

From: Peter Hooper
Sent: 21 June 2013 2:43 AM
To: Consultation on draft determination (ORR)
Subject: Correction: Western access to London Heathrow Airport

Hello ORR Draft Determination,

I've just realised I made a glaring error by referring in **4.** to the A4 when I in fact meant the M25

I've marked my corrections below in **RED**.

Peter Hooper.

----- Original Message -----

From: Peter Hooper
To: draft.determination@orr.gsi.gov.uk
Sent: Wednesday, June 12, 2013 5:57 PM
Subject: Western access to London Heathrow Airport

Hello ORR draft determination, **(please withhold my e-mail address)**

Firstly if I could explain I am a great supporter of getting people out of cars and onto trains, for access to UK airports.

Also I am convinced that trains should be used instead of planes, so far as is reasonably practical, for UK mainland and near Europe destinations.

However I am horrified by the proposed £500+Million cost of the Slough / Network Rail **WRAtH** proposal,

which involves constructing a deep bored tunnel from the GWML between Langley & Iver, to the existing T5 rail station at Heathrow.

1. I question whether a deep bored tunnel is either necessary or cost effective and in particular whether embankments, viaducts and bridges would be considerably cheaper ?

2. The WRAtH route runs across Richings Park Golf Club and the Goodman's Slough International Freight Exchange (SIFE) site (which Slough Borough Council opposes).

The main reason given by SBC for opposing a surface route, is that the golf club and SIFE are in the (SBC) Green Belt; however the SIFE site is landfill and is actually "brown field" land.

3. The **HS2 Phase 2 engineering options report Heathrow** (not published until 28th January 2013) has been referred to the (Davies) Airports Commission

However it shows the preferred route to be on a viaduct between Huntsmoor Park and the A4 at Longford (diagram on page 8)

4. There are 2 separate rail routes being planned (to Heathrow) with HS2 just to the East of the **M25** and WRAtH just a few hundred meters to the West of the **M25**

Also one of the options considered by Arup was a HS2 viaduct / embankment / tunnel through the Richings Park and SIFE sites (page 20).

5. There appears to be a major and costly difference between the design criteria being used for WRAtH and HS2

In particular there is no HS2 requirement for tunneling under all green belt; the Chiltern National Park problem is because of its ANOB status.

Finally there are a number of golf clubs along the HS2 route, but none are being tunneled under because of their Green Belt status.

I would be grateful if you would look into my comments and advise Network Rail about the cost implications of their route design.

Yours sincerely,

Peter Hooper.