

Caroline O'Neill

From: David Baker <davidbaker@bakerrose.com>
Sent: 07 September 2018 22:51
To: TRANSPORTANDWORKSACT
Cc: David Molland; Mat Nicholson; Grania Thompson; April Rafferty; Roland Williams
Subject: NETWORK RAIL (EAST WEST BICESTER TO BEDFORD IMPROVEMENTS) DRAFT
 TWAO CONSULTATION & FCC Environment
Attachments: 180907.DfT.TWAO_Unit.EWR.FCC.pdf

Importance: High

Dear Sirs,

I attach our written response to the above consultation on behalf of FCC Environment.

Regards

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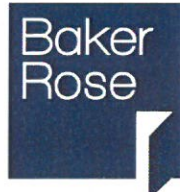
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PROPERTY TRANSPORT INVESTMENT DEVELOPMENT

Transport & Works Act Orders Unit
Department for Transport
1/14-18, Great Minster House
33 Horseferry Road
London
SW1P 4DR

7th September 2018

BY Email and Post

Dear Sirs,

**THE NETWORK RAIL (EAST WEST BICESTER TO BEDFORD IMPROVEMENTS) ORDER
("THE DRAFT ORDER") & FCC ENVIRONEMNT LTD (AFFECTED PARTY)**

We act for FCC Environment (FCC) whose group companies are the registered owners of land which will be affected either directly or indirectly by the proposed Draft Order at Calvert and Greatmoor in Buckinghamshire, Bletchley in Buckinghamshire and at Stewartby in Bedfordshire.

FCC operate energy from waste plant (EfW) and landfill sites, with Calvert, Greatmoor and Stewartby served by rail sidings which are actively used and or intended to be used for the delivery of spoil and waste materials, including containerised waste by rail.

FCC is therefore supportive of the improvements proposed by the East West Rail TWAO so long as sufficient freight capacity along the route and to these rail freight facilities is at least protected and indeed, enhanced wherever possible, for the operational benefit of its business.

CALVERT & GREATMOOR

FCC have been actively engaged with High Speed Two (HS2) Ltd (HS2) and representatives of the East West Rail Alliance (EWR), including from Network Rail (NR), for the delivery of the High Speed (London – Midlands) (Greatmoor Railway Sidings Etc) TWAO (the "Gretmoor Sidings TWAO"). in the shared corridor from Claydon Junction and south towards Quainton.

FCC has also been working with HS2 on the impact of its own works in this area for its project and now may need to work with NR more closely, particularly in the area of and around Sheephouse Wood, as the joint requirements for bat mitigation structures could adversely impact FCC parallel operations.

It is important for the continuing and long-term operation of FCC's rail freight terminal that rail services are always available to the terminal in this location in accordance with the undertaking

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already provided to FCC by HS2; and to the capacity as set out in the Greatmoor Sidings TWAO, unless otherwise agreed with FCC.

This is recognised as complex area of development with many environmental and physical constraints, not only for the railway interests, but also for FCC's operational interests. As such it is imperative that there is an open and clear working relationship maintained between the parties in both the planning, development and operation of the railways in this shared corridor.

BLETCHLEY

There is an area of FCC's land shown as being required for temporary use, which contains a number of gas and ground water monitoring bore holes which are essential to the safety and regulation of the adjoining landfill site. These will either need to be moved or protected satisfactorily to both FCC and the Environment Agency's ('EA') satisfaction, which may well require alternatives to be in place for at least a year, before the existing boreholes can be lost.

According FCC will expect NR as the Promotor to reconsider its use in this location, or properly comply with the obligations that should be imposed on it to provide, maintain and protect the same or alternative boreholes.

STEWARTBY

FCC's site is not directly affected in terms of land take at Stewartby, but the rail freight sidings in this location are important rail infrastructure, which FCC will want to see protected and enhanced where possible, to enable the best use of the rail network for its purposes.

CONCLUSION

FCC is supportive of the development of East West Rail providing it protects and develops FCC's ability to use rail freight for the movement of waste and spoils, both during construction and on completion of the works.

FCC will work with the promotor to achieve these aims but reserves the right to make further written or verbal representations, including at an Inquiry, should it find that the objectives and concerns expressed above are not satisfactorily resolved.

Yours faithfully

David Baker FRICS FCILT MCI Arb
for
FCC Environment and its group companies.