

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 30th May 2018
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WARD(S): All

PART I **FOR DECISION**

WESTERN RAIL LINK TO HEATHROW ENVIRONMENTAL INFORMATION CONSULTATION

1. **Purpose of Report**

Inform Members of the consultation on the Network Rail Preliminary Environmental Information Report regarding the forthcoming Development Consent Order application for the proposed rail link to Heathrow and seek agreement for the Planning Manager to respond to the consultation.

2. **Recommendation(s)/Proposed Action**

The Committee is requested to resolve to delegate to the Planning Manager the task of responding to the Network Rail consultation on the Preliminary Environmental Information Report for the Western Rail Link to Heathrow.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

3a. **Slough Joint Wellbeing Strategy Priorities**

Responding to the consultation will have an indirect impact on :

3. Improving mental health and wellbeing

3b. **Five Year Plan Outcomes**

- *Our people will be healthier and manage their own care needs*
- *Slough will be an attractive place where people choose to live, work and stay*
- *Slough will attract, retain and grow businesses and investment to provide opportunities for our residents*

Ensuring environmental effects are identified, minimised and mitigated can, when the development is built, minimise the impact on people's health, their environment and the impact on local businesses.

4. **Other Implications**

(a) **Financial** There are no financial implications of the proposed action.

(b) Risk Management

Recommendation from section 2 above	Risks/Threats/Opportunities	Current Controls	Using the Risk Management Matrix Score the risk	Future Controls
Delegate to the Planning Manager the task of responding to the consultation on the Preliminary Environmental Information Report.	Not responding means environmental issues may not be properly addressed. Opportunity to influence how environmental effects addressed.	Respond to the information available by the consultation deadline.		Keep abreast of revisions to the report. Be prepared for the forthcoming application.

(c) Human Rights Act and Other Legal Implications

No implications.

(d) Equalities Impact Assessment

No implications.

5 Supporting Information

- 5.1 The consultation period commenced 11th May and runs until the 22nd June. As this date is before the next Planning Committee Members are asked to allow the Planning Manager to respond to Network Rail after having gathered and considered responses from relevant sections of the Council.
- 5.2 Construction of the rail link will be the subject of a Development Consent Order application in the future and the Council will be able to comment on details of the scheme at that stage. The application will be accompanied by an Environmental Impact Assessment to identify impacts and show how they will be addressed. This current statutory consultation, on the Preliminary Environmental Information Report, is an opportunity for the Council and members of the public etc. to comment on the impacts identified by Network Rail so far and on the initial proposals for minimising or mitigating the impacts.
- 5.3 The description of the main elements of the rail link is in Appendix A. In brief the key parts within Slough are :
- (i) New rail link will peel off the north side of the railway, just east of Langley station, and drop down, beyond the Borough boundary, to go under the existing line before entering a tunnel under the edge of Richings Park. The tunnel then runs under Poyle.

- (ii) Paddington bound slow line will be moved northwards a bit, on an embankment. (the new rail link will therefore drop down between the two slow lines so that the two new tracks can branch off without trains crossing another track).
 - (iii) Two tunnel ventilation and access buildings at Old Wood (just south of M4) and Galleymead Rd Poyle (golf driving range).
 - (iv) Land west of Hollow Hill Lane is proposed as a flood storage area including much of the former oil terminal land east of Langley station.
 - (v) Temporary construction sites north and south of the line.
 - (vi) Permanent closure of Hollow Hill Lane at the railway bridge.
- 5.4 The consultation documents are available for viewing at St. Martins Place (Planning); The Curve and Langley Library. And on the Network Rail web site. Some drop-in events have also been organised by Network Rail.
- 5.5 The list of environmental impacts, taken from the report, is below :
- Air Quality
 - Ecology
 - Landscape and Visual
 - Noise and Vibration
 - Surface Water and Flood Risk
 - Hydrogeology
 - Geology, Soils and Contaminated Land
 - Materials and Waste
 - Socio economic Effects
 - Human Health
 - Traffic and Transport
- 5.6 A summary of the environmental information report will be on the Committee meeting amendment sheet.
- 5.7 Two of the most sensitive issues for Slough are the effects of the construction process, in particular construction traffic, and the effect of the closure of Hollow Hill Lane. These will have an impact on air quality, noise and traffic congestion.

6. **Comments of Other Committees**

Not applicable.

7. **Conclusion**

The consultation is only for the Preliminary Environmental Information Report regarding the completed rail link and its construction. By commenting on the Report the Council has the opportunity to ensure Network Rail has identified all the environmental impacts and to comment on current proposals for addressing those impacts.

8. **Appendices Attached**

'A' Description of main elements of work taken from the non technical summary report.

'B' Diagram of route and land proposed to be used for construction

9. **Background Papers**

'1' The Network Rail (Western Rail Link to Heathrow) Order. Environmental Impact Assessment : Preliminary Environmental Information Report.

Main elements of the Proposed Scheme (from north to south) include :

: -

Diversion of two existing railway lines onto a new earth embankment and short section of cutting (to the east) between Langley and Iver;

New floodplain compensation areas north of the GW main line (GWML).

A new embankment for the new airport lines between Langley and Hollow Hill Lane;

A road rail access point at Hollow Hill Lane;

A Rail Intersection Bridge (RIB) 100m long to allow the Proposed Scheme to pass underneath the GWML;

A cutting either side of the RIB;

An access road from Market Lane, south of the GWML to a new a compound and building at the portal to the cut and cover tunnel;

A 500m cut and cover tunnel connecting the retained cutting and the bored tunnels;

Two approximately 4km twin-bore rail tunnels between Richings Park and Bedfont Court to the west of Heathrow Terminal 5.

Four shafts, each with associated head houses, along the length of the bored tunnel one at its northern end, then Old Wood, Poyle and Bedfont Court. These provide safe access and ventilation for the tunnel.

A 200m cut and cover section of track at Shaft 4 – Bedfont Court; and

A 150m section of spray concrete lined tunnel to connect the cut and cover section at Bedfont Court into the existing stub tunnels at Heathrow Airport.

APPENDIX B

