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5. London Borough of Hillingdon – Environmental Baseline and Assessment of Impacts

5.1 Overview of London Borough of Hillingdon Route Section

- 5.1.1 The Hillingdon section of the hybrid Bill proposals comprises part of the western route between West Drayton and Hayes together with the line serving Heathrow Airport.

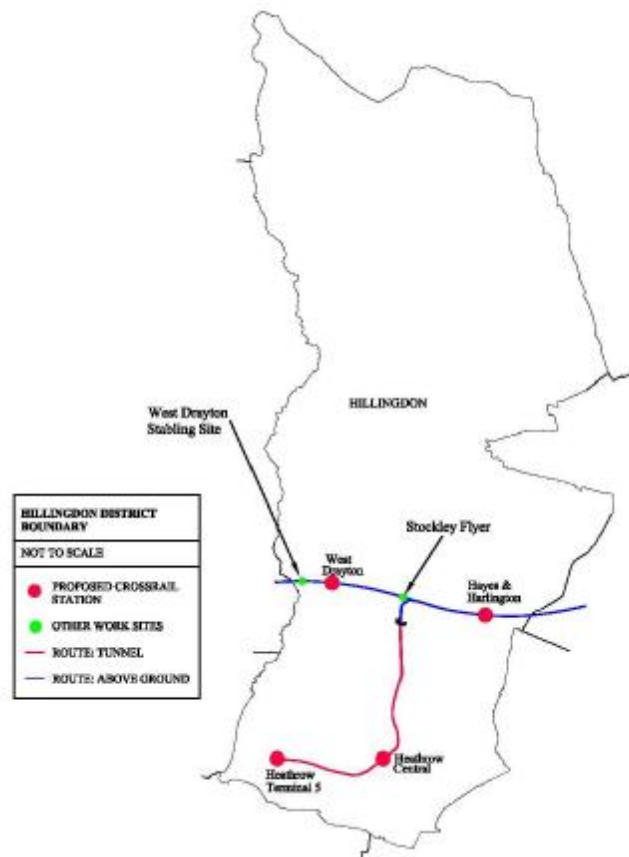


Figure 5.1: Crossrail route through Hillingdon

- 5.1.2 The proposals make use of the existing rail infrastructure on the Great Western Main Line, and the Heathrow Express service infrastructure that serves the airport. As a consequence, the proposals are largely making improvements to this infrastructure to enable Crossrail to operate and ensure a satisfactory interface with other services that make use of the same infrastructure. Indeed, the Hybrid Bill contains no physical works to the Heathrow Express line past the Stockley fly-over.
- 5.1.3 The proposals in Hillingdon comprise new Crossrail stations at Hayes and Harlington, West Drayton and Heathrow terminals 1,2 and 3, 4 and 5. The proposals include only minor improvements at these stations and no

physical works are proposed at the Heathrow stations because the existing and proposed BAA facilities are more than adequate to cater for Crossrail. Crossrail and Heathrow Express services will operate alongside each other, with Crossrail stopping at existing stations. Therefore this report makes no further reference to the Heathrow stations.

- 5.1.4 A train stabling facility is proposed at the Coal Depot to the west of West Drayton station.
- 5.1.5 Overhead power lines would be installed between the South Bucks Borough boundary and the Stockley fly-over.

Statutory Development Plan

- 5.1.6 In Hillingdon, the statutory development plan comprises the Hillingdon Unitary Development Plan (adopted September 1998) and the London Plan (adopted February 2004).

5.2 Policies relevant to all worksites in Hillingdon

Transport & Traffic Management

- 5.2.1 The saved plan seeks to improve bus and rail interchanges. This is in part to facilitate the regeneration of the Hayes/West Drayton corridor (policies PT1.36, Pt 1.37, AM11 and AM12 of the UDP and policy 5D.1 of the London Plan).
- 5.2.2 The proposals would result in improved access to Heathrow Airport and this is supported by the London Plan and is examined in more detail in section 3 of this report.

Environment

- 5.2.3 The proposals have been subject to a Environmental Impact Assessment and this accords with policy OE2 of the UDP.
- 5.2.4 Alternative locations for Crossrail stations, ventilation shafts, tunnel portals and other infrastructure elements have been appraised during the development of the preferred scheme, taking into account environmental constraints.
- 5.2.5 The mitigation measures contained in the Crossrail Environmental Statement describe how the construction of the project will be managed to ensure that the impacts will be controlled and mitigated as a minimum. The nominated undertaker will continue to work with the London Borough of Hillingdon to minimise the environmental impacts of the project in the detailed design of the scheme and in agreeing appropriate control over construction.
- 5.2.6 There is one site at Stockley fly-over which affects a Borough level Site of Nature Conservation Importance. This is dealt with in the worksite assessment below.

Amenity

- 5.2.7 The Crossrail proposals could potentially impact upon residential amenity in the short term due to construction noise and traffic.
- 5.2.8 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 a number of residential properties will be affected by significant noise impacts. The proposals are therefore contrary to OE3 and OE4 of the saved plan.
- 5.2.9 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 5.2.10 The proposals will not result in any significant environmental impacts on air, ground or water quality.

Design

- 5.2.11 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.
- 5.2.12 The Hybrid Bill proposals include new station buildings at West Drayton and Hayes and Harlington Stations and a railway flyover at Stockley. The proposals result in no permanent townscape or landscape impacts and the proposals therefore accord with policies OE1, BE13 and BE14 of the UDP.

Historic Environment

- 5.2.13 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 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. Works to a number of bridges are proposed in London Borough of Hillingdon.
- 5.2.14 No works are proposed that affect listed buildings or conservation areas.

5.3 West Drayton Stabling Worksite (Window W13)

Significant Characteristics of Site and Surrounding Area

- 5.3.1 West Drayton Stabling worksite lies approximately 300 metres to the west of West Drayton station in Yiewsley and to the north of the Great Western Main Line. The yard is partly used by EWS as freight sidings and additionally as lorry/coach park and a container storage facility. The site is not fully utilised and has an unkempt appearance. The site lies on the edge of the built-up area of West Drayton. It is bound to the north, west and east by the freight rail loop that runs from West Drayton to Poyle in South Buckinghamshire. To the west are disused gravel workings that form part of the Colne Valley. The River Colne lies a short distance to the west. The Garden City Estate lies to the south of the Great Western Main Line.

Overview of proposals

- 5.3.2 The site will be developed for 22 sidings to accommodate part of the Crossrail train fleet.

Permanent Works

- 5.3.3 A new stabling facility will be constructed on the site of the former West Drayton coal concentration depot, west of the station. The facility will comprise 22 sidings with low height lighting, train washing facilities and staff accommodation buildings. The sidings will require the removal of light industrial units, the provision of a new bridge over the Frays River and the realignment of an access road.
- 5.3.4 New and modified signalling will be required for the stabling. Overhead line equipment will be installed on the stabling sidings.

Temporary Works

- 5.3.5 Subject to possession planning requirements and excluding final commissioning, the construction of the new sidings and the new turnouts will take place over a total period of approximately one year and six months.
- 5.3.6 Enabling works will include the diversion of utilities and services. The principal demolitions required at the stabling sidings will include light industrial units, a weighbridge house and some minor buildings.

Significant extant planning permissions & proposals

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

Assessment of Impacts

Transport

- 5.3.8 The proposals safeguard the West Drayton to Poyle freight line. Whilst, there are no policies about this line in the Hillingdon UDP it is covered by the adjoining South Bucks Local Plan, in whose area most of the line is situated. The proposals do not conflict with policy TR12 of the South Bucks Local

Plan which seeks to protect the future of this line for freight and potential passenger use.

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

- 5.3.9 As explained in the Hillingdon-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: -

§ High Street; and

§ Tavistock Road

- 5.3.10 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.

- 5.3.11 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Natural Environment

- 5.3.12 The Little Britain Site of Importance for Nature Conservation (SINC), a non-statutory site is located on part of the site. The construction of an access road to serve the stabling facility will require the permanent loss of 1% of the Little Britain SINC. The Crossrail ES concludes that with the adoption of appropriate mitigation measures, it is not a significant impact. The proposals therefore comply with policy EC1 and EC3 of the UDP.

Design

- 5.3.13 The proposals comprise very limited buildings and other above ground structures and will not have a significantly adverse townscape or landscape impact. There are no conflicts with planning policy.

Land Use

- 5.3.14 The entire worksite lies within an Industrial and Business Area. Policy LE2 of the saved plan seeks to safeguard these areas for business, industrial, warehousing and sui generis uses appropriate to an employment area. The proposals are a sui-generis use appropriate to an employment area there is no conflict with policy LE2 of the saved plan.

5.4 West Drayton Station, Kingston Lane and Old Stockley Bridge Worksites (Window W16/W17)

Significant Characteristics of Site and Surrounding Area

- 5.4.1 West Drayton station lies on Station Road immediately to the south of Yiewsley town centre. Station Road carries traffic between Yiewsley and West Drayton north to south beneath the Great Western Main Line. The railway is crossed by Station Road bridge, which comprises two original brick arch spans accommodating the Main and Relief lines. There are residential areas to the north and south of the Great Western Main Line in this area including notably the Garden City Estate to the west of the station.
- 5.4.2 Stockley Bridge lies about 300 metres to the west of the Stockley Junction referred to above. The Kingston Lane bridge lies mid-way between West Drayton and Stockley junction. Stockley junction lies to the east.

Description of proposals

- 5.4.3 West Drayton station will be served by Crossrail and various works are proposed.
- 5.4.4 Overhead power lines will be installed between Stockley Junction and the border with South Buckinghamshire. Old Stockley Road Bridge and the Kingston Lane bridge needs to be re-constructed to provide sufficient vertical clearance for the overhead line works.
- 5.4.5 Various track and platform works will be required at West Drayton station. Platform four will be lengthened at the eastern end by 62 m to accommodate Crossrail trains. The curvature of the goods line behind platform four will be adjusted to allow for the provision of a new face to platform five. Its junction at the eastern end of the station will be moved eastwards by approximately 100 m. Platform three will be extended eastwards by 65 m.
- 5.4.6 A new ticket hall will be constructed east of the existing facility at the station. A new footbridge will be provided with lift access to the platforms. The existing ticket hall will be converted to commercial use. The existing subway will remain open to provide public access between the station ticket hall and the residential area to the south, with the stairs to the platforms blocked up.
- 5.4.7 In order to accommodate the OHLE, bridge modifications will be required. Kingston Lane footbridge will be replaced by a new footbridge immediately to its west. This new bridge will accommodate the utilities that are contained currently by the existing bridge. The main steel work will be fabricated offsite.
- 5.4.8 At Old Stockley Road bridge, foundations for a new bridge will be piled and the main steel structure will be installed adjacent to the existing bridge. On completion of the new bridge, the existing bridge structure will then be demolished. These works will take about five and a half months to complete.

Significant extant planning permissions & proposals

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

Assessment of Impacts

Transport

- 5.4.10 There are no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the new station or bridge reconstruction at Kingston Lane or Old Stockley Road Bridges. The proposals therefore accord with policy AM7 of the UDP.
- 5.4.11 The proposals include the provision of secure cycle parking therefore according with UDP policy AM9(iii) which promotes cycle parking facilities at public transport interchanges. In accordance with policy AM13 of the UDP, MIP access will be provided at West Drayton station.
- 5.4.12 The new station facilities at West Drayton station will provide step free access to Crossrail platforms and therefore accord will policy AM13 of the saved plan.
- 5.4.13 Rail passengers will benefit from quicker journey times to and from the West End, City, Docklands. This accords with policy PT1.36, AM11 of the saved plan.

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

- 5.4.14 As explained in the Hillingdon-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: -

West Drayton Station

- § Warwick Road
- § Knowles Close

Kingston Lane Bridge Worksite

- § Knowles Close
- § Ruffles Close

Old Stockley Road Bridge

- § Emden Close

- 5.4.15 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 5.4.16 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Nature Conservation

- 5.4.17 The Grand Union Canal, which runs parallel about 50 m north of the railway is of regional importance for wildlife; a local wildlife site is situated adjacent to Old Stockley Road bridge.
- 5.4.18 The demolition of Old Stockley Road Bridge may require a minor and temporary landtake from The Piggeries Site of Borough Importance (Grade II). The Piggeries has also been identified as a possible location for a compensatory pond for works at Stockley Flyover (see below). The area affected is, however, a small proportion of the overall total and no significant impact is predicted. A pond in an industrial compound near Kingston Lane Bridge is potentially suitable for Great Crested Newt. If they are found in surveys prior to construction, then routine mitigation will prevent significant impacts. The proposals therefore comply with policy EC1 of the saved plan which seeks to protect designated nature conservation sites.

Design

- 5.4.19 The proposals comprise very limited buildings and other above ground structures and will not have a significantly adverse townscape or landscape impact. There are no conflicts with planning policy.

5.5 Stockley Worksite (Window W11)

Significant Characteristics of Site and Surrounding Area

- 5.5.1 Stockley Junction is an existing railway junction where the Heathrow spur meets the Great Western main line.
- 5.5.2 The junction is located to the east of Stockley Road (A408). The site lies in a predominantly industrial area. The industrial and warehouses premises to the north are served off Rigby Lane. The Grand Union Canal lies to the north of Rigby Lane with Stockley Park, a modern high specification business park lies a short distance further to the north. There are Government buildings, and a residential area are located to the south and south east of the railway accessed from Bourne Avenue. The residential properties are situated in close proximity to the lines.
- 5.5.3 To the west of the Heathrow spur is the Stockley Pond and further industrial premises at Stockley Close.

Overview of proposals

- 5.5.4 The works comprise the provision of a new flyover to accommodate the eastbound Crossrail/Heathrow Express line, together with associated the track realignments.

Permanent Works

- 5.5.5 In order to create a new rail connection to Heathrow, Crossrail will require major changes to the track layout between the existing Stockley Flyover and Dawley Road bridge, approximately 1 km to its east.

- 5.5.6 Structures will be built to convey a new track onto a new viaduct along the north side of the existing rail corridor. This northern viaduct will be about 400 m long. At each end of it, new bridge decks over the existing lines will be built. The first of these will be constructed northwest of the existing flyover, about 300 m east of Stockley Road bridge. This western transfer structure will comprise two bridge decks that will carry a new track over all of the low level tracks in the GWML corridor. Another small western viaduct will then carry it to a point north of the airport tunnel portal. This new track will accommodate all trains travelling from Heathrow (both Crossrail and Heathrow Express).
- 5.5.7 At its eastern end, the viaduct widens as the single track diverges into two, opposite Swallowfield Way. An eastern transfer structure, 240 m long and up to 20 m wide, will be constructed to accommodate these new tracks and to carry one of them (Heathrow Express) to its new alignment between the existing low level tracks; the second (Crossrail) track will remain on the north side of the rail corridor. The two tracks will each be conveyed to ground level just west of Dawley Road bridge on 300 m long ramps.
- 5.5.8 Various track realignments will be required for this new arrangement. Eastbound Heathrow Express trains will be transferred from the existing Stockley flyover onto this new structure. Stockley flyover will then be used to accommodate westbound Crossrail airport trains. Westbound Heathrow Express trains will continue to use their dedicated track on the south side of the rail corridor. Other realignments will be required to take the low level tracks beneath the new bridge decks.
- 5.5.9 The new infrastructure will result in the railway boundary moving northwards by up to 20 m between Stockley flyover and Dawley Road bridge.

Temporary Works

- 5.5.10 The construction of the fly-over, approach ramps and other works will require the acquisition of land to the north and south of the GWML.
- 5.5.11 This comprises buildings currently used by KGM Transport, HG Timber, Allpoint Packaging and Dagenham Motors on the Rigby Road/Swallowfield Way Industrial Estate; premises used by Wackenhut on the Stockley Close Industrial Estate will need to be acquired but may not need to be demolished.
- 5.5.12 Allotment gardens to the south and east of the fly-over works will be used for landscape mitigation works.

Significant extant planning permissions & proposals

- 5.5.13 There is an extant planning permission at Stockley Close for approximately 11,000 sq. m. of business, industrial use and storage. It is expected that the permission will be implemented in advance of the Crossrail works.

Assessment of Impacts

Transport & Traffic Management

- 5.5.14 There are no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the flyover, approach ramps and associated works.

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

- 5.5.15 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.
- 5.5.16 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 5.5.17 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.
- 5.5.18 The fly-over structure, the Crossrail ES has concluded, will have a permanent adverse impact on the visual amenity of residential properties. This is in conflict with policy BE19 of the saved plan which seeks to protect residential amenity.

Nature Conservation

- 5.5.19 Policy EC1 of the saved plan seeks to protect the integrity of Sites of Importance for Nature Conservation. The Crossrail ES has reported significant temporary and permanent impacts on the Carp Ponds and Broad Dock Site of Metropolitan Importance for Nature Conservation. However, as the works do not have an adverse impact on the overall integrity of the site there will not be a policy conflict.

Open Space and Recreation

- 5.5.20 To mitigate the visual impact of the fly-over structure, an area of allotments to the south of the railway will be used to construct a landscaped bund.
- 5.5.21 The mitigation measures will result in the loss of allotments which is contrary to policy R4 of the saved plan. This is a significant conflict with policy because the area is deficient in open space.

Land Use

- 5.5.22 The proposals will result in the temporary loss of land and buildings in industrial and warehouse use to the north of the Great Western Main Line on Rigby Lane. There will be some permanent loss of industrial land at Dagenham Motors, where part of the site is required for the fly-over ramp approaches and emergency access. These premises are significant local employers. This is contrary to policy LE2 of the UDP which controls the use of industrial and business areas.
- 5.5.23 This industrial land is part of a Strategic Employment Land (SEL) designation identified in the London Plan. SEL is London's strategic reservoir of industrial capacity. Such land will only be released for other uses in the light of assessment of industrial demand. In the absence of such an assessment and in view of the current productive use, the proposals are contrary to policy 3B.5 of the London Plan. Although this is a significant impact, on completion of the works the sites will become available for possible redevelopment thus mitigating the loss of employment use.

5.6 Hayes and Harlington station Worksite (Window W11)

Significant Characteristics of Site and Surrounding Area

- 5.6.1 Hayes and Harlington station lies on Station Road immediately to the south of Hayes town centre. The railway is crossed by Station Road bridge, which comprises two original brick arch spans accommodating the Main and Relief lines. The bridge connects Hayes with Harlington and Bath Road. The approach lines to the north and south are steeply graded.
- 5.6.2 There is a four storey office building with ground floor retail units adjacent to the station to the north of Station Road bridge. There are two dentist surgeries and a dental technician in these buildings.
- 5.6.3 The land immediately to the south of Hayes station is occupied by the station car park. The car park is well used and flanked by mature trees.

Overview of proposals

- 5.6.4 The proposals comprise the provision of a new ticket hall at Hayes and Harlington station to replace the existing, and of a new passenger over-bridge with stairs and lift access to all platforms. Other track and bridge works are proposed in the vicinity of Hayes and Harlington station.

Permanent Works

- 5.6.5 The new Crossrail track will be installed on the north side of the relief lines and will serve a new through platform (platform five) at Hayes and Harlington station. This platform will normally be used by Crossrail trains from Heathrow; the current eastbound relief line platform (platform four) normally will be used by all other eastbound trains. Crossovers will however, be installed that will allow all eastbound trains to use platform five, and enable platform four to be used to reverse trains, either westbound-eastbound or *vice versa*.
- 5.6.6 Other platforms will be extended eastwards to accommodate Crossrail trains: platform two by 57 m, platform three by 64 m, platform four by 60 m and platform one by 101 m.
- 5.6.7 A new 500 m² station building will be constructed on the north side of platform five. A new 45 m long pedestrian footbridge, approximately 9 m above rail level, will be constructed leading from the new ticket hall, with provision of lift access to all platforms.
- 5.6.8 The eastbound goods line on the north side of the rail corridor currently merges with the relief line just west of Station Road bridge. This will be extended eastwards to become a new eastbound Crossrail airport line. This will widen the rail corridor northwards by about 15 m and require that Station Road bridge be extended to accommodate the new line. Refurbishment of the northern-most span of the Grand Union Canal bridge, immediately to the east of Hayes and Harlington station, will also be required to accommodate the new track layout.

Temporary Works

- 5.6.9 Subject to possession planning requirements and excluding final commissioning, the construction works at Hayes and Harlington station will take place over a period of approximately two years and seven months.
- 5.6.10 Before the main works commence it will be necessary to demolish a number of buildings. These comprise 107-131 (odd) Station Road, station buildings on Station Road, station buildings and canopies on the northern platforms four and five, and a small waiting shelter on platforms two and three. These buildings include a mix of uses including retail and offices.

Significant extant planning permissions & proposals
- 5.6.11 There are no extant planning permissions for development of this site although there are proposals and a UDP allocation for the re-development of land to the north of the station.

Assessment of Impacts

Transport

- 5.6.12 Hayes and Harlington station is subject to saved plan policies that seek to develop a new transport hub based on the station and land to the north (policies Pt 1.37, PR1, PR2).
- 5.6.13 The hybrid Bill proposals will significantly improve transport facilities at Hayes and this will facilitate the provision of an interchange. The nominated undertaker will work in partnership with the London Borough of Hillingdon and other stakeholders to develop the interchange facilities.
- 5.6.14 The new station facilities at Hayes and Harlington station will provide step free access to Crossrail platforms and therefore accord will policy AM13 of the saved plan.
- 5.6.15 Rail passengers will benefit from quicker journey times to and from the West End, City, Docklands. This accords with policy PT1.36, AM11 of the saved plan.
- 5.6.16 There are no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the station.

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

- 5.6.17 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.
- 5.6.18 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 5.6.19 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Design

- 5.6.20 The proposals comprise a new ticket hall, bridge and other structures. The Crossrail ES concludes that these works will not have a significantly adverse townscape or landscape impact. There are no conflicts with planning policy.

Land Use

- 5.6.21 Hayes is identified as a regeneration area in the UDP and an Opportunity Area in the London Plan (policies 2A.2 and 5D.2). Opportunity Areas have been identified on the basis that they are capable of accommodating substantial employment growth and new homes. The Hayes/West Draryton/Southall/Stockley OA can accommodate 35,000 new jobs and 5,800 new homes. The improvement of public transport in the area therefore contributes positively to this policy objective.
- 5.6.22 The demolition of properties on Station Road will result in the loss of three dental surgeries and a dental technician's practice. Such a loss is contrary to policy R11 of the saved plan. This is not a significant conflict with policy.
- 5.6.23 The Hayes and Harlington Station Worksite North overlaps with the proposal site PR1 in the saved plan. This site is allocated for mixed use development. The Crossrail proposals permanently require a small section of the site and will not impede the development of the site as a whole. The Council would like the site to contribute to the regeneration of Hayes and add to the vitality and viability of the town centre. The presence of a Crossrail Station adjoining the site will assist in the delivery of these planning objectives.

5.7 Summary of Significant Planning Policy Benefits and Conflicts within Hillingdon Route Section

- 5.7.1 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
 - § **Loss of Employment Land** – the proposals will result in the temporary loss of employment land at Stockley which is protected by planning policy
- 5.7.2 The proposals give rise to the following permanent significant planning policy benefits and conflicts: -
- § **Transport** – the proposals will significantly improve public transport infrastructure at stations which is supported by planning policy
 - § **Visual Impact** – the proposed fly-over works at Stockley will affect the residential amenity of a number of properties that is contrary to policy
 - § **Loss of open space** – the proposals will result in the loss of open space in area of identified deficiency, which is contrary to policy