bill cannot act for the Council in relation to this further petition as they currently represent the London Borough of Hammersmith and Fulham where the existing Old Oak Common sidings are located. It is therefore proposed that this role be undertaken by the external solicitor who has been working to date for Chiltern DC on their HS2 legal challenge and Select Committee petitioning. The solicitor has also provided advice and support to South Bucks on HS2 issues, and therefore is well qualified for the role. This proposal is supported by the Head of Legal & Democratic Services and the appointment will be made in accordance with the Council's contract procedure rules.

7. Links to Council Policy Objectives

7.1 This report links to the Council’s aim of ‘sustainable and clean environment, protecting our heritage, protecting our future’.

8. Next Steps

8.1 If the recommendations are accepted then the petitions will be submitted by the deadline of 14 August 2015, a consultation response on the Environmental Statement submitted by 28 August and the necessary contractual arrangements completed for the appointment of a Parliamentary Agent.

<p>Background Papers:</p>	<p>Mapping and the Environmental Statement: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/444061/Volume_4_Off-route_Effects_Map_Book.pdf https://www.gov.uk/government/collections/supplementary-environmental-statement-and-additional-provision-2-environmental-statement-supplementary-environmental-information</p>
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