

26th July 2015

FREEPOST
HS2 AP2 Consultation

Dear Sirs,

**Re: High Speed Rail (London – West Midlands) Bill SES and AP2 (July 2015)
Consultation**

Further to your letter of 17th July I wish to register my opposition to the proposal as described in Volume 4 of the above document for the relocation of the Heathrow Express depot to Langley, Slough.

The reasons for my objections are: -

1. The document does not accurately show the position that the proposed tracks into the depot leave GW main line but para 2.5.26 states this to be close to Iver station. Bathurst Walk extends approximately 500m to the west of Iver station and any connection in this area (or even within 500m further west) would cause unacceptable night time noise levels. Para 2.20.45 refers to "wheel squeal", in addition there would be noise from point switching and increased "rattle" from all passing traffic on the main line as it crosses the new junction.
2. The imposition of a 24/7 industrial complex in an area which is residential and semi-rural is inappropriate.
3. Much of the land which will be occupied if this proposal proceeds is within the green-belt at a point where this protected band is at its narrowest.
4. The road access routes proposed in the document for HGV access during the construction phase have not been researched adequately. Some are impracticable; others have consequences for local residents which are unacceptable.

Access to the Hollow Hill Lane site from the north is impossible as the canal bridge has a weight restriction of 10T. Approach from the south is also precluded as the road is signed at the junction with Parlaunt Road as "Unsuitable for HGV". This is because of the canal bridge and the orientation of the Chequers rail bridge with respect to the line of the road.

The proposal to use Bangors Road South for access to the Station Approach site in Iver is also impossible as this has a 7.5T weight restriction due to a dog-leg bend which prevents HGVs passing.

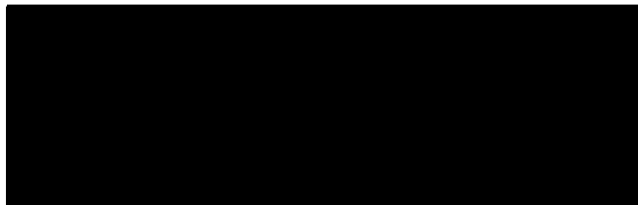
The north end of Thorney Lane has a double bend which already causes difficulty when two lorries meet and usually requires one to mount the footpath. Further traffic on this road is unacceptable.

HGV traffic on Iver High Street is already at a high level and causes congestion, air pollution and noise. As Bangors Road cannot be used to access the Station Approach site, all construction traffic from the north would travel through Iver Heath on Slough Road, Wood Lane, Langley Park Road, Iver High Street and Thorney Lane. This route includes two shopping areas, two nursery schools, and two primary schools. Any increase in traffic volume should be avoided.

The proposed route to the Station Approach site from the south is via Richings Way and North Park; part of a residential housing estate which already has traffic calming measures. Additional HGV movements, particularly at night, are intolerable.

5. For many years residents and local authorities have been lobbying for a relief road to remove HGV traffic from Iver and Richings park. This would run from the rear of the Iver trading estates, cross the canal and railway and join Sutton Lane, giving access to the M4. The proposal to relocate HEx would prevent this.
6. The proposal fails to take into consideration, or even make reference to, the proposed Western Region approach to Heathrow which is intended to join the GW main line in the same area.
7. The requirement for 7m floodlighting of the proposed yard would cause unacceptable light pollution in a rural environment.
8. The decision to relocate the HEx depot so far off the operating route is flawed. There are numerous derelict industrial sites at the side of the HEx route which could take the proposed depot with no disturbance to residents, easier access for construction traffic and lower operating costs.

I hope you will take these views into consideration and urge you not to proceed with this proposal.



c.c Rt Hon Dominic Grieve QC MP
Dr Wendy Matthews, Chairman Iver Parish Council
Councillor Duncan Smith, Chairman South Bucks District Council