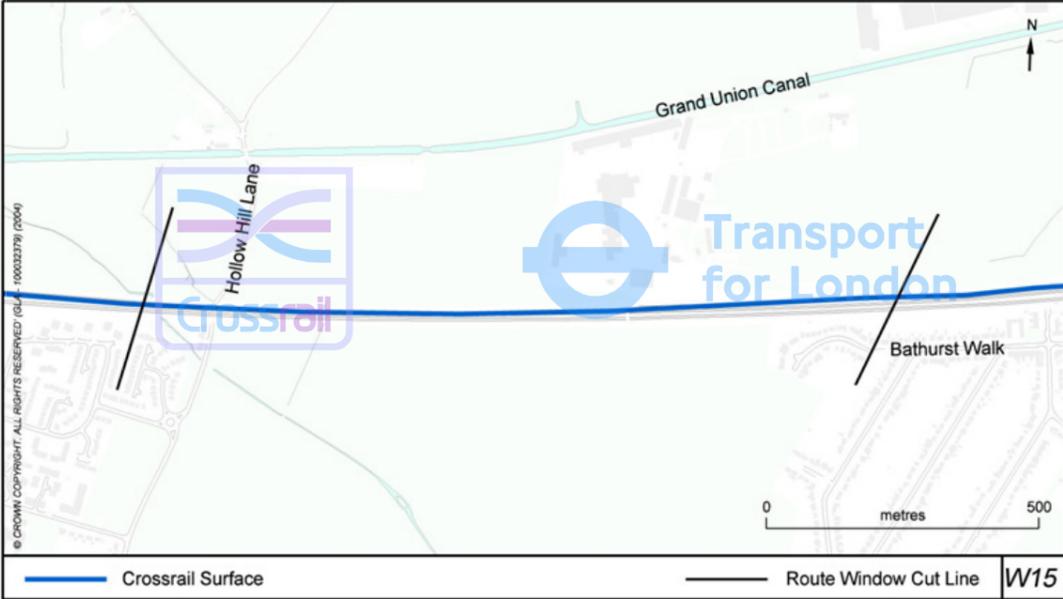
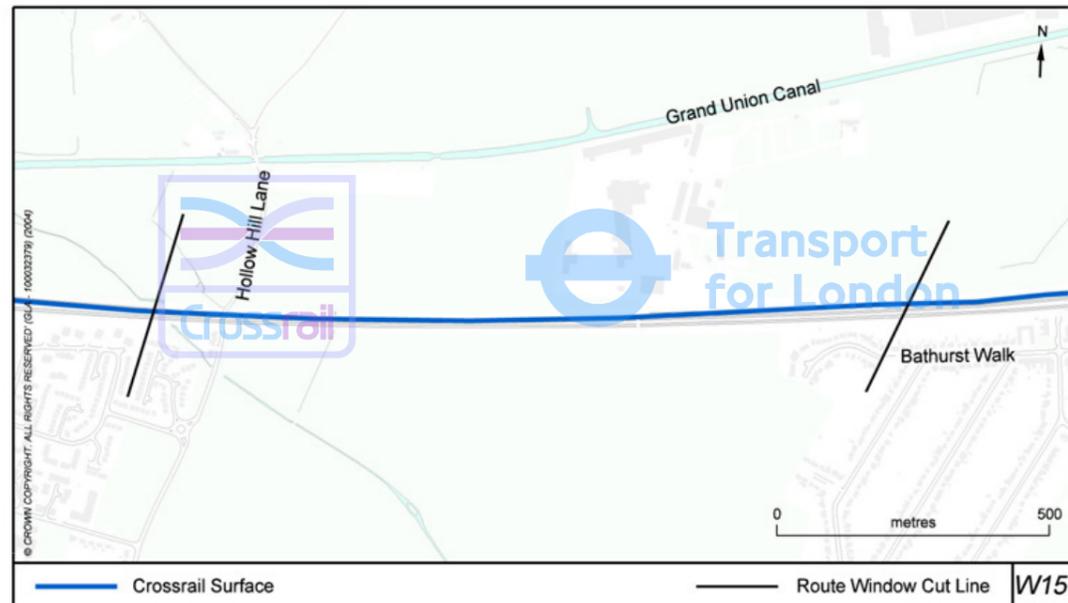


Chapter 12
Route window W15
Dog Kennel bridge



12 Route window W15 Dog Kennel bridge



Introduction

- 12.1 Within this route window the main Crossrail works will involve:
- Embankment widening to allow for an additional track on the northern side of the alignment;
 - Providing an additional span on Chequer bridge to carry the extra track; and
 - Demolition of Dog Kennel bridge.
- 12.2 The embankment widening and Chequer bridge works will be served by Hollow Hill Lane to Dog Kennel bridge worksite. This worksite will also provide access to Dog Kennel bridge worksite south, located south of the tracks.
- 12.3 It is estimated that the embankment widening works will take six months. It is estimated that the Chequer bridge works will take one year and one month and the demolition of Dog Kennel bridge three months.
- 12.4 The drawings provided at the end of this chapter present the main features of the route window and the assessed construction lorry routes.

Baseline conditions

- 12.5 This route window is located within the Borough of Slough and the District of South Buckinghamshire. The rail corridor crosses an area of open countryside on a low embankment and in shallow cutting lined with patchy mature trees and scrub. To the north lies a large open arable field, the Bison Works including warehousing, outdoor storage areas and cranes, and the Mansion Caravan and Mobile Home Site adjacent to the Grand Union Canal (Slough Arm). To the south of the line, the land comprises a number of large open arable fields extending

southwards to North Park Road and Richings Park Golf Course. To the west side of this route window is the built-up edge of Slough and housing fronting Market Lane.

- 12.6 Market Lane / Hollow Hill Lane is an unclassified road that passes under Chequer bridge in a north/south direction carrying a relatively small amount of traffic. The road links the B470 Langley Park Road in the north with Parlant Road in the south.

Chequer bridge

- 12.7 Chequer Bridge lies within the Borough of Slough, located approximately 0.5 km east of Langley Station. The bridge carries the Great Western Main Line over Hollow Hill Lane/Market Lane. Market Lane is an unclassified road that passes underneath the Great Western Main Line in a north-south direction as shown in figure 12.1.

Dog Kennel bridge

- 12.8 Dog Kennel footbridge is located to the west of Iver Station and is in the District of South Buckinghamshire. The bridge provides a link between stretches of public right of way north and south of the crossing. The bridge however, is no public right of way.

The permanent works

Embankment widening

- 12.9 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 W16) and Dog Kennel bridge. This will link the existing freight lines that exist to the west and east, so creating a continuous loop between Langley and West Drayton stations and providing additional capacity both for freight and passenger trains by increasing the route from four tracks to five along this section. To accommodate this additional track, the embankment between Chequer bridge and Dog Kennel bridge will be widened by approximately 7 m.

Chequer bridge

- 12.10 At Chequer bridge, a new single track railway bridge will be built to the north of the existing structure to carry the new track over Hollow Hill Lane/Market Lane east of Langley.

Dog Kennel bridge

- 12.11 Dog Kennel bridge will be demolished and not replaced.

Chequer bridge pipeline diversion

- 12.12 The works at Chequer bridge will need to be preceded by the diversion of two gas mains and an oil pipeline, which are currently located in the vicinity of the most easterly bridge support.

Worksite assessment

- 12.13 All worksites in this route window will be accessed off Market Lane/Hollow Hill Lane and are described below. The lorry route is shown on Map W15 (iv).

Hollow Hill Lane to Dog Kennel bridge worksite

- 12.14 The works at Chequer bridge will use the Hollow Hill Lane to Dog Kennel Bridge worksite that is also associated with the embankment widening works. This site is to the north of the bridge and will be accessed north of the bridge. Dog Kennel bridge is shown in figure 12.1.



Figure 12.1: Hollow Hill Lane to Dog Kennel bridge – South side of Chequer bridge

- 12.15 Market Lane will have to be closed at some point during construction. It is envisaged that the road closures will only be short-term, typically over a weekend or overnight.

- 12.16 No significant traffic and transport impacts have been identified that are associated with this worksite.

Dog Kennel bridge worksite south

- 12.17 There is one worksite associated with the works at Dog Kennel bridge, Dog Kennel bridge worksite south. It is situated to the south of the Great Western Main Line and occupies areas of land immediately east and west of the footpath shown in figure 12.2 above.
- 12.18 The site will be accessed from the Hollow Hill Lane to Dog Kennel bridge worksite from the north side of the tracks.



Figure 12.2: Dog Kennel bridge worksite south

- 12.19 The closure of the bridge during construction will result in pedestrians being diverted either to the west via Chequer bridge or to the east via Thorney Lane footbridge. The diversion lengths of 1.5 km and 3.5 km respectively will result in a temporary significant impact.

Chequer bridge pipeline diversion worksites

- 12.20 The pipeline diversion will require an initial ten month period of trench digging, pipe laying and backfilling. The works will require a half road closure of Market Lane for a three week period and the use of shuttle working. This does not constitute a significant temporary impact.

Lorry route assessment

- 12.21 Access to the worksites will be from the A4 London Road, Sutton Lane, Parlaunt Road, and Market Lane.
- 12.22 Peak construction activities at the Hollow Hill Lane to Dog Kennel bridge worksite will occur for a period of approximately 13 weeks, during which time the number of lorries generated by the worksite will be 64 per day. At other times the typical number of lorries will be approximately 44 per day.
- 12.23 During the whole construction period at Dog Kennel bridge worksite the number of lorries generated by the construction activities is expected to remain constant at an estimated rate of four lorries per day.
- 12.24 No significant traffic and transport impacts have been identified as a result of these lorry routes and cumulative lorry traffic volumes.

12.25 During the peak construction traffic period of the pipeline diversion works, there will be 36 lorry movements to take excavated material away for approximately eight weeks. These works will happen at the start of the construction period before any other construction is undertaken, hence there will be no cumulative lorry impact.

Mitigation and temporary impacts

12.26 In summary, the only significant traffic and transport impact that occurs during construction in this route window is the delay to pedestrians as a result of the demolition of Dog Kennel Bridge.

Mitigation and permanent impacts

12.27 The significant operational impacts and mitigation measures are indicated in table 12.2.

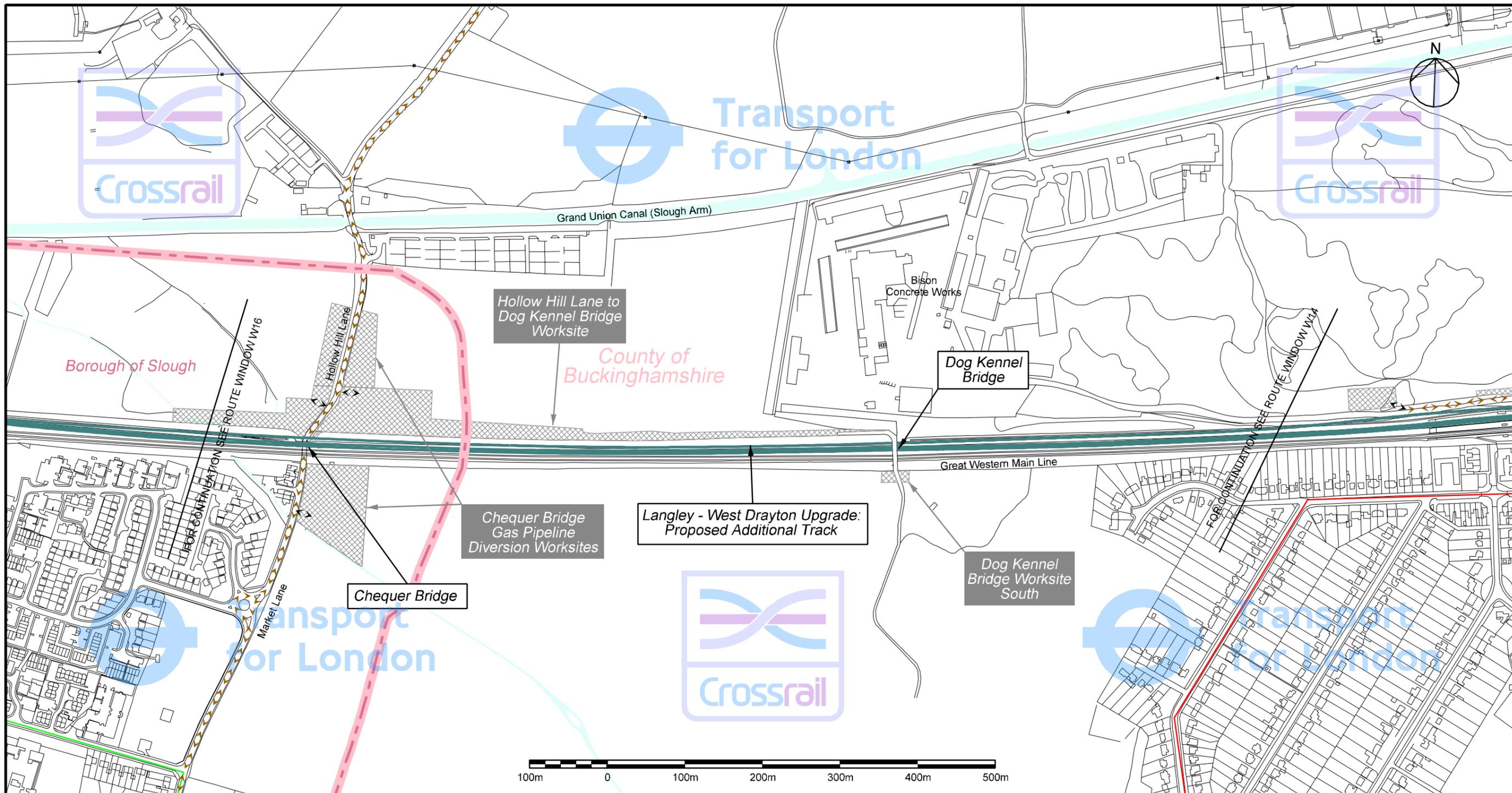
12.28 The permanent closure of Dog Kennel footbridge will result in a significant permanent impact. The diversionary distance for pedestrians using this bridge would be over 1 km.

Table 12.1: Route window W15 – Temporary impacts

Potential impact		Significance	Committed Mitigation	Residual Impact	
				Description	Significance
Worksite Impacts					
<u>Vulnerable Road user Delay</u>					
CT5b	Demolition of Dog Kennel bridge – results in a significant pedestrian diversion of about 1.5 km under Chequer bridge	Significant	N/a	Diversion via Chequer bridge	Significant

Table 12.2: Route window W15 – Permanent impacts

Potential impact		Significance	Committed Mitigation	Residual Impact	
				Description	Significance
<u>Pedestrian Delay and Loss of Amenity</u>					
OT3f	Demolition of Dog Kennel bridge results in a significant pedestrian diversion of about 1.5 km	Significant	N/a	Diversion via Chequer bridge	Significant



	Route Window Cut-Line		Worksites		Motorways		Bus Routes		Watercourse/Waterbody
	Crossrail Tunnel & Portal		Lorry Routes - One Way/Two Way*		TLRN/Principal Road Network & Trunk Roads		Strategic Cycle Route		
	Crossrail Surface		Main Construction Access/Egress One Way/Two Way		Proposed Strategic Road Network**		Cycling Diversion Route		
	Surface Structure						Pedestrian Diversion Route		
	Sub-Surface Structure						County Boundary		
	Permanent Vehicle Access/Egress						District & Borough Boundary		

* Lorry routes shown between worksites and TLRN/Principal Road Network

**In Greater London



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DOG KENNEL BRIDGE TRANSPORT AND ACCESS

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**MAP
W15 (iv)**

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