

SUBJECT	<i>Western Rail Link to Heathrow (WRLtH)- Consultation</i>
REPORT OF	<i>Cllr John Read , 07789 506505, Cllr.John.Read@SouthBucks.gov.uk</i>
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WARD/S AFFECTED	<i>Iver Village and Richings Park and potential traffic impacts over a significant part of South Bucks District.</i>

1. Purpose of Report

This report provides additional technical comments in response to the WRLtH consultation. The PAG 11 June 2018 report attached as Appendix 1 provides the necessary background to the consultation.

RECOMMENDATIONS:

1. **That Cabinet note and consider the proposed response to the WRLtH consultation outlined in this report and appendices together with any comments made by the Planning and Economic Development PAG.**
2. **That the final wording of the response be delegated to the Director of Services in consultation with the Portfolio Holder for Planning and Economic Development based on the comments raised by the Cabinet and PAG.**

2. Content of Report

As indicated above, this report should be read in conjunction with the PAG report of 11 June 2018 which sets the scene to the proposal and highlights the main issues. This Cabinet report therefore details the policy specific concerns and is more technical, providing a response to some of the key matters/paragraph numbers from the various consultation documents.

3. Consultation Overview Report, Appendix 1 - Transport Modelling

Officers attended Network Rail's (NR) drop in session on 23rd May at the Iver Jubilee Pavillion. Discussion was had with NR staff in terms of the proposals. Officers have since had further discussion with NR management and been informed that NR will be undertaking a transport model run of Slough Borough Council's Atkins Transport model following the end of this consultation period. Having reviewed the Consultation Overview Report, Appendix 1, Officers note that the relevant junctions within Iver, Iver Heath and Richings Park that require modelling have been identified. All of these junctions are linked to the delivery of the Iver Relief Road and hence important to both the District and Slough Borough Council, who are supportive of the Iver Relief Road.

South Bucks Officers are not convinced that the Slough Transport Model adequately addresses the junctions in South Bucks and would like for NR to also consider our modelling. The Council has a Transport Model which we have run a number of model runs on – currently on 3B. Please see the

transport modelling section towards the bottom of the link/web page:

<http://www.chiltern.gov.uk/planning/localplanevidence>

The Transport modelling to date is based on new evidence and growth options which will inform the emerging Local Plan. Model 3B is yet to be completed and published however 3a is available on line.

It should be noted that these model runs do not include impacts from construction projects such as WRLtH. In our view, NR should undertake model runs using the Chiltern and South Bucks model to test impacts from construction traffic as this will be a key issue that South Bucks Council will raise through the consultation and the DCO process. The Council's model work has identified a number of mitigations with the priority being the delivery of the Iver Relief Road. In order to access this model, NR would need to approach Bucks County Council and Jacobs, the Consultant's to obtain access rights to the model. Mitigations for construction traffic could be contributions to the Iver Relief Road and other Local Plan mitigations.

The Council would welcome a meeting with NR, Slough BC and BCC as discussed at the drop in event in Iver. This would prove useful in addressing the modelling concerns raised above, together with Iver Relief Road alignment options that could potentially re-use or align with the haul road that NR would be using during construction, and to explore north south crossing options. In the interim, the Council also has concerns about the closure of Hollow Hill Lane and non- mitigation in regard to that. This needs to be adequately addressed noting that the WRLtH project is in effect going to delay the delivery of the Iver Relief Road due to conflicting timeframes.

4. Air Quality

Air quality models use the results of transport modelling to predict concentrations of pollutants. Consequently if the transport modelling is not considered to be satisfactory then the results of the air quality modelling may also not be considered satisfactory.

There is also a concern that should the construction of the WRLtH run at the same time as HS2 there may be a short supply of cleaner vehicles and non-road mobile machinery. This may reduce the number of possible mitigation measures that would be introduced at less busy times. Consequently the Council would require that only HGVs of Euro VI equivalent or cleaner category are used.

5. Detailed noise comments

Appendix 2 contains a table which highlights matters in relation to specific NR consultation reports and paragraph numbers.

6. Detailed Waste comments

Officers have reviewed Chapters 14, 15, 16 and 17 together with the Contaminated Land Report prepared by Jacobs (Document ref: B1964603). In addition to the comments in the PAG report, The Council's Environmental Health Department does not hold any information regarding the Iver Landfill.

Contamination/waste history for the following sites is detailed below:

- The Hollow Hill Lane Landfill first received waste on 01/1/1960 and last received waste on 31/12/1969. The landfill accepted inert and industrial wastes.
- Thorney Business Park has had a number of previous potentially contaminative uses. These include a gravel pit (1898-1899), a concrete works and an engineering works (1955-1974).

There are a number of sites within 250m of the site that have had a previously potentially contaminative use. These sites include:

- Mansion Lane Landfill (first received waste 30/02/1940, last received waste 31/12/1966, accepted commercial, household, industrial, inert),
- Langley Park Landfill (first received waste 31/12/1976, last received waste 31/12/1980, accepted commercial, household, inert),
- Hollow Lane Tip (no information held), quarrying (1900)(1938) (1960), unknown filled ground (1988), transport support & cargo handling (1900) (1925) (1938) (1960), brickworks (1900), gravel pits, the Grand Junction Canal and the Great Western Railway (1898-1899).

Prior to development the areas of landfill will need to be fully characterized. The type of waste deposited will need to be identified and an assessment of the risks posed undertaken, including establishing the ground gas regime for the site and any impacts the development could have on controlled waters. If it is part of the proposed development site, Thorney Business Park should also be fully characterised.

The other remedial proposals are considered acceptable. However, these may need to change once the further investigations have been undertaken.

With regards to materials and waste, we would expect the Contaminated Land: Applications in Real Environments Definition of Waste Code of Practice (CL:AIRE DoW COP) to be applied where any material is to be reused on or offsite.

If arisings from the excavation of the tunnels are to be deposited in the resulting void created by the extraction of sand and gravel at the CEMEX site or the restoration of the quarry, the Council will expect materials to be screened and confirmed as inert, prior to being deposited.

7. Consultation

The consultation timeframe is: 11 May -22 June 2018. The Council is being consulted and the views of PAG have been sought.

8. Options (if any)

Not relevant.

9. Corporate Implications

6.1 Financial – The Council is working with WRLtH and Officers time is reclaimed as part of the agreement.

6.2 Legal – No implications at this stage but will be relevant as the Development Consent Order progresses and the need for a Memorandum of Understanding or Statement of Common ground develops.

6.3 Environmental Issues, Social Inclusion, Sustainability are key issues raised in our response.

10. Links to Council Policy Objectives

- Sustainable Environment
- Promote healthier communities
- Protecting our heritage
- Protecting our future

11. Next Steps

The Council will continue to work with Network Rail Western Rail Link to Heathrow to ensure that the impacts of the infrastructure project either benefit our communities or at the least mitigated and compensated for.

Background Papers:	None other than referred to in this report.
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