Planning Act 2008

The Network Rail (Western Rail Link to Heathrow) Order

Statement of Community Consultation

<table>
<thead>
<tr>
<th>Document Reference</th>
<th>Final</th>
</tr>
</thead>
<tbody>
<tr>
<td>Author</td>
<td>Network Rail</td>
</tr>
<tr>
<td>Date</td>
<td>19 March 2018</td>
</tr>
<tr>
<td>Revision number</td>
<td>1</td>
</tr>
</tbody>
</table>
CONTENTS

1. INTRODUCTION.......................................................................................................................... 1
   1.1 Improving Rail Connections ................................................................................................. 1
   1.2 The Emergence of the Scheme .............................................................................................. 1
   1.3 The Appropriate Consent Regime ......................................................................................... 1
   1.4 Pre-application Engagement with Stakeholders and Local Communities ..... 2

2. NETWORK RAIL: WHO WE ARE ................................................................................................. 3

3. THE SCHEME: WESTERN RAIL LINK TO HEATHROW ................................................................. 4
   3.1 The Benefits of a Rail Link ..................................................................................................... 4
   3.2 Alternatives Considered ......................................................................................................... 5
   3.3 The Scheme is EIA Development ......................................................................................... 6

4. PURPOSE OF THE STATEMENT OF COMMUNITY CONSULTATION ....................... 8
   4.2 Preliminary Environmental Information .............................................................................. 9

5. OUR APPROACH TO CONSULTATION...................................................................................... 10
   5.2 Phase 1 - Non-statutory Consultation: Route announcement (February 2015).......................... 10
   5.3 Phase 2 - Non-statutory Consultation: The Emerging Alignment – (9 February to 4 April 2016) ......................................................................................................................... 11
   5.4 Phase 3 - Statutory Consultation: Detailed Design (2018) ................................................. 11
   5.5 Information Round: The Preferred Scheme and Draft Application Documents (prior to the application’s submission) ........................................................................................................... 11

6. CONSULTATION TOOLS AND TECHNIQUES .................................................................... 13
   6.2 Consultation Venues ............................................................................................................. 14
   6.3 Deposit Points for Consultation Documents ......................................................................... 16
   6.4 Section 48 Planning Act 2008 ............................................................................................... 16

7. INDICATIVE PROGRAMME FOR CONSULTATION: TIMELINE .............................. 17

8. RESPONDING TO FEEDBACK ................................................................................................. 19
Appendices ........................................................................................................................................20
APPENDIX 1 ...................................................................................................................................20

List of Tables

Table 3.1: Potential scheme impacts on environmental receptors

Table 6.1: Written comments and feedback

Table 6.2: Consultation methods

Table 7.1: Consultation timelines
1. **INTRODUCTION**

1.1 **Improving Rail Connections**

1.1.1 As part of its Railway Upgrade Plan, Network Rail is drawing up proposals for a new rail link to connect the Great Western Main Line ("GWML") with Heathrow Airport. Known as the *Western Rail Link to Heathrow* ("the Scheme"), this investment will enable direct train services to travel from Reading to Heathrow Airport, providing a more direct rail link for passengers from the Thames Valley area, Oxford, south Wales, Bristol and beyond.

1.1.2 As the UK’s busiest airport, it is essential Heathrow has strong rail connections. The London Underground, Heathrow Connect and Heathrow Express provide excellent rail connections to central London. However, there are limited options for rail passengers travelling to and from other destinations. A new link from Reading to the airport will address this issue and, in doing so, attract new users helping to reduce car mileage and congestion at London Paddington for existing rail passengers. The proposed new rail link is not dependent on, or connected to, any potential future expansion of Heathrow Airport.

1.2 **The Emergence of the Scheme**

1.2.1 Over the past two years, Network Rail has worked closely with regional stakeholders including local authorities, train operators, Heathrow Airport Limited and Thames Valley Berkshire Local Enterprise Partnership to identify potential solutions to improve access and rail connectivity to the airport by providing an interchange at Reading. One preferred alignment option has been identified as a potentially viable solution. This would require the construction of a new section of railway, approximately 5.5km in length (with 5km of the total length within tunnel), leaving the GWML in the Langley area and connecting to the existing platforms in Heathrow Terminal 5.

1.3 **The Appropriate Consent Regime**

1.3.1 Under current legislation (the Planning Act 2008), Network Rail is required to make an application to the Planning Inspectorate ("PINS") to secure the necessary powers, by means of a Development Consent Order ("DCO") to construct the new link. PINS’ National Infrastructure Directorate is currently the authority responsible for examining proposals for Nationally Significant Infrastructure Projects ("NSIPs") on behalf of the Secretary of State. When an application is accepted by PINS, all interested parties will have an opportunity to comment on the proposals. More details regarding the
process can be found on the National Infrastructure Planning website at: https://infrastructure.planninginspectorate.gov.uk or by telephone on 0303 444 5000.

1.3.2 The Secretary of State has set out policies in relation to NSIPs in National Policy Statements. The National Policy Statement for National Networks ("NPS NN") is the relevant NPS for our DCO application.

1.3.3 The NPS NN establishes that at a strategic level there is a compelling need for development of the national rail network. Furthermore, it identifies that in order to address the government’s policy for economic growth and user satisfaction, the short to medium term aims are to improve the capacity, capability, reliability and resilience of the rail network at key locations; this will reflect growth in demand, reduce crowding, improve journey times, maintain or improve operational performance and facilitate modal shift from road to rail.

1.4 Pre-application Engagement with Stakeholders and Local Communities

1.4.1 Following informal consultation on the Scheme in February 2015, the preferred alignment option was the subject of further non-statutory consultation with stakeholders and the local community in February 2016. A more detailed and statutory pre-application consultation is proposed later in 2018. This statutory consultation process is intended to meet the duty to consult under sections 42 (prescribed consultees) and 47 (the local community) of the Planning Act 2008. The combined consultation will be open for a period of six weeks and, following consideration of consultation responses, the DCO is proposed to be submitted in 2019.

1.4.2 At Network Rail, we take our engagement with local communities very seriously. With at least 5 million lineside neighbours across the UK railway network, it is vital that we combine our responsibilities to the operational network with our responsibilities to the communities and stakeholders who interact with any facet of the railway. Across each region of the network, we have a dedicated community relations team that works closely with our National Helpline and operational teams within the business to assist stakeholders with any problems or enquiries they may have.

1.4.3 Section 47 of the Planning Act 2008 sets out an applicant’s statutory duty to consult local communities.¹ Section 47(1) states that an applicant must

¹ Also refer to government guidance, ‘Planning Act 2008: Guidance on the pre-application process’; DCLG; March 2015
prepare this document (a Statement of Community Consultation) setting out how people living in the vicinity of the application site will be consulted.

1.4.4 The consultation area map – attached as Appendix 1 – has been prepared with the assistance of affected local authorities. It shows the location of local consultation venues and the boundary of the area within which direct information to building occupiers will be provided, to inform them about statutory consultation events.

1.4.5 We are fully committed to ongoing stakeholder engagement throughout the planning process, during the construction phase and through to completion of the scheme.

2. NETWORK RAIL: WHO WE ARE

2.1.1 Network Rail Infrastructure Limited (“Network Rail”) owns and operates Britain’s rail infrastructure. We run, maintain and develop Britain’s tracks, signalling systems, rail bridges, tunnels, level crossings and viaducts as well as 17 key stations. We strive to provide Britain with a safe, reliable and efficient railway fit for the 21st century.
3. THE SCHEME: WESTERN RAIL LINK TO HEATHROW

3.1 The Benefits of a Rail Link

3.1.1 As the UK’s busiest airport, it is essential Heathrow has strong rail connections. The London Underground, Heathrow Connect\(^2\) and Heathrow Express\(^3\) provide excellent connections to central London. However, there are limited options for rail passengers travelling to and from other destinations. A new link from Reading to the airport will address this issue and in doing so attract new users, helping to reduce car mileage on roads and congestion at London Paddington for existing rail passengers. The proposed new rail link is not dependent on, or connected to, any potential future expansion of Heathrow Airport.

3.1.2 In summer 2012, the government asked the rail industry to develop proposals for a new link from the GWML to London Heathrow Airport.

3.1.3 The plans currently emerging would see the creation of a new rail connection from Reading, via Slough, to London Heathrow. On completion, it would allow passengers to travel by rail from Reading to the airport without having to change at London Paddington. This would make the country’s largest airport more accessible and help reduce journey times for thousands of passengers.

3.1.4 The scheme has the potential to be completed by the end of 2027, depending on development consent and other factors. On completion, the investment would:

- Improve accessibility to Heathrow Airport for leisure and business travellers from the Thames Valley, south coast, South West, south Wales and West Midlands;
- Enable faster journeys for passengers – future journeys could be as short as 26 minutes from Reading and 6/7 minutes from Slough;
- Reduce congestion at London Paddington;
- Make greater use of current investment and capacity upgrade of Reading station;
- Provide an alternative form of transport for passengers currently travelling to Heathrow by car and coach helping ease congestion on roads; and

\(^2\) Heathrow Connect is a stopping train service to London Paddington linking the airport with local stations in west London. It is provided jointly by Heathrow Express and Great Western Railway.

\(^3\) Heathrow Express is a non-stop train service to London Paddington. It has a faster journey time than the Connect service.
• Provide excellent transport links with international markets to secure trade and investment, further establishing the Thames Valley and surrounding area as an excellent location for businesses to locate

3.2 Alternatives Considered

3.2.1 In 2015, Network Rail considered a number of route options for the new rail link to Heathrow.

3.2.2 The main options considered were:

• The Dachet branch: an alignment making partial use of the existing Staines to Windsor & Eton Riverside and Windsor & Eton Central to Slough branch lines. This was discounted on the grounds it would result in comparatively longer rail journey times to Slough and Reading, adverse operational impacts, and adverse environmental impacts, and require a complex engineering solution.

• West-facing Heathrow branch: an alignment creating a west-facing connection from the existing airport spur line to the GWML. This was also discounted on the grounds that it would result in comparatively longer rail journey times to Slough and Reading, potential adverse impact on the GWML capacity, adverse environmental impacts and disrupt existing airport services during construction, as well as requiring a complex engineering solution.

• The Colnbrook Branch: an alignment making partial use of an existing railway with two tunnelling sub-options, one to the north of the M4 and one to the south of the M4. This option was discounted following detailed design work due to engineering constraints, a complex construction environment and potential limitations in terms of capacity and extended journey times.

• The Langley branch option: an alignment connecting the GWML to the east of Langley station with a new tunnel to Heathrow. This option avoids sites of special scientific interest and would be least disruptive to the local community and environment. It would also provide the best opportunity to improve capacity and deliver fastest journey times.

• The alternative Langley branch alignment: an alternative alignment connecting the GWML to the east of Langley station with a new tunnel to Heathrow. This option offers comparative benefits to the Langley branch but follows a revised alignment and an alternative method of crossing the GWML. This alternative was discounted as the tunnel is approximately 1.4km longer than the Langley branch option, leading to a longer delivery programme, higher costs and increased environmental impact. This route also encounters more challenging ground conditions.

3.2.3 The Langley branch option was selected as the preferred alignment for the new link. More design work has now been undertaken to enable consultation to take place.
3.2.4 The preferred option is approximately 5.5km in length and presents the greatest opportunity for faster journey times. The delivery programme is anticipated to be approximately 4 to 5 years (including a 15 month period of tunnelling work).

3.3 The Scheme is EIA Development

3.3.1 Due to the size of the proposed Scheme and its potential impacts on the environment, the Scheme falls within the scope of the environmental impact assessment directive, and as such an environmental impact assessment (EIA) is required. Network Rail has notified the Secretary of State, by way of reference to Regulation 6(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, that an environmental statement will be provided.

3.3.2 We will consult on environmental information during the various stages of consultation. At the informal consultation round in early 2016, the initial environmental information for the preferred option has identified the following potential impacts of the construction and operation of the proposed scheme:

<table>
<thead>
<tr>
<th>Receptor</th>
<th>Potential Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cultural heritage</td>
<td>• Construction compound in areas of known heritage features around the northern portal of the bored tunnel</td>
</tr>
<tr>
<td>Ecology</td>
<td>• Impacts on protected species including for example, bats and badgers</td>
</tr>
<tr>
<td></td>
<td>• Loss of habitat and habitat fragmentation</td>
</tr>
<tr>
<td>Landscape and visual</td>
<td>• Impacts to local landscape character and Green Belt designation</td>
</tr>
<tr>
<td></td>
<td>• Visual impacts to residential property and Public Rights of Way users, particularly during construction</td>
</tr>
<tr>
<td>Noise and vibration</td>
<td>• Noise impacts during construction and operation specifically along the surface sections of the route</td>
</tr>
<tr>
<td></td>
<td>• Vibration impacts during construction and operation</td>
</tr>
<tr>
<td>Flood risk</td>
<td>• Loss of floodplain and changes to flood flows in particular north of GWML</td>
</tr>
<tr>
<td>Hydrology and hydrogeology</td>
<td>• Impacts on Water Framework Directive surface waterbodies notably Horton Brook</td>
</tr>
<tr>
<td></td>
<td>• Impacts on groundwater resources from below ground activities</td>
</tr>
<tr>
<td>Geology, soils, and contaminated land</td>
<td>• Construction work required in areas of known land contamination and historic landfills</td>
</tr>
<tr>
<td>Materials and waste</td>
<td>• Large quantities of excavated materials from tunnelling activities</td>
</tr>
<tr>
<td>Socioeconomics and land use</td>
<td>• Loss of Grade 1 agricultural land particularly during construction</td>
</tr>
<tr>
<td>Traffic and transport</td>
<td>• Permanent closure of Hollow Hill Lane</td>
</tr>
</tbody>
</table>
• Increase in traffic vehicle movements particularly during construction

Table 3.1: Potential scheme impacts on environmental receptors

3.3.3 As the proposed Scheme is developed, detailed environmental impact assessment will be undertaken to quantify any potential impacts. Mitigation methods will be developed to reduce or eliminate identified impacts, which will be incorporated in the Scheme as part of the DCO application.

3.3.4 In particular, we will publicise and consult on preliminary environmental information at the statutory consultation stage, scheduled later in 2018, as set out in sections 5 and 7 below.
4. PURPOSE OF THE STATEMENT OF COMMUNITY CONSULTATION

4.1.1 Network Rail is committed to early and thorough consultation with the local community and interested stakeholders. Before drawing up detailed plans we want to provide people living in the vicinity of the proposed works (see attached consultation area map, Appendix 1) with an opportunity to shape the Scheme. We also recognise that people living outside this area will have an interest in, or be affected by, the proposals and we will inform them of the consultations through press advertising and posters so they can also provide feedback.

4.1.2 The benefits of early pre-application consultation include:

- Providing people with an opportunity to comment on, and submit opinions about, the emerging proposals;
- Generating feedback that can influence the detail of the proposal and associated mitigation measures; and
- Providing accurate information to those who will be affected by the Scheme to help reduce any potential uncertainty

4.1.3 This document provides information for consultees about how and when they will be informed about Scheme details. It indicates the variety of methods for publicising events about the Scheme and it provides details of the venues for scheduled consultation activities. Precise dates for such events will be published locally by direct mailing (to all households and businesses within the consultation area), newspaper advertisements and posters.

4.1.4 Consultation is an iterative process, and will allow consultees to feedback comments during the emergence of the Scheme well ahead of the DCO application. Pre-application consultation carried out in relation to this Scheme will be documented in a consultation report which will form part of the DCO application submission to the Planning Inspectorate. The consultation report will set out:

- An account of statutory consultation, relevant deadlines, and consultation activity undertaken by Network Rail;
- Feedback submitted and how Network Rail has responded to comments; and
- Ways in which the scheme has evolved as a result of consultation

4.1.5 If there are any significant Scheme changes, this document may be revised and republished.
4.2 Preliminary Environmental Information

4.2.1 As indicated above in section 3, preliminary environmental information (“PEI”) will be published in report form at the statutory consultation stage scheduled later in 2018. This information will allow stakeholders to begin to understand the likely environmental effects from the proposed development. A non technical summary of this information will also be published at the same time.

4.2.2 The format of the PEI is presented as a draft Environmental Statement (“ES”) as we think this is the most appropriate form in this case and it should assist stakeholders when, later in the process, they come to review the application’s submitted ES. It is intended to enable consultees to understand the likely environmental effects of the proposed development and help to inform their consultation responses on the proposed development. However, it is preliminary, that is, it is not final. Further detailed information will be provided in the ES that will accompany the DCO application.

4.2.3 The PEI report (and non technical summary) will be posted directly to our database list of Section 42 stakeholders. All of our consultation documents will be posted on our website (see section 5 below). They will also be available for inspection at listed ‘deposit’ locations (see section 6.3 below). In respect of the local community, the PEI report will be available at our consultation events and accessible at the aforementioned web site and deposit locations.
5. OUR APPROACH TO CONSULTATION

5.1.1 Before undertaking widespread consultation a copy of this document will be available as follows:

- Paper copies will be available for inspection at deposit points as advertised in a local newspaper circulating in the vicinity of the project site;
- On-line at Network Rail’s project website (www.networkrail.co.uk/westernraillinktoheathrow).  

5.1.2 In addition, a paper copy of this document can be provided free on request directly from Network Rail using the contact details below:

- By email: westernraillinktoheathrow@networkrail.co.uk
- Calling the Network Rail helpline number: 03457 11 41 41

5.1.3 The basis of our approach to consultation is to provide suitable, available and accessible information to consultees; to allow sufficient time for feedback to be provided to us; and to consider how respondents’ comments may impact on the Scheme and, accordingly, whether any changes to the Scheme may be appropriate.

5.1.4 An overview of the pre-application consultation strategy for the Scheme is set out below. Informal consultation has and will continue to be undertaken with statutory bodies. Network Rail acknowledges that there are a significant number of infrastructure projects under development in the Thames Valley region. Where relevant, we will make reference to these projects within our consultation materials and take account of other major consultation exercises being undertaken in the area.

5.2 Phase 1 - Non-statutory Consultation: Route announcement (February 2015)

- In February 2015, Network Rail carried out early consultation with people living in the vicinity of the site of the proposed works as well as interested people living in the wider area
- The outline details for the Scheme underwent consultation with the early indicative alignment, shared with the local community
- This first phase of consultation provided an opportunity to inform interested parties about the emerging preferred alignment and gain feedback on how the plans should be progressed
- Network Rail carried out a series of 13 consultation events, and spoke to around 400 members of the community
• 266 hard copy and online responses were received with 88% of respondents indicating that they strongly agreed with Network Rail's proposals to improve rail access to Heathrow from the west

• Key themes arising from the consultation included those around service patterns, timings for construction delivery and the proposal’s interaction with other major projects in the area

5.3 Phase 2 - Non-statutory Consultation: The Emerging Alignment – (9 February to 4 April 2016)

• In early 2016, Network Rail carried out further consultation with people living in the vicinity of the proposed works as well as interested people living in the wider area

• Consultation material referred to the preferred option for the Scheme including the proposed alignment and worksites

• Elements of the Scheme where options were highlighted included: Langley Station – two platform options; crossing the Great Western Main Line – two intersection bridge options were shown; the link to Heathrow airport – two tunnel alignment options were shown

• The Initial Environmental Information Report was presented

• The feedback submitted informed further detail design of the scheme prior to commencing statutory consultation

5.4 Phase 3 - Statutory Consultation: Detailed Design (2018)

• Statutory consultation in accordance with both section 42 and section 47 of the Planning Act 2008, previewing the detailed design for the preferred option

• A Preliminary Environmental Information Report (PEIR) will be published, covering the broad spread of effects on the environment with potential mitigations. The PEIR will also contain details of the proposed construction methodology for the Scheme

• Feedback received will inform the detail of the final application to the Planning Inspectorate

• On-going stakeholder engagement will continue to inform application details up to its submission

5.5 Information Round: The Preferred Scheme and Draft Application Documents (prior to the application’s submission)

• The application documents will be made available for stakeholders and the local community to view immediately prior to its submission
5.5.1 The phased consultation strategy will allow us to collate feedback at key stages in the design and planning process. Sufficient time will be allocated between each stage of consultation to fully appreciate comments before considering how best to progress the Scheme. Reporting on each phase of consultation will also take place between periods of consultation activity.

5.5.2 The dates of the consultation phases are indicative and, if any particular issues arise during pre-application consultation, or where there is a localised issue, it may be appropriate to hold future non-statutory, targeted consultation.

5.5.3 Further details are set out in the next two sections below.
6. CONSULTATION TOOLS AND TECHNIQUES

6.1.1 A range of informative and consultative techniques will be put in place to help engage the public and stakeholders during the pre-application phase. This will enable us to generate as much feedback as possible and respond to comments before the scheme is finalised for submission. Network Rail is committed to providing high standard communication to all communities. With this in mind, we will attend any meetings requested with hard to reach groups, with a translator if required.

<table>
<thead>
<tr>
<th>Written comments and feedback</th>
<th>Reporting Method</th>
</tr>
</thead>
</table>
| During a consultation period, written comments can be submitted online via the Network Rail website www.networkrail.co.uk/westernraillinktoheathrow or to westernraillinktoheathrow@networkrail.co.uk. A record of comments raised via the helpline number will also be reviewed as part of the consultation process. Written comments can also be submitted to: Western Rail Link to Heathrow Network Rail 1 Eversholt Street LONDON NW1 2DN | • Online  
• Letters (freepost)  
• Via the telephone helpline |

NB: Exact timescales for each phase of consultation will be made available on Network Rail’s website, through the local media and in promotional literature issued to stakeholders by Network Rail.

Table 6.1: Written comments and feedback

6.1.2 The main consultation methods to be used, and associated materials, are set out in the table below.

<table>
<thead>
<tr>
<th>Consultation methods</th>
<th>Consultation materials and techniques</th>
</tr>
</thead>
<tbody>
<tr>
<td>Network Rail led events</td>
<td></td>
</tr>
</tbody>
</table>
Mail shots  
Mail shots will be undertaken to properties within the red line boundary on the Consultation Area Map in Appendix 1 with information about the scheme and details of the consultation venues. Those interested outside this area will be targeted by media releases | • Information sheets / flyers |
| Public exhibitions  
Public exhibitions provide an excellent opportunity to provide information and listen to the public. As part of the community consultation we will hold public exhibitions and collate as much feedback as possible on the emerging plans. These will take place at various times of the day so that as many people as possible can attend. | • Exhibition panels  
• Briefing notes / topic fact sheets  
• Feedback forms and questionnaires  
• Reports – including the PEIR / plans / visualisations |
Network Rail project materials

<table>
<thead>
<tr>
<th>Network Rail project materials</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Telephone helpline</strong></td>
<td>• 24-hour telephone helpline (03457 11 41 41)</td>
</tr>
<tr>
<td>We run a 24-hour telephone helpline service. Service representatives will be fully briefed on the scheme ahead of consultation and updated during the duration of the project.</td>
<td></td>
</tr>
<tr>
<td><strong>Project web pages</strong></td>
<td>• Project overview</td>
</tr>
<tr>
<td>Information about the Scheme and forthcoming consultation events will be uploaded onto Network Rail’s website <a href="http://www.networkrail.co.uk/westernraillinktoheathrow">www.networkrail.co.uk/westernraillinktoheathrow</a> This will include relevant documentation. The information will be amended as the Scheme evolves.</td>
<td>• Drawings / maps</td>
</tr>
<tr>
<td>• Relevant reports</td>
<td></td>
</tr>
<tr>
<td><strong>Project updates and flyers</strong></td>
<td>• Letters</td>
</tr>
<tr>
<td>Letters will be used to update the public and stakeholders on the detail of the Scheme, promote consultation events and invite feedback from people that are unable to attend the exhibitions and meetings. The letters will also carry details of the project hotline number and web-link</td>
<td>• Freepost feedback facility</td>
</tr>
<tr>
<td><strong>Stakeholder and other interested and affected party events / activities</strong></td>
<td>• Feedback forms</td>
</tr>
<tr>
<td>Stakeholder (including local businesses) and resident meetings</td>
<td></td>
</tr>
<tr>
<td>We will offer to, and where able, attend meetings organised by stakeholders to update people on the proposal and invite feedback. This method of consultation will be ongoing throughout the duration of the project.</td>
<td></td>
</tr>
<tr>
<td><strong>Council meetings</strong></td>
<td>• Presentations</td>
</tr>
<tr>
<td>We will offer to, and where able, undertake presentations and Q&amp;A sessions with councillors at various stages of the project. This will provide an opportunity to update members on the progress of the scheme and to work through any issues at the earliest opportunity.</td>
<td>• Briefing notes</td>
</tr>
<tr>
<td><strong>Media relations activity</strong></td>
<td>• Press releases</td>
</tr>
<tr>
<td>Media announcements:</td>
<td>• Adverts</td>
</tr>
<tr>
<td>The media provides a useful way of promoting the scheme and publicising consultation events. Press releases will be issued to the local media - print, broadcast and online outlets including but not necessarily limited to:</td>
<td>• Letters</td>
</tr>
<tr>
<td>• Slough &amp; South Bucks Express</td>
<td></td>
</tr>
<tr>
<td>• Windsor, Ascot and Eton Express</td>
<td></td>
</tr>
<tr>
<td>• Uxbridge Gazette</td>
<td></td>
</tr>
<tr>
<td>This will be supplemented with advertising at key stages of the project.</td>
<td></td>
</tr>
</tbody>
</table>

Table 6.2: Consultation methods

6.2 Consultation Venues

6.2.1 A review of venues used in previous consultation events along with discussions with local authority officers has resulted in the following community venues being preferred (see the Consultation Area Map at Appendix 1 for their locations):
6.2.2 During the 2016 informal consultation events, Iver Heath Village Hall was not originally a chosen venue. Following a request by Iver Parish Council, the Village Hall was used as a venue and we retain it as such.

6.2.3 St Mary’s Church in Harmondsworth has not previously been a venue. Following discussions with officers from the London Borough of Hillingdon it is now included. Likewise, discussions with officers from Slough Borough Council have resulted in the addition of The Holiday Inn Express in place of two previous venues that were not well attended.

6.2.4 Consultation events will be held at various times of the day and week and also on Saturdays. They will be attended by relevant members of the Network Rail project team, across different disciplines, to advise members of the public about the Scheme.

6.2.5 We will also be undertaking promotional activities, prior to and during the public consultation event venues, at a number of rail stations related to the proposed route, to raise awareness of the Project, including but not necessarily limited to:

- Reading
- Twyford
- Maidenhead
- Slough
- Langley
- Heathrow Terminal 5
- London Paddington
6.3 Deposit Points for Consultation Documents

6.3.1 Paper copies of consultation documents will be available for inspection at the following local buildings:

- South Bucks District Council offices, Capswood, Oxford Road, Denham UB9 4LH
- Iver Heath Community Library, St Margaret’s Close, Iver Heath, SL0 0DA
- Iver Parish Council office, 63 Chequers Orchard, Iver, SL0 9NJ
- Slough Borough Council offices, St Martin’s Place, 51 Bath Road, Slough SL1 3UF
- Library @ The Curve, William Street, Slough SL1 1XY
- Langley Library, Trelawny Avenue, Slough SL3 7UF
- The London Borough of Hillingdon offices, Civic Centre, High Street, Uxbridge UB8 1UW
- West Drayton Library, Station Road, West Drayton UB7 7JS

6.4 Section 48 Planning Act 2008

6.4.1 A notice of the proposed application will be published in advance as required under Section 48, including in one or more local newspapers for at least two successive weeks and once in a national newspaper. Among other things, the notice will refer to the places where documents may be inspected along with the dates and times for inspection.
7. **INDICATIVE PROGRAMME FOR CONSULTATION: TIMELINE**

7.1.1 The following timeline sets out the pre-application consultation programme. The programme may change over the lifetime of the project as the detail of the scheme evolves. Stakeholder engagement with key affected agencies will continue during pre-application (and application) stages.

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 2015</td>
<td><strong>Phase 1 Non-statutory Consultation: Route Announcement</strong></td>
</tr>
<tr>
<td>(completed)</td>
<td>• Information for councillors / key stakeholders</td>
</tr>
<tr>
<td></td>
<td>• Public exhibition road show / drop-in sessions</td>
</tr>
<tr>
<td></td>
<td>• Letters and leaflet to residents and local businesses</td>
</tr>
<tr>
<td></td>
<td>• Media announcements</td>
</tr>
<tr>
<td></td>
<td>• Feedback sought on initial proposals</td>
</tr>
<tr>
<td></td>
<td>• Project website active</td>
</tr>
<tr>
<td></td>
<td><a href="http://www.networkrail.co.uk/westernraillinktoheathrow">www.networkrail.co.uk/westernraillinktoheathrow</a></td>
</tr>
<tr>
<td>Early 2016</td>
<td><strong>Phase 2 Non-statutory Consultation: The Emerging Alignment</strong></td>
</tr>
<tr>
<td>(completed)</td>
<td>• Meetings with councils and key stakeholders</td>
</tr>
<tr>
<td></td>
<td>• Information issued in letters, flyers and press announcements</td>
</tr>
<tr>
<td></td>
<td>• Initial Environmental Information Report provided</td>
</tr>
<tr>
<td></td>
<td>• Public exhibition road show / drop-in sessions</td>
</tr>
<tr>
<td></td>
<td>• Information uploaded to project website:</td>
</tr>
<tr>
<td></td>
<td><a href="http://www.networkrail.co.uk/westernraillinktoheathrow">www.networkrail.co.uk/westernraillinktoheathrow</a></td>
</tr>
<tr>
<td></td>
<td>• Meetings held with interested community groups and parish councils as required</td>
</tr>
<tr>
<td></td>
<td>• Feedback by way of forms available at venues; via project email address; and via project hotline number</td>
</tr>
<tr>
<td>2018 (NB exact</td>
<td><strong>Statutory Consultation: Detailed Design</strong></td>
</tr>
<tr>
<td>dates for the</td>
<td>• Following the selection of a single alignment, statutory consultation will be undertaken on the emerging details in accordance with sections 42</td>
</tr>
<tr>
<td>statutory</td>
<td>and 47 of the Planning Act 2008</td>
</tr>
<tr>
<td>consultation</td>
<td>• Documentation, including Preliminary Environmental Information will be sent to all entries on our Section 42 database</td>
</tr>
<tr>
<td>will be published</td>
<td>• Information about road shows to be issued by letters, flyers and press announcements</td>
</tr>
<tr>
<td>on Network Rail’s</td>
<td>• Road shows held at venues near the Scheme site to allow engagement by local communities</td>
</tr>
<tr>
<td>website and</td>
<td>• Information uploaded to the project website</td>
</tr>
<tr>
<td>issued in</td>
<td><a href="http://www.networkrail.co.uk/westernraillinktoheathrow">www.networkrail.co.uk/westernraillinktoheathrow</a></td>
</tr>
<tr>
<td>consultation</td>
<td>• Follow-up meetings will be held with interested stakeholders. This will provide an opportunity to better explore solutions to any potential issues</td>
</tr>
<tr>
<td>material (as</td>
<td>• Feedback by way of forms available at venues; via project email address; and via project hotline number</td>
</tr>
<tr>
<td>defined in</td>
<td></td>
</tr>
<tr>
<td>section 6) to</td>
<td></td>
</tr>
</tbody>
</table>
An analysis period will take place following consultation.

**Analysis of Consultation Feedback**
- Assess feedback about the consulted scheme and further environmental information
- Review and amend the proposal where appropriate to respond to consultation feedback
- Finalise the Scheme

<table>
<thead>
<tr>
<th>2019</th>
<th><strong>Information Round: The Final Scheme</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Update website</td>
</tr>
<tr>
<td></td>
<td>Update information for councillors / key stakeholders</td>
</tr>
<tr>
<td></td>
<td>Update leaflet will be issued to local residents and businesses within the Consultation Area Map in Appendix 1</td>
</tr>
</tbody>
</table>

Application documents will be made available at named deposit points
- Media announcements

Table 7.1: Consultation timelines
8. **RESPONDING TO FEEDBACK**

8.1.1 We will collate consultation feedback and review comments. Where appropriate we will revise the Scheme before submitting the application.

8.1.2 We recognise the importance of keeping the public and stakeholders informed about consultation feedback and we have put in place reporting mechanisms to enable this to happen.

8.1.3 We reply directly to emails and letters. In September 2016 we despatched a newsletter / leaflet to about 13,000 local households and businesses. This set out a high level summary of consultation feedback from the February / March consultation events.

8.1.4 We meet regularly with council officers and have on-going dialogue with directly affected landowners and with agencies having a particular nexus with the Scheme (such as the Environment Agency and certain statutory undertakers).

8.1.5 We emailed 45 affected interests in November 2017 to indicate our consultation timetable change to 2018. That information was updated on the Project website.

8.1.6 From the end of statutory consultation until submission of the DCO application, we will offer presentations to councillors and, where appropriate, other interested stakeholders / community groups.

8.1.7 A full consultation report will form part of the Development Consent Order application. It will summarise pre-application consultation activity carried out and any feedback provided. It will set out an overview of any amendments to the Scheme resulting from consultation feedback and, if necessary, explain why certain aspects of the Scheme have not been changed in response to certain comments. The consultation report will be made available at deposit points in the local area and on the project webpage.
Consultation Area Map

Key:
- Boundary for community consultation

Consultees within the outlined area will be notified of the consultation through direct mail.

Relevant Consultees outside this area will be notified of the consultation through ward councillors, news releases/advertisements, and online information on community news websites.

- Proposed venues for consultation
- Proposed WRLth route alignment