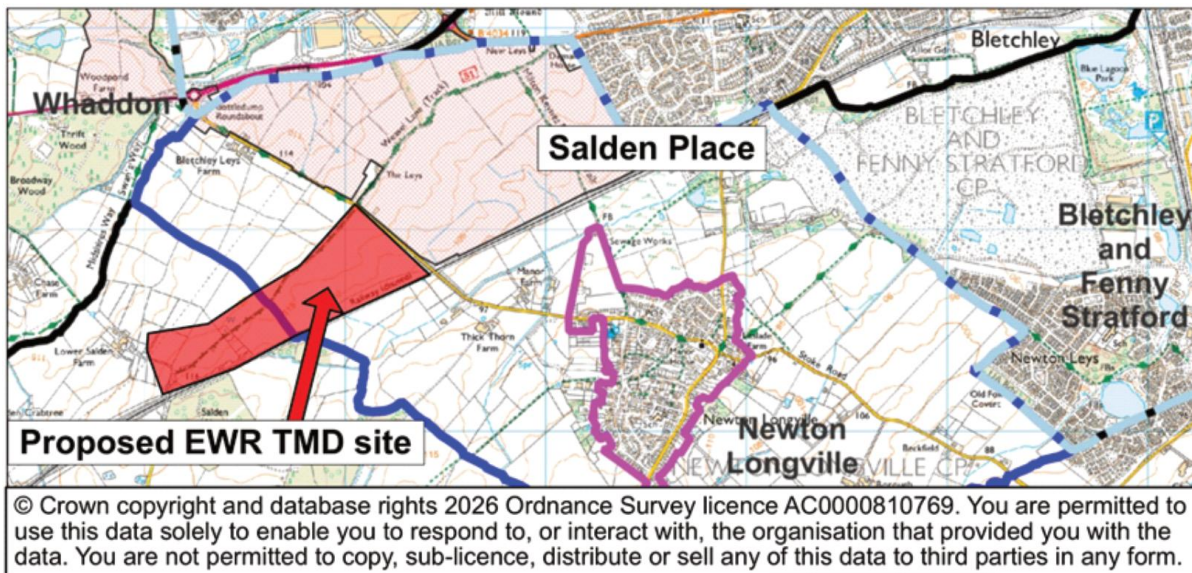


East West Rail Train Maintenance Depot (TMD)



In the last edition of the Pump we mentioned that EWR were holding two 'Design Update Sessions' in Bletchley in January which were being promoted as being of interest as they would give residents the opportunity to see the plans for the creation of the eastern (town side) station entrance. As it turned out, there was a lot more to see at those sessions.

On Monday 19th January EWR told our MP, Callum Anderson, and the senior leadership at Buckinghamshire Council and Milton Keynes City Council, along some of the affected land owners (including Taylor Wimpey) that a strip of land north of the railway line to the west of Whaddon Road which stretches into Mursley parish had been selected as the preferred site for a train maintenance depot (TMD). As part of this, there would be a circa 200m x 50m x 10m maintenance building, a wheel shop and other ancillary buildings. There is also planned to be two freight passing loops.

Other stakeholders, including Newton Longville Parish Council and West Bletchley Council, along with Buckinghamshire Council ward councillors, were informed on Tuesday 20th. EWR asked that residents be encouraged to attend their drop-in sessions at Bletchley the following week, and we included their factsheet in a 'Pump Extra' which was delivered to all residents that weekend.

Serious issues with this industrial development on a greenfield site close to homes and two local livery stables have been raised by Mursley and Whaddon parish councils, along with ourselves. These include concern about the 188,000 cubic metres of soil which EWR have stated will have to be removed in order to create a site level enough for train operation, the impact on local roads, and noise and light pollution with the depot operating 24 x 7.

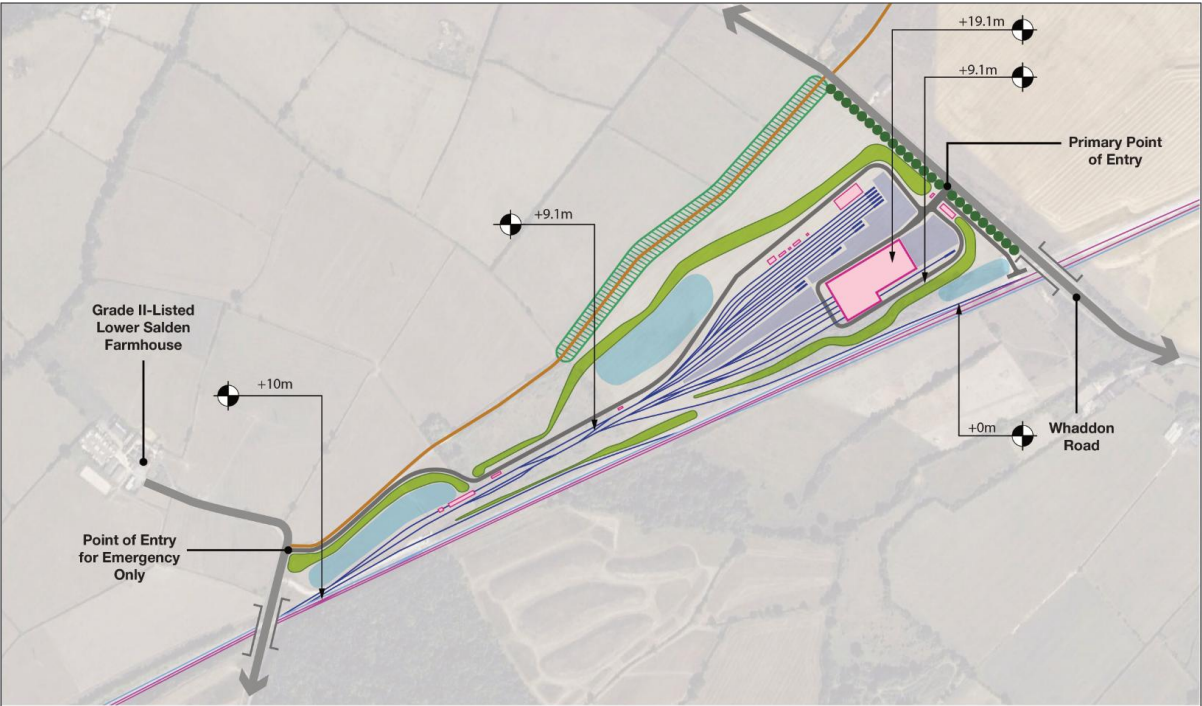
Buckinghamshire Council have objected with the council leader Steve Broadbent stating: *"The decision to site this large depot in Buckinghamshire is not one that is welcomed by the Council and I want residents to be fully informed about the scale of this site – it's being built to accommodate around twenty trains which is a considerable size and places a substantial impact on this area. Newton Longville is a rural and unspoilt community with limited infrastructure. There will be significantly increased construction traffic on local roads. The impact of such a huge development on this community will be monumental, with negative effects on traffic, noise and the local environment. Landing this on the community with no prior engagement while plans were worked up is not the right way to go about this."*

EWR have advised that they started with a list of 36 potential sites in 2024 and had this reduced to a shortlist of 5 by the following year. In December they selected the site off Whaddon Road, Newton Longville, as their preferred option.

The design of the depot is still being worked on but EWR have published two possible site layouts (below). Layout 1 has the depot and train stabling yard to the east (close to Whaddon Road) and the other to the west (nearest to Mursley).

We are working closely with Buckingham Council and the parish councils for Mursley and Whaddon to analyse EWR's site methodology and conclusions. Subject matter experts have also been brought in with the intention of building a conclusive argument that Whaddon Road is not the best site from a railway operation, taxpayer nor local community perspective.

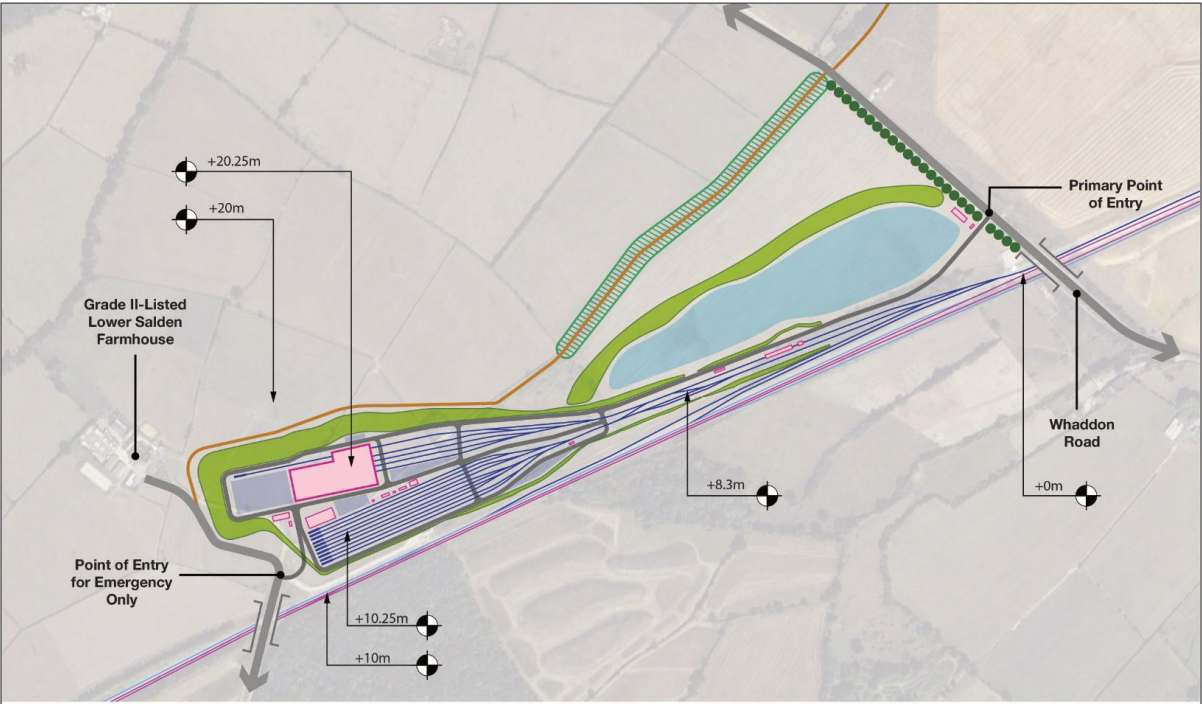
The final decision on the location for the rail depot will be made by the Secretary of State for Transport as part of the overall approval process for the Development Consent Order (DCO) for the next phase of work to complete the Oxford to Cambridge line (see page 15 below).



Train Maintenance Depot - West of Whaddon Road Potential Alignment 1

**Final layout for Train Maintenance Depot may change.*

KEY			
Main Railway	Walk Wheel Cycle Trust	Cutting Slope / Retaining Feature	
Depot Track Layout	Green Buffer	Proposed Buildings in Depot	
Existing Roads	Existing Woodland/ Tree Line	Vehicular Access Hardstanding	
Proposed Roads	Drainage Ponds		



Train Maintenance Depot - West of Whaddon Road Potential Alignment 2

**Final layout for Train Maintenance Depot may change.*

KEY			
Main Railway	Walk Wheel Cycle Trust	Cutting Slope / Retaining Feature	
Depot Track Layout	Green Buffer	Proposed Buildings in Depot	
Existing Roads	Existing Woodland/ Tree Line	Vehicular Access Hardstanding	
Proposed Roads	Drainage Ponds		

Development Consent Order (DCO) process

This is the legal route required for nationally significant infrastructure projects. The DCO will authorise construction and operation of the final connection stage of the new railway, including associated infrastructure such as stations, rail alignments, and facilities like depots

EWR is currently in the pre-application phase in the DCO approvals process where design options are continuing to be developed for the entire project, environmental impacts considered, and with this stage also being when consultations are held by EWR Company.

Once East West Rail completes its consultation, the DCO process moves into a formal sequence of further stages: East West Rail Company will submit its Development Consent Order application, which The Planning Inspectorate checks and accepts for Examination. Residents can then register as Interested Parties before the six-month Examination begins, during which evidence is reviewed and hearings are held. After this, a panel of Planning Inspectors will make a recommendation to the Secretary of State for Transport, who decides whether to grant the DCO. More information on the DCO stages can be found at: www.eastwestrail.co.uk/planning/route-to-construction

Local councils along with residents and local businesses are encouraged to submit their comments on this proposal, and EWR have agreed to speak at a public meeting at Longueville Hall on Friday 6 March (See also page 16). They will present their case for the TMD in this area and there will then be a question and answer session. The meeting will run from 7-9pm with doors open from 6.45pm. Invites have also gone out to residents through Mursley and Whaddon parish councils, and there is also likely to be representation from West Bletchley. While we can seat 220 in the hall, we do expect a large number of people to want to attend this meeting so would encourage people to arrive when the doors open rather than leave it until the last minute.