

Joint Note: Development that should have been assessed as part of the cumulative assessment

Statement on behalf of: LB Hillingdon, Slough BC, South Bucks DC and Bucks CC.

Project 1; Western Rail Link to Heathrow

<p>Site address (if applicable)</p>	<p>WRLtH will provide a direct rail service from Reading Station via Slough Station to Heathrow T5 through a 4km tunnel from the Great Western Main Line east of Slough. (https://www.slough.gov.uk/news/newsdetail.aspx?id=15301)</p>
<p>Application type/Procedure type (reference if applicable):</p>	<p>National Infrastructure Project (http://infrastructure.planninginspectorate.gov.uk/projects/South%20East/</p>
<p>Current status:</p>	<p>-Currently awaiting the outcome of a review of rail infrastructure spend led by Sir Peter Hendy, chairman of Network Rail, which is due to be completed at the end of November 2015. (https://www.slough.gov.uk/news/newsdetail.aspx?id=15301) -Status with PINS is ' Pre-Application, submission to the Planning Inspectorate expected Spring 2016' (http://infrastructure.planninginspectorate.gov.uk/projects/South%20East/) - Government has endorsed the project through the National Infrastructure Plan 2011, the High Level Output Specification 2012 and the Aviation Policy Framework 2013 (http://thamesvalleyberkshire.co.uk/wrath)</p>
<p>Anticipated decision:</p>	<p>-PINS have stated 'After receipt of the application, there will be 28 days to review the application and decide whether or not to accept it'. (http://infrastructure.planninginspectorate.gov.uk/projects/South%20East/) -No details about time taken to decide but the Bespoke programme for SIFE, which was just under the NSIP threshold, will have taken 12 months if the SoS releases a decision on the date given by PINS on behalf of the DCLG. [That excludes the pause from 2012-2015 awaiting a decision from</p>

	<p>the SoS on an alternative site].</p> <p>Hendy Review confirms ‘completion of design and planning consent activities on a new western link to Heathrow as planned with delivery in CP6 (2019-2024).</p>
Indicative implementation dates (if known)	<p>Earliest is 2019-2024(https://www.slough.gov.uk/news/newsdetail.aspx?id=15301)</p>

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Project 2; HS2

Site address (if applicable)	High Speed Rail link between London and West Midlands	
Application type/Procedure type (reference if applicable):	Hybrid Bill http://www.parliament.uk/business/bills-and-legislation/current-bills/hybrid-bills/	
Current status:	Date	
	January 2012	Secretary of State announced its decision to proceed with HS2
	25 th November 2013	Hybrid Bill deposited with parliament to secure the powers to construct and maintain Phase One between London and West Midlands.
	25 th November 2013 – 27 th	Consultation Period on Environmental Statement and

	February 2014	Hybrid Bill
	29 th April 2014	<p>Select Committee appointed</p> <p><i>The Select Committee process provides individuals and bodies directly and specially affected by the Bill with the opportunity to object to the Bill's specific provisions and to seek its amendments, although not to object to the principle of the bill.</i></p>
	9 th September 2014	<p>Additional Provision 1</p> <p><i>Amendments to the original High Speed Rail (London-West Midlands).</i></p>
	13 th July 2015	Additional Provisions 2
	3-16 th September 2015	Supplementary Environmental Statement 2 and Additional Provision 3
	4-12 th October 2015	Supplementary Environmental Statement 3 and Additional

		Provision 4
	December 2015	Additional Provision 5
	December 2016	Target Date for Royal Assent for Hybrid Bill
	2017-2025	Construction Period
	2024-2026	Commissioning and Testing
	2026	Line Opens
Anticipated decision:	December 2016	
Indicative implementation dates (if known)	2017-2025	

Project 3: Heathrow Express Depot (HEX)

In order to allow the re-development and clearance of Old Oak Common by 2017 HS2 has proposed in AP2 that the existing Hex depot at Old Oak Common should be relocated to the new site at Langley. This is an amendment to the original proposal in the Hybrid Bill that the depot be relocated to North Pole Depot the former London Eurostar depot. Construction is due to start in mid 2017 in order to begin operations in late 2018.

Building and preparing the depot for operation will comprise of the following general stages:

- advance works including: site investigations, preliminary mitigation works and preliminary enabling works;
- civil engineering works including: establishment of site compound, site preparation and enabling works, main structure works, site restoration and removal of site compound;
- railway installation works including: establishment of site compound, infrastructure installation, connections to utilities, changes to the existing rai network, and removal of site compounds; and
- system testing and commissioning.

The exact construction programme has yet to be confirmed but is likely to be 18 months long. During construction fill will be brought onto the site necessitating 500 HGV movements a day for 12 months. It is currently proposed that the construction routes involve using local roads in Iver to access the M4 (15%) via Brands Hills AQMA2 and the M40 (85%).

The depot once finished will operate 24 hours a day, seven days a week.

Site address (if applicable)	North-east of Langley railway station	
Application type/Procedure type (reference if applicable):	Additional Provision within the hybrid Bill for HS2 http://www.southbucks.gov.uk/CHttpHandler.ashx?id=6831&p=0	
Current status:	Date	
	January 2012	Secretary of State announced its decision to proceed with HS2
	25 th November 2013	Hybrid Bill deposited with parliament to secure the powers to construct and maintain Phase One between London and West Midlands.
	25 th November 2013 – 27 th February 2014	Consultation Period on Environmental Statement and Hybrid Bill
	29 th April 2014	Select Committee appointed

		<i>The Select Committee process provides individuals and bodies directly and specially affected by the Bill with the opportunity to object to the Bill's specific provisions and to seek its amendments, although not to object to the principle of the bill.</i>
	9 th September 2014	Additional Provision 1 <i>Amendments to the original High Speed Rail (London-West Midlands).</i>
	13 th July 2015	Additional Provisions 2
	3-16 th September 2015	Supplementary Environmental Statement 2 and Additional Provision 3
	4-12 th October 2015	Supplementary Environmental Statement 3 and Additional Provision 4
	December 2015	Additional Provision 5
	December 2016	Target Date for Royal Assent for Hybrid Bill
	2017-2018	Construction Period

	2018	Commissioning and Testing
	2019	Line Opens
Anticipated decision:	December 2016	
Indicative implementation dates (if known)	2017-2018	

Cumulative Impact of Projects 2 and 3:

The following diagrams denote the HGV and LGV vehicle movements in the am/pm peak on the local road network associated with HS2. The following roads will be impacted by both the HS2 (including Hex) and the M4 Smart Motorway:



Notes

Access M25 from the compound Northbound only

Access compound from M25 Southbound only

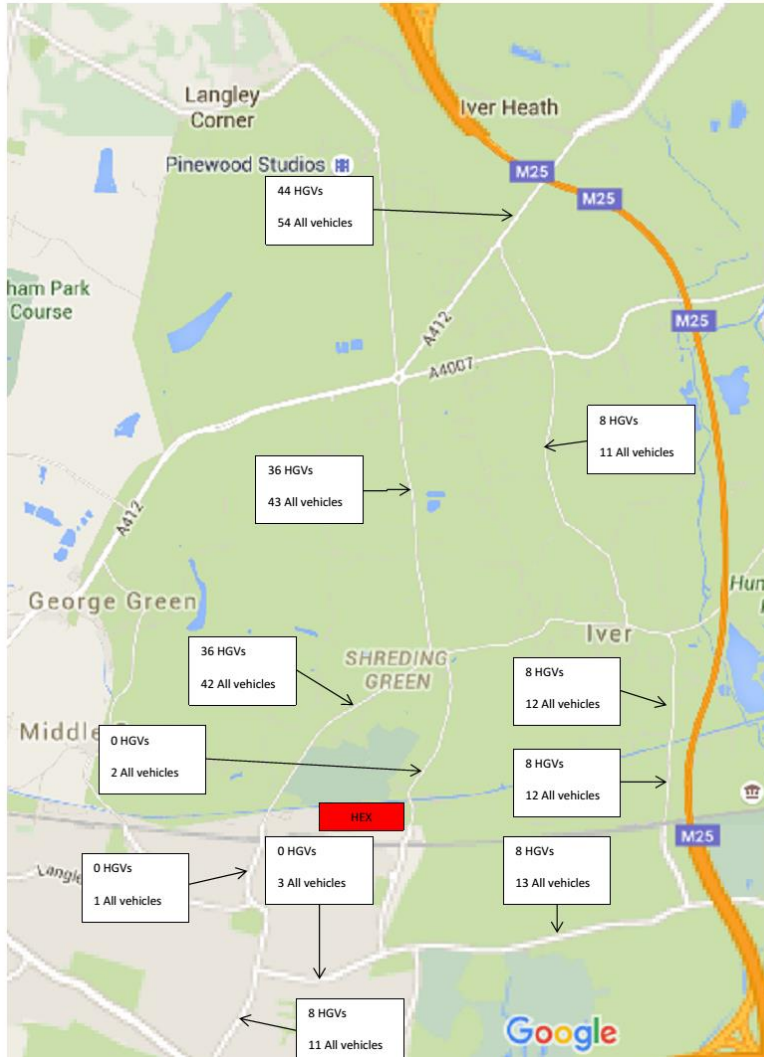


Colne Valley PM Peak

Notes

Access M25 from the compound Northbound only

Access compound from M25 Southbound only



Iver AM PM

AM and PM Peaks the same

DAILY FLOWS: 500 HGVs, 215 Cars/LGVs

Project 4; SIFE

Site address (if applicable)	The proposal site is located between the M4, M25, and the A4 (Colnbrook Bypass)
Application type/Procedure type (reference if applicable):	Outline Planning application Ref: P/14961/000 (Slough BC)- Refused
Current status:	Appeal against refusal- Public Inquiry held September 2015
Anticipated decision:	Spring 2016
Indicative implementation dates (if known)	2019 Phase 1 - 2020 Phase 2 – 2021 Phase 3 (full implementation)

Daily Flows: 1615 HGVs (two-way movements) 1700 LGVs (two-way movements)

Route: A4 Colnbrook by-pass through Brands Hill AQMA2, Junction 5 of M4 Euro Standard: EURO VI HGVs

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