

Mursley Parish Pump Extra

June 2026

CONSULTATION CLOSES
9 JUNE 2026



THE PROPOSED SITE TODAY

The existing EWR line off Whaddon Road, Newton Longville - looking towards the proposed depot site.



Image (c) (Photographer's or Agency's name)/Alamy

INDICATIVE

This is the Chiltern Railways depot in Aylesbury and is indicative of what the facility would actually look like. It covers about 8,000m² and the EWR proposal covers some 153,000m² in comparison

How to submit your response

1. Go to smartsurvey.co.uk/t/EWR2026/ or scan the QR code below.
2. You do **not** need to answer every question - skip any that don't apply to you.
3. Use the issues on the inside pages as a guide - copy or adapt any that concern you.



Deadline: 9 June 2026

smartsurvey.co.uk/t/EWR2026/

Proposed Train Maintenance Depot

Please have your say before 9 June 2026

There are serious concerns about East West Rail's proposal for a Train Maintenance Depot (TMD) at the end of Salden Lane on the fields running east towards Newton Longville and straddling Mursley and Newton Longville parishes. The Parish Council has been asked to help provide guidance on the key issues you may wish to raise when submitting your views.

How to have your say

Takes less than 10 minutes - you do **not** need to answer every question

Go to: smartsurvey.co.uk/t/EWR2026/

or scan the QR code on the back page

See inside for the key issues you may wish to raise →

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What is the proposed Train Maintenance Depot?

A 24/7 industrial facility, which EWR are calling “Bletchley West”, to service and stable passenger trains along with two freight passing loops. For the depot, the majority of the work will be overnight.

According to EWR’s own site selection report, the maintenance workshop building alone is proposed to be approximately 200m long, 50m wide and 10m high. The stabling sidings will accommodate up to 20 five-car trains, each 120m long (if placed end to end that would be a train 2.4km or 1.5 miles long).

The depot layout is still to be confirmed but regardless of which option EWR go for it would be close to properties in both Mursley and Newton Longville, including Salden Place.

The Parish Council’s Position

EWR apparently looked at a list of 35 potential sites for this depot, before stating that this was their preferred option. This first came to light in January and we know that a number of issues with the site have since been identified. We believe this is the wrong site for many reasons, some of which were sufficient to dismiss other alternatives, but East West Rail are refusing to review their decision. We support the reopening of the railway, but have real concerns that this site selection carries serious risks not only for our community and environment, but fear that this could be another HS2 situation.

The final decision on this will be made by the government through the Development Consent Order (DCO) process. We are raising our objections along with other local parish councils and are being supported by Buckinghamshire Council. It is really important as well that residents express their views. Well-reasoned representations should shape the outcome so please consider submitting your comments too.

Issues you may wish to raise with EWR



Scale of construction

At least 188,000 cubic metres of excavation requiring thousands of HGV movements on already-stretched local roads over an estimated 3-6 years. Potentially three separate construction compounds are planned.



Bridge works & road closures

Significant bridge works will be required on the public roads with widening to accommodate additional track. This will require extensive road closures (potentially 12 months or more?).



Impact on local businesses and residents

Road closures and construction traffic will severely affect access to local businesses for years, causing delays to customers, deliveries and staff. Residents face lengthened journeys and some home-to-school transport routes may need to be rerouted. The full economic and community impact has not been adequately assessed.



Flooding, sewage & pollution

There is no mains sewerage connection and the Anglian Water infrastructure is already overstretched, meaning toilet waste from trains and the depot is likely to require removal by road tanker. The interference with the water table and the two water aquifers will exacerbate the problem with increased surface water run off which will flow along existing watercourses, compounding flood risk, draining into a Flood Zone 3 area (highest risk) on Bletchley Road, Newton Longville.



Depot scale & freight passing loops

EWR’s consultation information includes two artists impressions which make the depot look a lot smaller than its 153,000 sq metres area. It will be close to a number of existing residential properties as well as the south west corner of the Salden Place development. Two freight passing loops are also proposed; freight trains on this route are diesel-hauled, bringing additional noise and air pollution.



Noise, light & ecology

Many maintenance operations will be at night when trains come out of service. Key noise sources include train movements in and out, air conditioning and brakes operating on stabled trains. Industrial floodlighting will affect the open countryside. Ancient woodland and local biodiversity are also at risk.



Rising costs & underestimated complexity

Known costs for the EWR project appear to be rising. EWR has itself identified issues with the site since their first announcement in January 2026, and the Parish Council fears the work required has been seriously underestimated - as happened with HS2. This could have a medium to long-term impact on the viability of the Oxford to Cambridge route.