

LOCAL PLANNING POLICY	2
4. BERKSHIRE & BUCKINGHAMSHIRE ROUTE SECTION – ENVIRONMENTAL BASELINE AND ASSESSMENT OF IMPACTS	2
4.1 OVERVIEW OF BERKSHIRE ROUTE SECTION.....	2
4.2 POLICIES RELEVANT TO ISSUES FOUND AT ALL WORKSITES IN BERKSHIRE.....	2
4.3 MAIDENHEAD STABLING, STATION AND MAIDENHEAD BRIDGE (ROUTE WINDOW W25).	6
4.4 OVERVIEW OF BUCKINGHAMSHIRE ROUTE SECTION	10
4.5 POLICIES RELEVANT TO ALL WORKSITES IN BUCKINGHAMSHIRE.....	10
4.6 MAIDENHEAD RAILWAY BRIDGE & TAPLOW STATION (ROUTE WINDOWS W24 & W23)	13
4.7 BURNHAM STATION (ROUTE WINDOW W21)	16
4.8 DOVER ROAD, LEIGH ROAD AND STOKE POGES LANE BRIDGES (ROUTE WINDOWS W20 & W19).....	17
4.9 SLOUGH STATION (ROUTE WINDOW W18)	19
4.10 MIDDLEGREEN ROAD, ST MARY’S ROAD & TRENCHES BRIDGES (ROUTE WINDOW W17) 21	
4.11 LANGLEY STATION AND CHEQUER’S BRIDGE (ROUTE WINDOWS W16 & W15).....	22
4.12 DOG KENNEL BRIDGE AND IVER STATION (ROUTE WINDOW W15/14).....	24
4.13 SUMMARY OF SIGNIFICANT PLANNING POLICY BENEFITS AND CONFLICTS WITHIN BERKSHIRE AND BUCKINGHAMSHIRE ROUTE SECTION.....	25

Local Planning Policy

4. Berkshire & Buckinghamshire Route Section – Environmental Baseline and Assessment of Impacts

4.1 Overview of Berkshire Route Section

- 4.1.1 Two sections of the Crossrail route are in the area covered by the Berkshire Structure Plan. The first, in the Royal Borough of Windsor & Maidenhead, is between Maidenhead Sidings Worksite west of Maidenhead Station and the River Thames. The second, in the Borough of Slough, runs from east of Burnham to just west of Langley.
- 4.1.2 The Berkshire section makes use of the existing Great Western Main Line and as such the Hybrid Bill proposals comprise alterations to existing infrastructure. The proposals are generally of a minor nature and comprise overhead electrification (OHLE) of the entire section including consequential works to over-bridges to accommodate the power lines together with minor station improvements at Langley, Slough and Burnham.
- 4.1.3 There is a listed (Grade II) footbridge at Slough Station which may need to be raised in order to accommodate OHLE. There is also a Grade II* listed bridge over the River Thames at the boundary of South Buckinghamshire and Windsor and Maidenhead.

Statutory Development Plans

- 4.1.4 The Borough of Slough and the Royal Borough of Windsor & Maidenhead fall within Berkshire. The local plans for these areas will be assessed along with the relevant policies from the Berkshire Structure Plan. Slough Local Plan was adopted in March 2004 and the Royal Borough of Windsor & Maidenhead Local Plan was adopted in 1999. The adopted Berkshire Structure Plan (1995) is currently being reviewed. The Deposit Draft was published in March 2002 and Proposed Modifications to the Deposit Draft were published in March 2004. The Berkshire Structure Plan 2001 –2016 is scheduled to be adopted by mid 2005.

4.2 Policies relevant to issues found at all worksites in Berkshire

Transport & Traffic Management

- 4.2.1 The Adopted Berkshire Structure Plan (ABSP) seeks to promote a balance between all modes of transport and an efficient and effective transport system (ABSP Policy T1). The County Council encourages the increased use of public transport through measures to increase accessibility and specifically the increase of attractiveness, frequency and reliability of bus and rail services (ABSP Policy T4).

- 4.2.2 The County Council is committed to promoting alternative modes of travel to the car, and providing increased accessibility (BSPR Proposed Modifications Policy T1). The County sets out 'regionally significant corridors of movement', including Crossrail (BSPR Proposed Modifications Policy T2). The Crossrail proposals are specifically supported in both the approved and emerging Berkshire Structure Plans (ABSP paragraph 10.62, BSPR Proposed Modifications Policy T3).
- 4.2.3 The Borough of Slough also supports the Crossrail project and recognises the need for improved public transport. The Slough Local Plan promotes the use of public transport and a reduction in the use of the private car (Policy T1).
- 4.2.4 The Crossrail proposals are fully supported in Berkshire at a structure plan and local plan level.

Environment

- 4.2.5 The proposals would improve infrastructure in support of the Council's overall sustainable development strategy set out in policy OS1 of the adopted Structure Plan.
- 4.2.6 The County Council states that development should not result in unacceptable impact on the environment (ABSP Policy LD3). It states that the environmental impact of any transport scheme is kept to a minimum (ABSP Policy LD4). Development should take account of its likely impact on biodiversity.
- 4.2.7 The proposals for the Crossrail route are supported by a full and robust Environmental Impact Assessment which identifies the likely significant impacts arising from the Hybrid Bill proposals within Berkshire (Policy LD3).
- 4.2.8 Two short sections of the route in Berkshire, both in Slough Borough, run through the Green Belt. Development in the Green Belt is strictly controlled by Government guidance set out in PPG2 and in the Structure and Local Plans (policy C4, saved Structure Plan; policy DP3, emerging Structure Plan, CG6, saved Local Plan). The proposals will comprise minor bridge works and installation of OHLE.
- 4.2.9 The Hybrid Bill proposals are considered to be inappropriate development in the Green Belt by definition in paragraph 3.12 of PPG2. This is because the engineering works are likely to affect the openness of the Green Belt. OHLE installation will introduce built structures including wires, gantries and other structures that interrupt the openness of the landscape. In such cases it is necessary to demonstrate very special circumstances that override the general presumption against inappropriate development. The Hybrid Bill proposals would provide improved, sustainable public transport facilities that are of national and regional importance.
- 4.2.10 A short section of the GWML at the eastern end of Slough Borough to the Buckinghamshire boundary lies within the Colne Valley Park. Policy CG1 of the Local Plan seeks to maintain and enhance the landscape of the park. As the Crossrail ES reports no significant landscape impacts, the OHLE installation does not conflict with these policies contrary to policy.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 4.2.11 The Crossrail proposals could potentially impact upon residential amenity in the short term due to construction noise and traffic.
- 4.2.12 The Crossrail ES has reported that with the mitigation measures set out in appendix B1 of the Crossrail ES in place, including sound insulation, site screening and temporary re-housing a number of residential properties will be affected by significant noise impacts. The proposals are therefore contrary to policy LD3 of the saved Structure Plan and EN5 of the emerging Structure Plan. The proposals are also contrary to the general intent of policy EN26 of the saved Slough Local Plan and policy NAP 3 of the Windsor and Maidenhead saved local plan.
- 4.2.13 After the mitigation measures set out in appendix B1 of the Crossrail ES no significant residual permanent noise or vibration impacts are predicted to occur.
- 4.2.14 The Slough Local Plan requires noise to be controlled during construction works to comply with the provisions of the Control of Pollution Act 1974 and British Standard 5228 (1984) (para. 5.90). The measures set out in Appendix B1 of the Crossrail ES will ensure that the development of Crossrail does not conflict with this statement.
- 4.2.15 Each worksite within Berkshire is assessed on an individual basis, and detailed consideration is given to any potential impacts on amenity beyond the site boundaries.

Historic Environment

- 4.2.16 Selected parts of the Great Western Railway are included in the Tentative List of World Heritage Sites for Great Britain as it is regarded as the most complete early railway in the world. The Crossrail scheme does not specifically affect any of the selected parts included within this list. The bridges affected by the Crossrail scheme do not have any statutory protection and are not unique. However the Crossrail ES concludes that when considered as part of the GWR as a whole, the bridges are considered to be of value and the loss of such bridges would cumulatively represent a significant impact on the overall historic fabric of the GWR.
- 4.2.17 Policies EN4 (adopted and deposit Structure Plans) seek to conserve or enhance buildings and structures in Berkshire's historic built environment. In view of the cumulative impact on the Great Western Main Line identified by the Crossrail ES, we consider that the proposals, in the context of works in adjoining local authority areas, are contrary to policies EN4 of the Structure Plans.

Design

- 4.2.18 The County Council encourages developments which are sustainable in location and form (ABSP Policy LD1). Development should be appropriate in scale, form, impact, character and siting (ABSP Policy EN1). The County Council generally encourages good design that is accessible to all members of the community (EBSP Policy DP5).
- 4.2.19 The provisions of the hybrid Bill deem planning permission to be granted for the authorised works to construct the railway. The Bill provides for a special planning regime for the approval of detailed design by the local authority at a later date. At this stage, an assessment of the impact on townscape has been made on the basis of scale, height, and siting of the ticket halls and other related structures.

- 4.2.20 The Hybrid Bill proposals include a new station building at Maidenhead, limited alterations at Slough and minor works at other stations. The proposals result in no permanent townscape or landscape impacts and the proposals therefore accord with policy EN1 (standard of design) of the saved Slough local plan and policy DG1 (design guidelines) of the saved Windsor and Maidenhead local plan.
- 4.2.21 Where development is proposed on an individual worksite basis, a detailed assessment against design policies is set out below.

4.3 Maidenhead Stabling, Station and Maidenhead Bridge (Route Window W25)

Significant Characteristics of Site and Surrounding Area

- 4.3.1 Maidenhead station is located on the southern perimeter of the town centre. Maidenhead station is on the Great Western Main Line and is the western terminating station for Crossrail. The Bourne End and Marlow branch line runs from Maidenhead and the line runs off the GWML about 200 metres to the west of the existing platforms.
- 4.3.2 Maidenhead station has an entrance on Shoppenhangers Road to the south of the railway, and another on the north side off the station car park.
- 4.3.3 The four-lane A308 King Street runs to the south of the railway lines and to the east of the station, becoming Braywick Road. Office buildings are located directly to the east of King Street/ Braywick Road. Two storey terraced houses are located to the south, set back from the railway.
- 4.3.4 There are a number of modern office buildings to the north of the station.
- 4.3.5 Land to the west of the station and north of the GWML is used for open storage and industrial purposes.

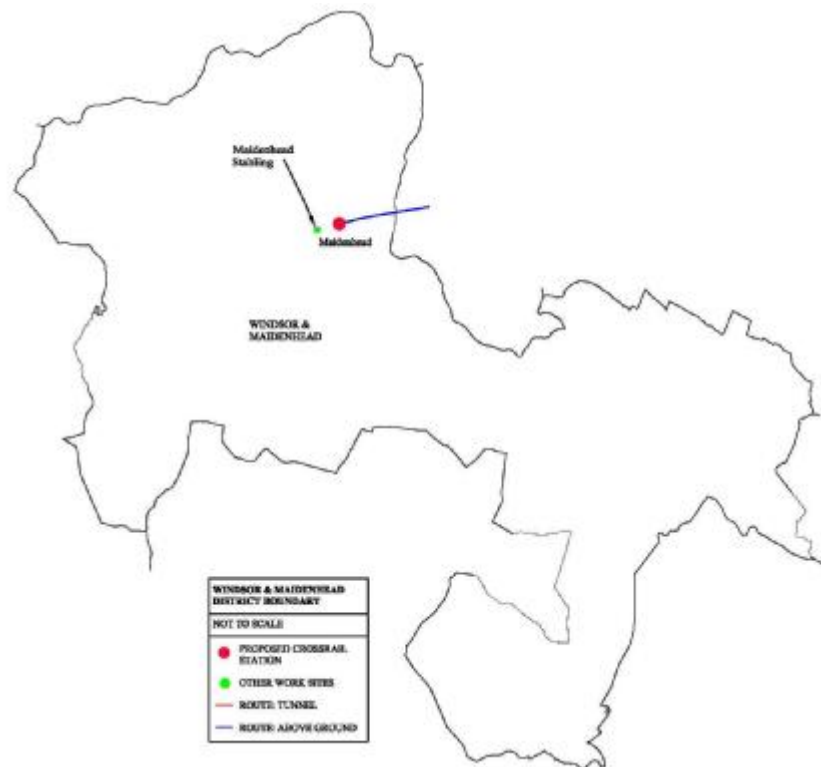


Figure 4.1: Crossrail route through Windsor & Maidenhead

Description of proposals

Permanent Works

Turnback & Stabling Facility

4.3.6 Stabling facilities will be constructed about 350 m west of Maidenhead station on a site currently occupied by a car park and an industrial unit. They will comprise six 250 m long sidings with low height lighting. New staff accommodation buildings with associated car parking will be located at the west end of the site.

4.3.7 Some track works will be required adjacent to the stabling facility to accommodate two reversing sidings.

Maidenhead Station

4.3.8 A new 70 m long bay platform (platform six) will be constructed on the north side of the station and a new track will be provided to accommodate Marlow branch line trains. Island platform two/three will be extended westwards by 10 m to accommodate Crossrail trains.

4.3.9 The existing ticket hall will be demolished and replaced by a larger facility that will extend into the station forecourt area. The eastern subway will be extended southwards to platform one and new stair and lift access will be provided from it to all Crossrail platforms; passive provision will be made for a lift to platform one.

4.3.10 The western subway, which currently provides access to the platforms, will be changed to a subway linking the north side of the station with a new entrance on the south side.

Overhead line equipment

4.3.11 Overhead line equipment will be installed on the stabling and turnback sidings, on the tracks through platforms three, four and five and, east of Maidenhead East Junction, on all four running lines.

Maidenhead Railway Bridge

4.3.12 The western half of the Grade II* listed railway bridge is in the Royal Borough of Windsor and Maidenhead. The permanent works over it will comprise the introduction of cantilevered overhead line equipment.

Significant extant planning permissions & proposals

4.3.13 There are no significant extant planning permissions for development in this location.

Assessment of Impacts

Transport & Traffic Management

4.3.14 The Borough Council sets out the main components of a broad strategy in the adopted Royal Borough of Windsor & Maidenhead Local Plan. The strategy includes the encouragement of alternative forms of transport to the private car and increased accessibility to town centres (Paragraph 1.5.4(6)).

4.3.15 Generally the Borough "...has experienced significant growth in traffic and car ownership and forecasts of further growth will place further pressure on the highway network throughout the Borough and in town centres" (paragraph 6.1.1).

- 4.3.16 Where environmentally acceptable the Council will promote and support appropriate transport improvements schemes (Policy T3). The Crossrail proposals involve only relatively minor works within the borough, but open up new journey opportunities from Maidenhead to destinations in Central London, and therefore accord with local planning policy.
- 4.3.17 The development of a new station building will result in the temporary loss of car parking, taxi rank, parking for the mobility impaired, motorcycle parking and cycle parking. The Crossrail ES identifies this as a significant temporary impact, which will not be fully mitigated.
- 4.3.18 The proposals will result in the permanent loss of approximately 110 station car parking spaces, which is identified as a permanent residual impact. The Council seeks to provide of a sufficient level of parking resources within the Borough (Policy P1). However, given the amount of town centre and edge of centre parking, and the general intent of parking policies this is not considered to create a significant conflict with policy.

Amenity

- 4.3.19 As explained in the Berkshire-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in the following locations will be affected by such impacts: -

§ Desborough School

- 4.3.20 The Crossrail ES concludes there will be no significant residual permanent noise or vibration impacts are predicted to occur.

Historic Environment

- 4.3.21 The installation of OHLE in this route section runs through the Riverside Conservation Area, the setting of the River Thames and over the Grade II* listed railway bridge.
- 4.3.22 The saved Local Plan and saved and emerging Structure Plans have policies to seeking to protect the character and appearance of conservation areas (saved local plan policy CA1, saved structure plan policy EN5 and emerging structure plan policy EN4). Furthermore the saved local plan seeks to protect the setting of the River Thames (Policy N4). Planning policies (policy LB2 of the saved local plan and EN4 of the Structure Plan) protect both the structure and setting of listed buildings.
- 4.3.23 The Crossrail ES has concluded that installation of OHLE over the listed railway bridge will not significantly impact upon the bridge's structure. Given this, the physical works do not conflict with saved local plan policy LB2 and saved structure plan policy EN4 which seek to protect listed buildings.
- 4.3.24 However, the Crossrail ES has concluded that the works will have a permanent impact on the setting of the bridge. This is in conflict with saved local plan policy LB2 and saved structure plan policy EN4 which seeks to protect the setting of listed buildings.
- 4.3.25 In addition to this the Crossrail ES has reported that the installation of OHLE over the bridge will have a permanent significant adverse impact on the Riverside Conservation Area. This is contrary to policy CA1 of the saved local plan which seeks to protect the character and appearance of conservation areas. The installation of OHLE will also create a permanent

policy conflict with saved local plan policy N4 which protects the setting of the River Thames.

Natural Environment

- 4.3.26 The Crossrail ES has concluded that the sewer diversion poses significant risks to groundwater quality at nearby abstraction. However, impacts on groundwater may be controlled during the works. Therefore there is a residual potential conflict with policy NAP4 of the saved local plan which seeks to protect the quality of groundwater.

Land Use

- 4.3.27 The Maidenhead sidings worksite is designated as an Employment Area in the Local Plan. Within these areas the Council will usually permit business, industrial and warehousing development (Policy E1). Construction work will result in the displacement of around 30 jobs, however a greater number of jobs will be created for train crew and other staff, which will accord with planning policy. As the stabling facilities are an employment use this accords with policy E1.

4.4 Overview of Buckinghamshire Route Section

- 4.4.1 Two sections of the Crossrail route are within Buckinghamshire, both of them within South Bucks District. The first runs between the River Thames and a point west of Burnham station. The second begins west of Langley Station and runs to the western boundary of the London Borough of Hillingdon.
- 4.4.2 The Buckinghamshire section makes use of the existing Great Western Main Line and as such the Hybrid Bill proposals comprise alterations to existing infrastructure. The proposals are generally of a minor nature and comprise overhead electrification (OHLE) of the entire section including consequential works to over-bridges to accommodate the power lines together with minor station improvements at Iver and Taplow.

Statutory Development Plan

- 4.4.3 The statutory development plan for this section comprises the Buckinghamshire Structure Plan and South Buckinghamshire Local Plan.
- 4.4.4 The Buckinghamshire County Structure Plan for the period 1991-2011 was adopted in March 1996. The Replacement Buckinghamshire Structure Plan Deposit Draft was published in September 2003. Work on this has been suspended because of the Planning and Compulsory Purchase Act 2004 reforms to the development plan system.
- 4.4.5 The South Buckinghamshire Local Plan was adopted in March 1999. There is no draft replacement or altered Local Plan and the adopted Local Plan will be replaced by a Local Development Framework in due course.

4.5 Policies relevant to all worksites in Buckinghamshire

Transport & Traffic Management

- 4.5.1 The Great Western Main Line forms part of the County or Strategic Rail Network identified in policy TR14 of the adopted Structure Plan and policy 19 of the deposit draft Structure Plan. Although there are no specific policies about Crossrail, the County Council supports investment in enhanced rail services on this line (policy TR14, *ibid.*).

Historic Environment

- 4.5.2 Selected parts of the Great Western Railway are included in the Tentative List of World Heritage Sites for Great Britain as it is regarded as the most complete early railway in the world. The Crossrail scheme does not specifically affect any of the selected parts included within this list. The bridges affected by the Crossrail scheme do not have any statutory protection and are not unique. However the Built Heritage Technical Report concludes that when considered as part of the GWR as a whole, the bridges are considered to be of value and the loss of such bridges would cumulatively represent a significant impact on the overall historic fabric of the GWR.

- 4.5.3 Policy 31 of the emerging Structure Plan seeks to conserve or enhance buildings and structures in Buckinghamshire's historic built environment. In view of the cumulative impact on the Great Western Main Line identified by the Built Heritage specialist, we consider that the proposals, in the context of works in adjoining local authority areas, are contrary to policy 31 of the Structure Plan.

Environment

- 4.5.4 The proposals are supported by a Environmental Impact Assessment that identifies the likely significant impact arising from the Hybrid Bill proposals within Buckinghamshire (policy EA1, adopted Structure Plan).
- 4.5.5 Virtually the entire route within Buckinghamshire runs through open countryside that forms part of the Green Belt. Development in the Green Belt is strictly controlled by Government guidance set out in PPG2 and in the Structure and Local Plans (policy GB3, adopted Structure Plan; policy 8, deposit draft Structure Plan; policy GB1, Local Plan). The proposals would comprise minor improvement to Iver and Taplow stations in the Green Belt as well as installation of OHLE throughout the Buckinghamshire section.
- 4.5.6 The Hybrid Bill proposals are considered to be inappropriate development in the Green Belt by definition in paragraph 3.12 of PPG2. This is because the engineering works are likely to affect the openness of the Green Belt. OHLE installation will introduce built structures including wires, gantries and other structures that interrupt the openness of the landscape. In such cases it is necessary to demonstrate very special circumstances that override the general presumption against inappropriate development. The Hybrid Bill proposals would provide improved, sustainable public transport facilities that are of national and regional importance.
- 4.5.7 The area between the London Borough of Hillingdon and the boundary with Slough boundary near Langley lies within the Colne Valley Park. Policy L6 of the Local Plan seeks to maintain and enhance the landscape of the park. The importance of the Colne Valley Park is also recognised by the Structure Plans (policy UF2, adopted Structure Plan; policy 32, deposit draft Structure Plan). The Crossrail ES has identified that will be no adverse impacts and as such the proposals do not conflict with these planning policies.

Amenity (eg: Noise, Vibration, Air Quality)

- 4.5.8 The Crossrail ES has reported that with the mitigation measures set out in appendix B1 of the Crossrail ES in place, including sound insulation, site screening and temporary re-housing property at one location will be affected by significant noise impacts. The proposals are therefore contrary to policy P2, saved Structure Plan; policy 39, emerging structure plan; policies EP9, TR5 saved Local Plan.
- 4.5.9 After the mitigation measures set out in appendix B1 of the Crossrail ES no significant residual permanent noise or vibration impacts are predicted to occur.
- 4.5.10 Proposals will not be permitted where traffic movements or the provision of transport infrastructure would have an adverse effect on the amenities of nearby properties, on the use, quality or character of the locality in general, including rural lanes. This includes noise and other air and ground-borne No significant impacts in terms of noise or air pollution from the operation of

Crossrail. However there are some construction noise impacts which are addressed on a site by site basis.

Design

- 4.5.11 The proposals comprise very limited built development, however the proposals have sought to comply with general development principles in terms of scale, layout, design and maximising opportunities for access by different transport modes (policy 2, emerging structure plan; policy EP3, local plan)
- 4.5.12 The provisions of the hybrid Bill deem planning permission to be granted for the authorised works to construct the railway. The Bill provides for a special planning regime for the approval of detailed design by the local authority at a later date. At this stage, an assessment of the impact on townscape has been made on the basis of scale, height, and siting of the ticket halls and other related structures.
- 4.5.13 The Hybrid Bill proposals include very limited built development and this is limited to station alterations and railway works at Taplow and Iver. The proposals result in no permanent townscape or landscape impacts and the proposals therefore accord with policy EP3 (use, design and layout of development) of the saved local plan.

4.6 Maidenhead Railway Bridge & Taplow Station (Route Windows W24 & W23)

Significant Characteristics of Site and Surrounding Area

- 4.6.1 This section comprises that part of the Great Western Main Line in Buckinghamshire between the River Thames and boundary of Slough.

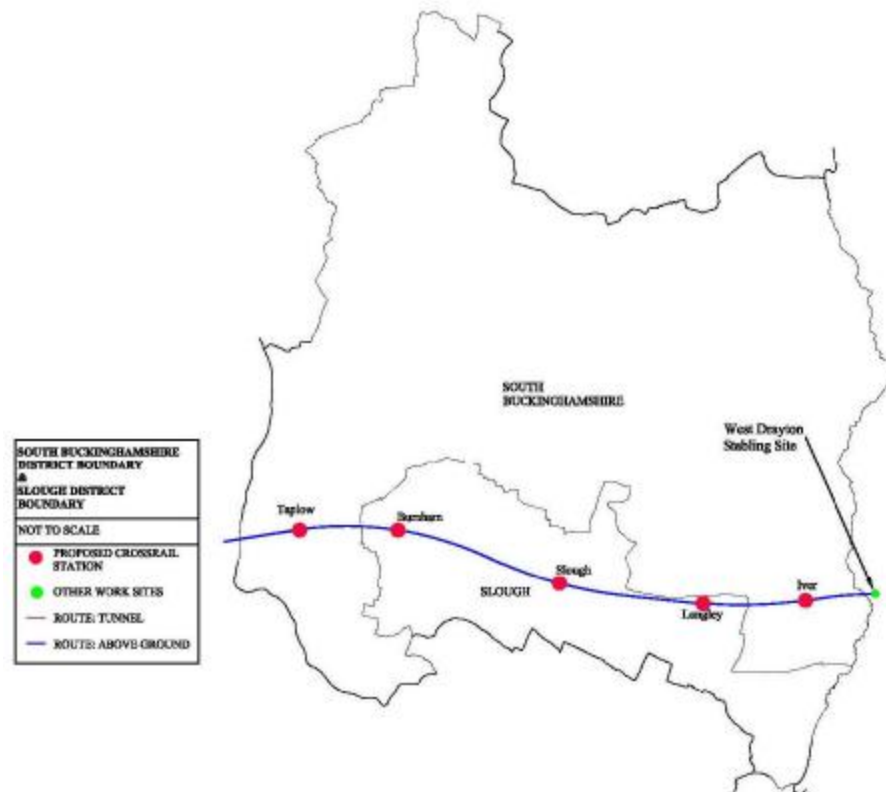


Figure 4.2: Crossrail route through South Buckinghamshire & Slough

- 4.6.2 This section comprises the existing railway line which runs over largely open countryside between the urban areas of Hillingdon and Slough.
- 4.6.3 Taplow station lies on the edge of the built-up area of Burnham but within the Green Belt. Taplow village lies about 1km to the north-west. The station lies a short distance to the north of the main A4 Bath Road and to the west of Station Road. The Bishops Centre, a busy local shopping destination, lies to the east of Station Road and south of the Great Western Main Line.
- 4.6.4 The railway runs at grade or on a slight embankment with the surrounding land in this section. The railway runs over the River Thames about 1km to the west of Taplow station. This bridge is a Grade II* listed structure.

Statutory Development Plans

- 4.6.5 The Statutory plans for this section are referred to at paragraph 5.1.5 (Berkshire and Windsor & Maidenhead) and 5.4.3 (Buckinghamshire &

South Bucks) above. The assessment of policies relevant to all worksites in this section are relevant to this section and are found at paragraph 5.2 (Berkshire) and 5.5 (Buckinghamshire).

Description of proposals

- 4.6.6 Overhead power lines will be installed throughout this section.
- 4.6.7 Platforms at Taplow station will be extended westwards by about 26 m to accommodate Crossrail trains. Platform extensions and footbridge works will take about four months to complete.

Significant extant planning permissions & proposals

- 4.6.8 There are no significant extant planning permissions for development in this location.

Assessment of Impacts

Transport & Traffic Management

- 4.6.9 The worksites at Taplow station will result in the temporary loss of approximately 15 parking spaces. As the Crossrail ES does not consider this to be a significant impact and it is of a temporary nature, it is not considered to be in conflict with the saved Local Plan policy T7 related to parking.
- 4.6.10 Rail passengers at this station are forecast to experience significantly quicker journey times to and from the West End, the City and Docklands as a result of Crossrail. This will accord with policy TR14 of the saved Structure Plan.

Historic Environment

- 4.6.11 The installation of OHLE in this route section runs through the Taplow Riverside Conservation Area, the setting of the River Thames and over the Grade II* listed railway bridge.
- 4.6.12 The installation of OHLE in this route section runs through the Riverside Conservation Area, the setting of the River Thames and over the Grade II* listed railway bridge.
- 4.6.13 The saved Local Plan and saved and emerging Structure Plans have policies to seeking to protect the character and appearance of conservation areas (saved local plan policy C1, saved structure plan policy HE2). Furthermore the saved local plan seeks to protect the setting of the River Thames (Policy L4). Planning policies (policy C6 and C8 of the saved local plan and H2 of the Structure Plan) protect both the structure and setting of listed buildings.
- 4.6.14 The Crossrail ES has concluded that installation of OHLE over the listed railway bridge will not significantly impact upon the bridge's structure. Given this, the physical works do not conflict with saved local plan policy C6 which seeks to protect listed buildings.
- 4.6.15 However, the Crossrail ES has concluded that the works will have a permanent impact on the setting of the bridge. This is in conflict with saved local plan policy which seeks to protect the setting of listed buildings.

- 4.6.16 In addition to this the Crossrail ES has reported that the installation of OHLE over the bridge will have a permanent significant adverse impact on the Riverside Conservation Area. This is contrary to policy C1 of the saved local plan which seeks to protect the character and appearance of conservation areas. The installation of OHLE will also create a permanent policy conflict with saved local plan policy L4 which protects the setting of the River Thames.

Natural Environment

- 4.6.17 There are no planning policies in addition to those described at the Buckinghamshire-wide section.

4.7 Burnham Station (Route Window W21)

- 4.7.1 The route passes into Slough Borough (which is covered by the Berkshire Structure Plan) west of Burnham Station. The county-wide policies discussed in section 4.2 are therefore relevant.

Significant Characteristics of Site and Surrounding Area

- 4.7.2 Burnham Station is a country commuter station located to the south east of Burnham in a predominantly residential area. There is a large and heavily used pay and display car park to the north of the station. (see Figure 4.2 for location on route)

Description of proposals

- 4.7.3 The only proposed works at Burnham Station is the extension of the island platform westwards by about 26 m to accommodate Crossrail trains. Platform extensions will take about 4 months to complete. Two temporary worksites will be required for storage and access. One is located at the western end of Sandringham Court, adjacent to the railway and the other is located immediately to the north of the station bounded by Burnham Lane to the east and Sandringham Court to the north.

Significant extant planning permissions & proposals

- 4.7.4 There are no significant extant planning permissions for development in this location

Assessment of Impacts

- 4.7.5 The proposals will not result in any significant impacts in terms of planning policies for traffic, noise, disturbance, built heritage, archaeology, environment, loss of amenity to local residents and other occupiers.
- 4.7.6 Rail passengers at this station are forecast to experience quicker journey times to and from the West End, the City and Docklands as a result of Crossrail. This will accord with policy T4 of the saved Structure Plan.

4.8 Dover Road, Leigh Road and Stoke Poges Lane Bridges (Route Windows W20 & W19)

Significant Characteristics of Site and Surrounding Area

- 4.8.1 There are four bridges in this route section where works are required to allow the installation of OHLE. These are: Stoke Poges Lane Bridge; Farnham Road Bridge; Leigh Road Bridge and Dover Road Bridge. Apart from the bridge at Stoke Poges Lane, all the other worksites are located in Slough Industrial Estate.

Description of proposals

- 4.8.2 Overhead line equipment will be introduced throughout the alignment in these route windows. In order to accommodate the OHLE, Leigh Road bridge will be replaced and Stoke Poges Lane bridge will require modification. The parapets of Dover Road and Farnham Road bridges will be raised and in addition the track will be lowered at Farnham Road bridge.
- 4.8.3 Worksites at Dover Road bridge will be located at the northeast, southeast and southwest corners of the bridge.
- 4.8.4 Leigh Road bridge will be replaced with a new steel single 25 m span bridge. Worksites will be located to the northwest, southeast and southwest corners of the bridge. The replacement of Leigh Road bridge will require the closure of Leigh Road to through traffic for approximately six months.
- 4.8.5 The works at Stoke Poges Bridge will require the closure of the road bridge for up to 3 months. Works will be undertaken from a site on each side of the bridge: one to the northeast on an existing industrial site, and another to the southwest in Salt Hill Park.
- 4.8.6 At Farnham Road bridge the work will be undertaken from the car park to the southwest of the bridge, and from a second worksite located to the immediate northwest of the bridge, just off Malton Road.

Significant extant planning permissions & proposals

- 4.8.7 There are no relevant extant planning permissions for development in this section.

Assessment of Impacts

Transport & Traffic Management

- 4.8.8 The lifting of Stoke Poges Lane Bridge will require roadworks to realign the existing road to the new height of the bridge. The road bridge will be closed for 3 months. This will not result in a significant temporary impact as a pedestrian and cycle right of way will be maintained throughout construction. The replacement of Leigh Road bridge will also require temporary road closure for approximately six months. Vehicles, pedestrians and cyclists will be diverted during this time. The Crossrail ES has reported this as a significant temporary transport impact. This disruption will cause temporary

conflicts with saved Structure Plan policies T2, T3 and T5, which seek to protect provision for pedestrians, cyclists and private car users respectively.

Natural Environment & Open Space

- 4.8.9 Stoke Poges Lane Bridge worksite south is in a designated public open space at Salt Hill. Policy OSC1 (Slough Local Plan) seeks to protect and preserve open space. Whilst this conflicts with policy, the limited extent of the site in relation to the park and the temporary nature of the works mean that this conflict is not significant.

Land Use

- 4.8.10 The Council seeks to retain existing business areas in employment use (Policy EMP3). The proposals require the use of part of an existing business area known as Slough Trading Estate (policy EMP7) at Farnham Road Bridge, Leigh Road Bridge and Dover Road Bridge. These are minor temporary impacts that should not affect the operations of the businesses.
- 4.8.11 The Stoke Poges Lane worksite north overlaps a site allocated for residential development (Proposal site 6) in the Slough Local Plan. This is not considered a significant impact as the site's long term development will not be impeded.

4.9 Slough Station (Route Window W18)

Significant Characteristics of Site and Surrounding Area

- 4.9.1 Slough Station is located to the north of Slough Town Centre and is Grade II listed.

Description of proposals

- 4.9.2 Overhead line equipment will be introduced throughout this section.

Slough Station

- 4.9.3 The ticket hall on platform two will be rearranged to accommodate the ticket gates that will be relocated from the platform. The ticket hall on platform five will be extended to allow sufficient space for additional ticket gates and retail facilities.
- 4.9.4 A new 135 m long bay platform for terminating service from Reading will be constructed at the western end of platform five. An 85 m extension at the eastern end of platform five will require platform six to be filled in. Other platforms will be extended westwards by between 2 m and 49 m to accommodate Crossrail trains. The Windsor Branch track will be realigned southwards and platform one will be widened. The platform canopy, which forms part of the curtilage of the listed station, will be replaced with a new modern canopy that will accommodate the overhead line equipment.
- 4.9.5 A new 40 m long passenger bridge will be constructed at the west end of the station. Lifts will be provided from this to each platform. The existing listed footbridge that spans the centre of the station will be refurbished and retained for staff and emergency access only.

Bridge Works

- 4.9.6 Works will be undertaken at the following bridges.
- William Street bridge: alterations will be made to the parapets of this bridge, located at the west end of Slough station.
 - Wexham Road bridge: its brick arch span over the main lines will be removed and reconstructed to provide sufficient clearance for OHLE, and alterations will be made to the parapets.
 - Uxbridge Road bridge: the parapets of this bridge will be replaced.

Slough Goods Loop

- 4.9.7 The existing eastbound goods loop between Farnham Road and Slough station will become the new eastbound relief line. The new two-way loop with high speed junctions at each end will be formed from the existing eastbound relief line and will be located between the westbound relief line and the new eastbound relief line.

Significant extant planning permissions & proposals

- 4.9.8 There are no significant extant planning permissions for development in this location.

Assessment of Impacts

Transport & Traffic Management

- 4.9.9 Rail passengers at this station are forecast to experience significantly quicker journey times to and from the West End, the City and Docklands as a result of Crossrail. This will accord with policy T4 of the saved Structure Plan.

Amenity (eg: Noise, Vibration, Air Quality)

- 4.9.10 As explained in the Berkshire-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in the following locations will be affected by such impacts: -

- § Stanley Cottages;
- § Grays Place;
- § Noble Court;
- § Richmond Crescent; and
- § Colonial Road.

- 4.9.11 After the mitigation measures set out in appendix B1 of the Crossrail ES no significant residual permanent noise or vibration impacts are predicted to occur.

Design

- 4.9.12 Developments should provide disabled access (Policy EN8 & T5). The proposals for the refurbishment of Slough Station include step-free access to Crossrail platforms, and therefore accord with planning policy.

Historic Environment

- 4.9.13 The existing Slough Station buildings are Grade II listed structures. PPG15 and local planning policies set out a general presumption in favour of preserving listed buildings (Local Plan policy EN14) and their setting (Local Plan policy EN16). The Crossrail proposals retain and refurbish the listed structures and remove a 1960s canopy, which is not considered to be of architectural or historic interest. Its loss of the canopy will improve the setting of the listed building.
- 4.9.14 The contemporary design of the new footbridge is considered to have an adverse impact upon the setting of the listed buildings, and this is contrary to policy EN16 of the local plan. However, it is likely that detailed design work for the bridge will reduce or fully mitigate this policy conflict.

Land Use

- 4.9.15 The proposals will result in the temporary loss of protected employment land to re-construct bridges at Uxbridge Road and Wexham Bridge. This is in conflict with local plan policy (policy EMP3 Slough Local Plan), which does not generally permit the loss of employment land. However, as the proposals do not result in the permanent loss of any buildings we conclude that the conflict with policy is not significant.

4.10 Middlegreen Road, St Mary's Road & Trenches Bridges (Route Window W17)

Significant Characteristics of Site and Surrounding Area

- 4.10.1 In order to accommodate overhead line equipment, bridge modifications will be required. All of the affected bridges are located on the northern edge of the built up area of Slough.

Description of proposals

- 4.10.2 The brick arches of both Middlegreen Road (Langley Down) bridge and St Mary's Road (Church Lane) bridge will be demolished and replaced with new bridge decks. Trenches footbridge will be partially demolished and a new two-span steel superstructure erected.

Significant extant planning permissions & proposals

- 4.10.3 There are no significant extant planning permissions for development in this location.

Assessment of Impacts

Transport

- 4.10.4 The works on the bridges will be programmed so that when closures are required on one bridge the others will be available for signed diversions. The Crossrail ES concludes that there will be a significant temporary impact upon pedestrians and cyclists who will be diverted during these periods. This will create a temporary conflict with policies T2 and T3 of the saved Local Plan which seek to protect provision for pedestrians and cyclists respectively.

Natural Environment & Open Space

- 4.10.5 The works to St Mary's Bridge and Middlegreen Bridge and require temporary worksites on public open space (a park and a playing field respectively). Policy OSC1 of the saved Local Plan seeks to protect and preserve open space. Whilst this conflicts with policy, the limited extent of the site in relation to the park and the temporary nature of the works mean that this conflict is not significant.
- 4.10.6 The open space at Middlegreen bridge worksite is also allocated as Green Belt. There is a general presumption against development in the Green Belt unless it maintains the openness and does not conflict with the purposes of Green Belt allocation (local plan policy CG6). The council recognises that some engineering operations of a temporary nature are essential and providing the land is restored, need not be inappropriate. As the works would only take place over a short period we do not consider there is a conflict with Green Belt policy in this location.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 4.10.7 After the mitigation measures set out in Appendix B1 of the Crossrail ES there are no significant residual adverse construction noise impacts at these works sites.

- 4.10.8 The Crossrail ES no significant residual operational noise or vibration impacts are predicted to occur.

Land Use

- 4.10.9 The proposals will result in the temporary loss of protected employment land to re-construct the Trenches Bridge. This is in conflict with local plan policy (policy EMP3 Slough Local Plan) which does not generally permit the loss of employment land. However, as the proposals do not result in the loss of any buildings and the use of the land is temporary the conflict with policy is not significant.

4.11 Langley Station and Chequer's Bridge (Route Windows W16 & W15)

Significant Characteristics of Site and Surrounding Area

- 4.11.1 Langley Station is a commuter station located to the north of Langley and lies within the borough of Slough. The Station building was built in 1838 and is locally listed. The land use surrounding the station is predominantly light industrial and business use. To the north of the station lies Canal Wharf Industrial Estate. There are railway sidings to the east of the car park which provide access to an oil depot.
- 4.11.2 To the east of Langley station is Chequer's Bridge.

Description of proposals

- 4.11.3 New overhead line equipment will be installed in this section.

Langley Station

- 4.11.4 Relief line platforms at Langley Station will be extended eastwards by about 40 m to accommodate Crossrail trains. The down main platform will be extended eastwards by 20 m to allow for its use by five-car Crossrail trains during designated maintenance periods for the relief lines. In addition, some track works will also be required to the east of Langley station, with the provision of a new junction for the Langley-West Drayton loop scheme.
- 4.11.5 The station works will be undertaken from a worksite located within a vacant oil terminal on the north side of the station.
- 4.11.6 The works at Chequer bridge will need to be preceded by the diversion of two gas mains and an oil pipeline. The works will require a half road closure of Market Lane for a three week period.

Significant extant planning permissions & proposals

- 4.11.7 There are no significant extant planning permissions for development in this location.

Assessment of Impacts

Transport

- 4.11.8 The proposals will not result in any significant impacts in terms of conflict with planning policies for traffic and transport.
- 4.11.9 Rail passengers at this station are forecast to experience significantly quicker journey times to and from the West End, the City and Docklands as a result of Crossrail. This will accord with policy TR14 of the saved Structure Plan.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 4.11.10 After the mitigation measures set out in Appendix B1 of the Crossrail ES there are no significant residual adverse construction noise impacts at these works sites.
- 4.11.11 The Crossrail ES no significant residual operational noise or vibration impacts are predicted to occur.

Historic Environment

- 4.11.12 Langley Station is a locally listed building. Policy EN17 of the local plan seeks to protect and enhance locally listed buildings. However as the only works in the vicinity of the station are extensions to the platforms and track works the built heritage specialists have concluded that there are no significant negative impacts arising from the construction of Crossrail.
- 4.11.13 At all the worksites there is some potential for sub-surface archaeological remains. The works will partly remove or completely remove potential remains, however, preservation of these remains by record will mitigate these potentially significant impacts. This accords with the saved local plan policy EN20.

Natural Environment

- 4.11.14 The proposals for the reconstruction of Chequers Bridge and the utility diversions will involve development within the Green Belt which is contrary to Green Belt policy (saved LP policy CG5). It is considered that the very minor and temporary nature of these engineering works will not have an impact on the openness of the Green Belt.
- 4.11.15 The saved Slough Local Plan policies EN22, EN23 seek to preserve the Grand Union Canal Wildlife Heritage site and will not permit developments which would have a detrimental affect upon them. The Crossrail ES concludes that the impact upon the wildlife heritage site is a significant impact and this is contrary to planning policy.
- 4.11.16 As stated in the Borough-wide assessment, a short section of the GWML at the eastern end of Slough Borough to the Buckinghamshire boundary lies within the Colne Valley Park. Policy CG1 of the Local Plan seeks to maintain and enhance the landscape of the park. As the Crossrail ES reports no significant landscape impacts, the OHLE installation does not conflict with these policies.

4.12 Dog Kennel Bridge and Iver Station (Route Window W15/14)

- 4.12.1 A short distance to the west of Chequers Bridge the Crossrail route passes back into Buckinghamshire. The county-wide policy description in sub section 4.5 is relevant.

Significant Characteristics of Site and Surrounding Area

- 4.12.2 This section comprises that part of the Great Western Main Line in Buckinghamshire between the boundary of Slough in Berkshire near Langley and the boundary with London Borough of Hillingdon near West Drayton.
- 4.12.3 The site comprises the existing railway line which runs over largely open countryside between the urban areas of Langley and West Drayton.
- 4.12.4 Dog Kennel Bridge lies a short distance to the west of Chequer's Bridge. Iver station is located to the west of the M25 bridge. Iver station lies to the north of the settlement of Richings Park. The railway lies in a cutting, which is sparsely covered with scrub vegetation. Richings Park is bound on the east by Thorney Lane. The M25 bridge runs over the railway on a north-south axis about 150 metres east of Thorney Lane.

Description of proposals

- 4.12.5 The permanent works will comprise the provision of overhead line equipment along the Crossrail route.
- 4.12.6 At Iver Station, a new ticket office will be provided on the site of the existing facility. Platforms two, three and four at Iver Station will be extended eastwards by about 30 m to accommodate Crossrail trains. Platform four will be converted to an island platform; its north side will be reconstructed to create the new platform five; this will serve as the new relief line created at Iver station by upgrading the existing freight loop and realigning it slightly northwards.
- 4.12.7 A new single track relief line will be constructed on the northern side of the alignment over about 1.2 km between Chequer bridge (in route window 16) and Dog Kennel bridge. To accommodate this additional track, the embankment between Chequer bridge and Dog Kennel bridge will be widened by approximately 7 m.
- 4.12.8 Works at the station will be undertaken from a site off the Thorney Lane access road to the immediate north of the railway and northwest of the station. In order to accommodate OHLE, Thorney Lane roadbridge will be replaced with a new steel structure immediately to its east. Thorney Lane South and associated roads will be realigned and modified as necessary. This work will be undertaken before the existing bridge is demolished.
- 4.12.9 These works will require three main worksites: one immediately south of the railway and southeast of the existing bridge; one north of the railway and northeast of the existing bridge.
- 4.12.10 Dog Kennel bridge will be demolished. Works will be undertaken from a worksite located on the northern side of the bridge, adjacent to the railway.

Significant extant planning permissions & proposals

- 4.12.11 There are no significant extant planning permissions for development in this location.

Assessment of Impacts

Transport

- 4.12.12 The permanent closure of Dog Kennel Bridge is identified as a significant traffic and transport impact. This conflicts with saved Local Plan policy TR3 (Pedestrian Facilities).
- 4.12.13 Rail passengers at this station are forecast to experience significantly quicker journey times to and from the West End, the City and Docklands as a result of Crossrail. This will accord with policy T4 of the saved Structure Plan.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 4.12.14 As explained in the Buckinghamshire-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in the following locations will be affected by such impacts: -

§ Farmstead Kennels

- 4.12.15 After the mitigation measures set out in appendix B1 of the Crossrail ES no significant residual permanent noise or vibration impacts are predicted to occur.

Natural Environment

- 4.12.16 The proposals for the re-construction of the bridge and the works and road re-alignments at Iver station will involve development in the Green Belt. This will constitute inappropriate development in the Green Belt by definition in paragraph 3.12 of PPG2. In such cases it is necessary to demonstrate very special circumstances that override the general presumption against inappropriate development. The overall benefits of the Crossrail project and the need to maintain access on Thorney Lane are considered to outweigh the general presumption against development of this nature.

4.13 Summary of Significant Planning Policy Benefits and Conflicts within Berkshire and Buckinghamshire Route Section

- 4.13.1 The proposals give rise to the following significant temporary planning policy benefits and conflicts during construction: -

§ **Noise** – the proposals are in conflict with policies to minimise the impact of construction and demolition works on local amenity

- 4.13.2 The proposals give rise to the following permanent significant planning policy benefits and conflicts: -

- § **Transport** – the proposals will significantly improve public transport infrastructure at Maidenhead, Taplow, Burnham, Slough, Langley and Iver stations which is supported by planning policy
- § **Setting of Listed Building** – the proposals will affect the setting of the Grade II* listed Maidenhead Railway Bridge
- § **Setting of Conservation Area** – the proposals at Maidenhead Railway Bridge will affect the character and appearance of two conservation areas
- § **Landscape Impact** - the proposals at Maidenhead Railway Bridge will affect the protected landscape and character of the River Thames