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## 6. Ealing Route Section – Environmental Baseline and Assessment of Impacts

### 6.1 Overview of Ealing Route Section

- 6.1.1 The Ealing section of Crossrail runs from a point east of Hayes and Southall to Old Oak Common.



Figure 6.1: Crossrail route through L.B. Ealing

- 6.1.2 The proposals use the existing overground rail infrastructure and stations on the Great Western Main Line. 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.
- 6.1.3 The proposals in Ealing comprise new Crossrail stations at Acton Main Line, Ealing Broadway, West Ealing and Southall. The proposals include new ticket halls and station facilities at Southall, West Ealing, Ealing Broadway and Acton Main Line. To enable Crossrail to function adequately alongside existing Network Rail services and freight services, a number of works are proposed at Acton. Principally, these works are designed to overcome potential rail capacity constraints.

#### *Statutory Development Plan*

- 6.1.4 The statutory development plan is the London Borough of Ealing Unitary Development Plan, Adopted 12<sup>th</sup> October 2004. The Mayor's London Plan, adopted in February 2004 is the strategic planning guidance for London.

## 6.2 Policies relevant to all worksites in Ealing

### *Transport & Traffic Management*

- 6.2.1 The Council specifically supports the east-west Crossrail proposals (Objective 1.9, Policy 9.3, 10.19 of the saved plan).
- 6.2.2 The Crossrail proposals fully accord with these objectives as it will deliver substantial improvements to the public transport system, thereby promoting more sustainable travel and enabling a pattern of land use which will protect the environment overall.
- 6.2.3 It will provide increased accessibility across Ealing and shortened train journey times to and from Southall, Hanwell, West Ealing, Ealing Broadway and Acton Main Line to the West End, the City and Docklands.
- 6.2.4 The Crossrail proposals require the re-modelling of the track layout and approach to Paddington Station during the construction period. A blockade of local and GWML services into Paddington for an estimated 2 week period, with reduced services before and afterwards. This is not a land-use planning issue.

### *Historic Environment*

- 6.2.5 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.
- 6.2.6 Policy 4.6 of the adopted local plan seeks to preserve and enhance the character and setting of listed buildings. In view of the cumulative impact on the Great Western Main Line identified in the Crossrail ES, it is considered that the proposals, in the context of works in adjoining local authority areas, are contrary to policy 4.6 of the saved plan.

### *Environment*

- 6.2.7 The Council encourages the preparation of an Environmental Statement where appropriate (Policy 2.1) The Crossrail proposals are subject to a Environmental Assessment, in accordance with this policy, which will assist in regulating all identified environmental effects.
- 6.2.8 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.
- 6.2.9 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 Ealing to minimise the environmental impacts of the project in the detailed design of the scheme and in agreeing appropriate control over construction.

- 6.2.10 Where any specific works may have a significant impact on the environment within Ealing, they are assessed on an individual basis below.
- 6.2.11 Nature conservation is promoted throughout the borough (Policy 3.8). The achievement of a good environment for all is encouraged through sustainable development (Policy 1.1). Where the proposals affect nature conservation sites this is addressed in the individual worksite assessments below.
- 6.2.12 The majority of the Crossrail route through Ealing is designated as Green Corridor. Green Corridors link Major Open Areas (Strategic Policy 1.3 and Policy 3.1). In these corridors the Council seeks the provision of visual and environmental continuity, by conserving natural areas, planting and landscaping schemes, and nature conservation. Permission for development will not normally be given in Green Corridors (policy 3.2). Where the proposals affect open space this is addressed in the individual worksite assessments below.
- 6.2.13 Policies 3.4 and 3.5 of the saved plan seek to protect open space and recreation facilities. Where the proposals affect such land or facilities this is addressed in the individual worksite assessments below.
- 6.2.14 The Council will seek waste minimisation measures and management (Policy 2.10). The Crossrail proposals include a strategy for disposing of construction waste and this is examined in the Crossrail ES.

*Amenity (eg: Noise, Vibration, Air Quality)*

- 6.2.15 The Crossrail proposals could potentially impact upon residential amenity in the short term due to construction noise and traffic.
- 6.2.16 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 4.1 and 4.11 of the saved plan.
- 6.2.17 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 6.2.18 The proposals will not result in any significant environmental impacts on air, ground or water quality.

*Design*

- 6.2.19 Policies 1.4 and 4.1 of the UDP sets out the Council's criteria for the design of new development.
- 6.2.20 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.
- 6.2.21 The Hybrid Bill proposals include new station buildings at Southall, West Ealing and Ealing Broadway Stations. The individual works site assessments set out below examine the design issues at each location where permanent built development is proposed.

- 6.2.22 At the stations in the borough at which Crossrail undertakes substantial works step free access will be provided to Crossrail platforms. This will accord with policy 4.3 of the UDP.

*Historic Environment*

- 6.2.23 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 the listed Hanwell and Elthorne Station are proposed in London Borough of Ealing. The assessment of the Hanwell works are dealt with in the individual worksite section below.

## 6.3 Southall Station Worksite (Window W8)

### *Significant Characteristics of Site and Surrounding Area*

- 6.3.1 Southall station is located within Southall town centre. The A3005 South Road (major distributor road) and The Green road are located to the north and south of the station. Residential properties are located to the east and west of this main road.
- 6.3.2 The areas to the east and west of the station itself are predominantly industrial. The Sri Guru Singh Sabha Gurdwara, a major Sikh place of worship, is located approximately 100m to the north of the station.
- 6.3.3 A footbridge crosses the railway line at the eastern end of the platforms. An old archway or railway bridge structure has been retained running about 50m to the southern side of the railway. It is not in use, but was retained for its historic interest and is designated as a building of façade or group value.

### *Overview of proposals*

- 6.3.4 Track modifications are required to provide dedicated Crossrail lines that will serve Southall station. This requires the extension of the 'relief line' platforms to 210m and the provision of an emergency escape. The existing station will be retained and upgraded and a new footbridge will be built.

### *Permanent Works*

- 6.3.5 A new ticket hall will be built northeast of the existing ticket hall, currently located on South Road Bridge. It will be accessed from an elevated walkway from South Road. A new footbridge will be constructed including lift access to all platforms; the lifts will be accommodated within towers 12 m high and 3 m wide.
- 6.3.6 Platforms will be extended to accommodate longer Crossrail trains: platforms three and four will be extended eastwards by 55 m; the island platform two and three will also be widened to the north. A usable length of 110 m will be provided on the faces of main line platforms one and two to suit five-car Crossrail operations during planned maintenance of the relief lines.
- 6.3.7 Further east, between Southall station and the Uxbridge Road bridge in Route Window W7, various track modifications will be undertaken including minor track works, provision of new crossovers and some re-designation of the existing tracks. These will all take place within the existing rail corridor.

### *Temporary Works*

- 6.3.8 Two worksites are required. Southall station worksite will be located on the site to be used for the new station buildings. The worksite is bounded by Merrick Road footbridge to the east, by South Road to the west and by the railway to the south. Access to the worksite will be from Park Avenue. The second worksite will be located immediately east of the station on the existing depot site (Park Avenue worksite). It will extend between the railway in the south and Park Avenue in the north.

- 6.3.9 The duration of works in this location is approximately two years and two months.

*Significant extant planning permissions & proposals*

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

**Assessment of Impacts**

*Transport*

- 6.3.11 There are no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the station improvements and associated works. The proposals therefore accord with policy 9.1 and 9.9 of the UDP.
- 6.3.12 Rail passengers will benefit from quicker journey times to and from the West End, City, Docklands. This accords with policy 9.1 of the saved plan.
- 6.3.13 The station is designated within the Ealing UDP for future interchange improvements and proposals for development (Table 10.21 – Site Nos. 35 and 36). Crossrail accord with this policy as it delivers station improvements. With respect to interchange improvements, the hybrid Bill proposals will significantly improve transport facilities at Southall and this will facilitate the provision of an interchange. The nominated undertaker will work in partnership with the London Borough of Ealing and other stakeholders to develop the interchange facilities.
- 6.3.14 The Council will seek improvements to all stations and accessibility to public transport for people with disabilities and mobility difficulties (Policies 9.2 and 9.7). The new station facilities at Southall station will provide step free access to Crossrail platforms and therefore accord with policy 4.3 of the saved plan.

*Amenity (eg: Noise, Vibration, Air Quality)*

- 6.3.15 As explained in the Ealing-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: -

§ Milan Road;

§ The Limes; and

§ Hortus Road

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

*Land Use*

- 6.3.18 Southall, forms part of an Opportunity Area (together with Hayes, West Drayton and Stockley Park in the London Borough of Hillingdon) 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. As a whole, this OA could

accommodate 35,000 new jobs and 5,800 new homes in the period to 2016. The improvement of public transport in the area therefore contributes positively to this policy objective.

- 6.3.19 The worksite to the east of Southall station is allocated in the saved plan for transport and employment use. The temporary use of this site during construction is not contrary to this allocation and would not impede future development of the site for transport or employment use.
- 6.3.20 The station also lies within Southall Town centre. Supplementary Planning Guidance (SPG) for Southall Town centre seeks to focus regeneration in Southall Town centre. The SPG also seeks to promote greater use of public transport and improve accessibility and movement in the centre. The Crossrail proposals will result in a substantial increase in the number of passengers using Southall station, improve accessibility and therefore contribute towards these aims of the UDP and SPG.

## **6.4 Hanwell and Elthorne Station Worksite (Route Window W7)**

### *Significant Characteristics of Site and Surrounding Area*

- 6.4.1 The railway is on an elevated embankment through this section of the route.
- 6.4.2 The station building is Grade II listed. The land surrounding the station building and to the south of the railway is predominantly residential. St. Joseph's RC First and Middle school is located approximately 100m to the south.
- 6.4.3 To the west of the station is a steep-sided vegetated bank with trees and shrubs, dropping into residential gardens. On the southern side of the track the land is also heavily vegetated. Brent Valley lies approximately 200m to the west of the station. It is a substantial area of open parkland with various recreational facilities.

### *Description of proposals*

- 6.4.4 Both platforms at Hanwell and Elthorne station will be extended westwards by about 65 m to accommodate Crossrail trains. In the west of the route window, various minor track modifications will be undertaken. The works at the station will take about one year and two months to complete. Construction plant required for the works will include piling rigs, lighting rigs for night work, cranes, compressors and generators.
- 6.4.5 Works will be undertaken from three worksites: one at Churchfields Gardens, located to the north of the railway in the southeast corner of Churchfields Recreational Ground; one to the east of Golden Manor on the north side of the railway; and one in Hanwell and Elthorne Station Forecourt north of Hanwell and Elthorne Station and the railway. Materials will be taken to and from the site by road, with access from Church Road via Station Approach and Golden Manor. There will be no more than two lorries per day visiting each of the worksites.

### *Significant extant planning permissions & proposals*



- 6.4.6 There are no extant planning permissions or proposals of relevance to the proposed works.

## **Assessment of Impacts**

### *Transport & Traffic Management*

- 6.4.7 There are no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the station improvements and associated works. The proposals therefore accord with policy 9.1 and 9.9 of the UDP.
- 6.4.8 Rail passengers will benefit from quicker journey times to and from the West End, City, Docklands. This accords with policy 9.1 of the saved plan.

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

- 6.4.9 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.
- 6.4.10 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 6.4.11 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.
- 6.4.12 The proposed platform extension works and vegetation clearance at Hanwell and Elthorne station will result overlooking of some properties in Campbell Road. This is contrary to policy 4.1 of the saved plan. However, as new planting matures this impact will be reduced.

### *Historic Environment*

- 6.4.13 The station is Grade II Listed. The listing covers the entire station including the platforms.
- 6.4.14 The Crossrail ES has concluded that no significant impacts will occur at the station and as such there is no conflict with planning policy 4.6 of the saved plan which seeks to protect or enhance the setting of listed buildings.
- 6.4.15 Part of the Churchfields Gardens worksite is located in the Churchfield Conservation Area. Policy 4.8 of the UDP seeks to preserve or enhance conservation areas in terms of their historic and architectural quality and green setting. No significant townscape or landscape impacts have been identified in the Crossrail ES and there is, therefore, no conflict with policy 4.8.

### *Natural Environment and Open Space*

- 6.4.16 Hanwell and Elthorne station is within the defined Green Corridor (UDP policy 3.2 and table 10.3). The Crossrail proposals require development and associated loss of vegetation at this worksite. The Council will generally refuse development in Green Corridors. Given the limited extent of the works and the proposed replanting this is not considered a significant impact.
- 6.4.17 Churchfield Gardens worksite is located on land designated as Metropolitan Open Land (MOL), a Nature Conservation Site and Management Area (Borough Grade 2). The Council will generally refuse development on MOL

(UDP policies 3.1 & 1.3) where it is not for open-air recreation or other development considered appropriate to open land. Policy 3.8 states that development will not normally be permitted upon Sites of Interest for Nature Conservation. The Crossrail ES concludes that there will be no significant impact upon ecology and therefore there is no conflict with planning policy.

- 6.4.18 As the worksite is relatively small (less than 800sq. metres), temporary and will be re-instated on completion of the works it is not considered to affect the openness of the MOL. It does not therefore conflict with planning policy.

## 6.5 West Ealing Station Worksite (Route Window W6)

### *Significant Characteristics of Site and Surrounding Area*

- 6.5.1 West Ealing station is a small station located at the intersection of Drayton Green Road, The Avenue, Manor Road and Drayton Road. Drayton Green Road is designated as a strategic road.
- 6.5.2 A high density residential area is located adjacent to the station with a Waitrose food supermarket to the south.

### *Overview of proposals*

- 6.5.3 The proposed works include platform extensions, a new bay platform, facilities for disabled and mobility impaired passengers, and track remodelling to allow operation of a shuttle service between West Ealing and Greenford.

### *Permanent Works*

- 6.5.4 About 250 m of new track will be introduced west of West Ealing station that will accommodate the Greenford branch. Passengers using the Greenford branch will be required to change at West Ealing, since through services to and from Paddington will no longer be available. Greenford services will use a new 50 m long bay platform, located on the north side of the station over the alignment of the disused sidings.
- 6.5.5 The existing ticket hall located on the road overbridge at the east end of West Ealing station will be converted to commercial use and a new facility, 5 m high and 28 m wide, will be constructed to the north side of the station, adjacent to the taxi rank off Manor Road. This will lead to a new footbridge which will have lift towers step-free to provide access to the platforms.
- 6.5.6 To accommodate longer Crossrail trains, both platforms will be extended at the western end by 65 m. New canopies will be constructed over part of the platforms. It will also be necessary to relay the trackwork forming the junction with the Greenford branch.

### *Significant extant planning permissions & proposals*

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

## **Assessment of Impacts**

### *Transport & Traffic Management*

- 6.5.8 The station lies within the defined Ealing Metropolitan Centre boundary. As such it falls in the main shopping area in the Borough. Objective 1.9 of the saved plan seeks sustainable access to shops and offices.

- 6.5.9 Rail passengers will benefit from quicker journey times to and from the West End, City, Docklands. This accords with policy 9.1 of the saved plan.
- 6.5.10 The station is designated within the Ealing UDP for future interchange improvements and proposals for development (Table 10.21 – Site Nos. 35 and 36). Crossrail accord with this policy as it delivers station improvements. With respect to interchange improvements, the hybrid Bill proposals will significantly improve transport facilities at West Ealing and this will facilitate the provision of an interchange. The nominated undertaker will work in partnership with the London Borough of Ealing and other stakeholders to develop the interchange facilities.
- 6.5.11 The Council will seek improvements to all stations and accessibility to public transport for people with disabilities and mobility difficulties (Policies 9.2 and 9.7). The new station facilities at West Ealing station will provide step free access to Crossrail platforms and therefore accord with policy 4.3 of the saved plan.
- 6.5.12 The Council will make adequate provision for cycle parking at rail stations, and new developments will generally require secure cycle parking and other facilities such as shower and changing facilities and good signage (Policy 9.1). The proposed new facilities at West Ealing station include dedicated cycle parking on the new forecourt. There are no significant impacts.

*Amenity (eg: Noise, Vibration, Air Quality)*

- 6.5.13 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.
- 6.5.14 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 6.5.15 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

*Design*

- 6.5.16 The proposals comprise new station buildings which will not have a significantly adverse townscape or landscape impact. The proposals therefore accord with policies 1.4 and 4.1 of the UDP.

## 6.6 Ealing Broadway Worksite (Route Window W5)

### *Significant Characteristics of Site and Surrounding Area*

- 6.6.1 Ealing Broadway station is within the centre of Ealing town centre, adjacent to Haven Green. A short stay car park is located in front of the station. Retail units are located to the north and south of the station entrance.
- 6.6.2 The Villiers House office block is adjacent to the station.
- 6.6.3 Ealing Broadway is a busy rail station in West London with main line services and terminating London Underground Central and District Lines.

### *Overview of proposals*

- 6.6.4 The proposals comprise an improved station interchange with a new ticket hall, re-configured passenger concourse and loss of some of the existing retail floorspace. The platforms are proposed to be extended and refurbished. The proposals include measures to make the station DDA compliant.

### *Permanent Works*

- 6.6.5 To accommodate longer Crossrail trains at Ealing Broadway station, platforms one to four will be extended at their eastern ends by between about 10 m and 40 m. additional shelters will be provided on these platforms.
- 6.6.6 A new ticket hall, 8 m high and 40 m wide, will be constructed on the site of the existing retail units south of Villiers House. It will replace the existing facility, which will be converted to storage and commercial use.
- 6.6.7 The ticket hall will lead to a new passenger footbridge, which will provide stairs and step-free access (via three lifts and three escalators) to national retail and Underground platforms. An interchange and escape footbridge will also be provided at the eastern end of the national rail platforms.
- 6.6.8 Works will be carried out from three main worksites:
  - Haven green worksite located north of the railway just off The Broadway within an area of recreational open space.
  - Ealing Broadway Station Forecourt worksite located east of The Broadway. The worksite occupies the southwest corner of the Station forecourt.
  - Ealing Broadway Station Worksite South located south of the railway, immediately off The Mall.

### *Significant extant planning permissions & proposals*

- 6.6.9 There is a relevant extant planning permission at the rear of 1a Haven Green. The permission is for the demolition of existing workshop and construction of extension to public house to provide a 33 bedroom hotel.

## Assessment of Impacts

### *Transport & Traffic Management*

- 6.6.10 Rail passengers will benefit from quicker journey times to and from the West End, City, Docklands. This accords with policy 9.1 of the saved plan.
- 6.6.11 The Council encourages the introduction of improved interchange facilities between bus, rail and taxi services at Ealing Broadway station. Improvements in accessibility to Ealing town centre by all forms of public transport are sought by the Council (Policy 9.2). With respect to interchange improvements, the hybrid Bill proposals will significantly improve transport facilities at West Ealing and this will facilitate the provision of an interchange. The nominated undertaker will work in partnership with the London Borough of Ealing and other stakeholders to develop the interchange facilities.
- 6.6.12 The Council will seek improvements to all stations and accessibility to public transport for people with disabilities and mobility difficulties (Policies 9.2 and 9.7). The new station facilities at Ealing Broadway station will provide step free access to Crossrail platforms and therefore accord with policy 4.3 of the saved plan.
- 6.6.13 There are no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the station improvements and associated works. The Paddington blockade works are dealt with the Ealing-wide assessment above. The proposals therefore accord with policy 9.1 and 9.9 of the UDP.
- 6.6.14 Ealing Broadway Station Worksite South will require the temporary use of private parking spaces in College Court. The transport specialists have identified this as a significant temporary impact. The Council normally requires a travel plan to justify the loss of any private parking spaces (Policy 9.11). However as this is a short-term impact we do not consider this is in conflict with planning policy.

### *Amenity (eg: Noise, Vibration, Air Quality)*

- 6.6.15 As explained in the Ealing-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: -
  - § Haven Green;
  - § Madeley Road;
  - § The Mall; and
  - § The Feathers Public House
- 6.6.16 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 6.6.17 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

### *Design*

- 6.6.18 The proposals comprise new station buildings and will not have a significantly adverse townscape or landscape impact. The proposals therefore accord with policies 1.4 and 4.1 of the UDP.

#### *Historic Environment*

- 6.6.19 The station lies adjacent to two conservation areas (Ealing Town Centre and Haven Green). The Haven Green worksite lies within the Haven Green Conservation Area. The saved plan and PPG15 both seek to preserve or enhance the character and appearance of such areas. Development that does not preserve or enhance will be refused (policy 4.8). The Crossrail ES concludes that there will be no permanent significant landscape impacts as a result of the temporary worksite at Haven Green. However, the construction works will have a temporary impact on the character and appearance of the Haven Green Conservation Area. The Haven Green worksite will temporarily be contrary to policy.

#### *Natural Environment and Open Space*

- 6.6.20 The proposals require the use of part of Haven Green for a temporary worksite. Haven Green is identified as Public Open Space.
- 6.6.21 Generally the Council will seek to retain public access to designated public open space, resist development and ensure that adjacent development would preserve or enhance the land's open character (Policy 3.4 of the saved plan).
- 6.6.22 The Haven Green worksite area will be fully restored on completion of the works and trees lost will be replaced with semi-mature trees. Given the temporary nature of the works and the absence of permanent impact the policy conflict is not considered significant.

#### *Land Use*

- 6.6.23 The proposals will result in the loss of retail uses at the station although it is possible that the new station may contain retail floorspace. The retail floorspace forms part of the Designated Shopping Frontage and its loss is normally opposed (policy 7.3 of the saved UDP). It is not considered that this is a significant conflict with policy because the improved station facilities will serve shoppers, visitors and residents.
- 6.6.24 Ealing Broadway station is identified for redevelopment and interchange improvement (table 10.21 – 64). The Council considers that there is an opportunity for substantial office development in a landmark building above the station. The current Crossrail proposals do not include any significant redevelopment of the site. The proposed scheme for Ealing Broadway station will not prohibit development above the station.

## 6.7 Acton Main Line station & Acton Yard Worksite (Route Window W4)

### *Significant Characteristics of Site and Surrounding Area*

#### *Acton Main Line Station*

- 6.7.1 The station is located at the junction of Horn Lane (A400) and Friary Road, Acton. Retail units are located to the north and south of the station along Horn Lane. The main shopping street to the town lies approximately 1.2km to the south. The area is predominantly residential, particularly to the east and south.
- 6.7.2 An industrial area is located to the immediate north and west of the station. A number of aggregate businesses operate from this site, and currently have access to the railway.
- 6.7.3 The existing station does not have dedicated drop-off points, there is no sheltered ticket hall, the stair access and platforms are not DDA compliant, and there is no MIP access. The main station building is located on a bridge over the tracks, and is physically constrained.

#### *Acton Yard*

- 6.7.4 Acton Yard is located between Acton Mainline station to the east, and Hanger Lane, Acton. The site extends from just east of the A400 Horn Lane bridge to just west of the Noel Road bridge. It contains a railway maintenance depot, located between residential areas. Immediately to the north of the sidings is an area of open space comprising allotments, sports ground, and a nature conservation site

### *Overview of proposals*

- 6.7.5 The proposals comprise a grade-separated junction to maintain access to the Action Freight Yard. The junction would require the re-alignment of the Up-Relief line into a new dive-under allowing the tracks into the yard to pass over at grade level.
- 6.7.6 The purpose of the under-pass is to ensure that there is sufficient rail capacity for Crossrail and to maintain Network Rail and EWS freight services.

### *Permanent Works*

#### *Acton Main Line Station*

- 6.7.7 A new ticket hall, 5 m high and 30 m wide, will be constructed at 267 Horn lane to the south of the existing station. The existing facility on Horn Lane bridge may be converted to commercial use. The new ticket hall will lead to a new footbridge, which will provide lift access to each platform. New 35 m long canopies will be provided along the platforms in place of the existing platform shelters. Platforms three and four will be extended westwards by 57 m and 33 m respectively to accommodate Crossrail trains.
- 6.7.8 Works will be undertaken from two main worksites. Acton Main Line Station Worksite is located south of the existing mainline station, adjacent to the railway and extends into the north-bound carriageway of Horn Lane. Acton



Main Line Station worksite West Worksite is located to the west of the station on the north side of the railway, bounded to the north by Acton Yard.

### *Acton Yard*

- 6.7.9 In order to make train paths available for freight trains going to and from Acton Yard without disrupting Crossrail and other services, a new rail underpass will be constructed. This will take the eastbound relief line beneath the tracks that connect with Acton Yard. The ramp for the underpass will commence at a point where the Central Underground line diverges from the GWML, to the west of Noel Road bridge. Beyond the underpass, a further ramp will take the relief line back to ground level immediately to the west of Acton Main Line station. The track remodelling will require some demolitions within Acton Yard.
- 6.7.10 In order to accommodate the rail underpass, the two goods lines and the three depot reception lines will need to be realigned considerably to the north of their current location. This in turn will require that other sidings and facilities (used by EWS or their tenants) be moved northwards. The precise location of this relocation has not yet been agreed with EWS. Although it is likely that the recreational land north of Acton Yard will only be used temporarily, this is not certain. The assessment has therefore assumed that some permanent landtake will be required.
- 6.7.11 Acton Yard will be used as a worksite at different stages for the construction of the underpass and the associated track work. Acton Yard will, however, remain operational, albeit requiring temporary and permanent relocation of some of its facilities. Structural, civil and excavated materials will be moved by road with primary access from Horn Lane. Secondary access in association with the works in the vicinity of the Noel Road Bridge will be required from Noel Road, with access from Horn Lane via Noel Road.
- 6.7.12 Noel Road over-bridge may have to be stabilised by incremental jacking. This will require temporary diversion and protection of utilities and some periods of bridge closure.

### *Significant extant planning permissions & proposals*

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

## **Assessment of Impacts**

### *Transport & Traffic Management*

- 6.7.14 Rail passengers will benefit from quicker journey times to and from the West End, City, Docklands. This accords with policy 9.1 of the saved plan.
- 6.7.15 The new station facilities at Acton Main Line station will provide step free access to Crossrail platforms and therefore accord will policy 4.3 of the saved plan.
- 6.7.16 There are no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the station improvements and associated works. Other works including the complete closure Twyford Avenue/ Noel Road bridge for a period of 3 to 4 weeks are

also considered to be insignificant impacts. The proposals therefore accord with policy 9.1 and 9.9 of the UDP.

*Amenity (eg: Noise, Vibration, Air Quality)*

- 6.7.17 As explained in the Ealing-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: -

*Under-pass works*

- § Churchill Gardens;
- § Lynton Road; and
- § Oakley Avenue.

*Station works*

- § Friary Road
- § Horn Lane

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

*Design*

- 6.7.20 The proposals comprise new station buildings and will not have a significantly adverse townscape or landscape impact. The under-pass does not include any above-ground structures. The proposals therefore accord with policies 1.4 and 4.1 of the UDP.

*Historic Environment*

- 6.7.21 A small part of the Acton Main Line station and under-pass site, south of the Noel Road bridge, lies within an Archaeological Priority Zone. The Council seeks to protect archaeological sites (Policy 4.9). However, preservation by record will mitigate this potentially significant impact and there will be no conflict with planning policy.

*Natural Environment and Open Space*

- 6.7.22 The whole railway corridor (Policy 3.2) is allocated as a Green Corridor. The Council states that permission will not be granted for development in Green Corridors (Policy 3.2). The Crossrail ES reports no ecological impacts arising from the station works, under-pass and junction works. In addition there will be no adverse impact on the openness or visual character of the Green Corridor. As such there is no conflict with policy 3.2 of the saved plan. Whilst noting in the supporting text that some operational development within the rail corridors may be needed to support the provision of transport functions of the corridors.
- 6.7.23 The sidings abut a designated 'Site of Nature Conservation' to the north (Policy 3.8). Table 6 of the adopted UDP refers to the embankment of Acton

Marshalling Yards (Churchill Gardens). It states that there is vegetation on the embankment and an adjoining wood, part covered by Tree Preservation Orders (the trees are not affected by the Crossrail proposals). Within sites for local nature conservation the Council will encourage their protection and sensitive management, and will not normally permit built development (Policy 3.8). The Crossrail ES concludes that there will be no significant impact arising from Crossrail works on the embankment at Acton Marshalling Yards Site of Nature Conservation Importance. As such there is no conflict with policy 3.8 of the saved plan.

- 6.7.24 The works at Acton under-pass necessitate the permanent landtake of the playing fields to the north of Lowfield Road of the playing fields to the north at Lowfield Road and open space at West Acton Primary School. This would be contrary to policy 3.4, which resists development on public or community open space unless it is directly related to the open space use of the land. It also states that development adjacent to public open space should preserve or enhance the open character of this area. Policy 3.5 also seeks to protect green space needed for playing fields and restricts development where the facility cannot be replaced in the vicinity. The proposals are also in conflict with policy 8.7, which seeks to protect existing school playing fields. The loss of playing fields is therefore a significant planning policy conflict.
- 6.7.25 The works require the permanent landtake of the allotments to the north of the existing Acton Freight Yard. This is contrary to policy 3.6 of the saved UDP.

#### *Land Use*

- 6.7.26 The Council seeks the increased use of rail for freight, particularly aggregates (Policy 2.4). The site to the north of Acton Main Line station is designated as a 'mineral aggregates distribution site'. The Crossrail proposals require the temporary use of the aggregates site. The construction of the under-pass will ensure that the freight train paths to the Acton Yard remain available in the long term. The aggregates yard will remain operational throughout construction. As such, there are no conflicts with planning policy.

## **6.8 Summary of Significant Planning Policy Benefits and Conflicts within Ealing Route Section**

- 6.8.1 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
- 6.8.2 The proposals give rise to the following permanent significant planning policy benefits and conflicts: -
- § **Transport** – the proposals will significantly improve public transport infrastructure at Southall, Hanwell, West Ealing, Ealing Broadway and Acton Main Line stations which is supported by planning policy
  - § **Loss of open space** – the proposals will result in the loss of public and community open space including school playing fields at Acton Yard worksite that is contrary to planning policy