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7. Hammersmith and Fulham Route Section – Environmental Baseline and Assessment of Impacts

7.1 Overview of Hammersmith and Fulham Route Section

7.1.1 The Hammersmith and Fulham section of the Crossrail proposals comprise one work site at Old Oak Common. It is proposed that Crossrail trains are stabled within Old Oak Common yard (a large existing area of railway sidings and industrial uses) at a new Crossrail depot.

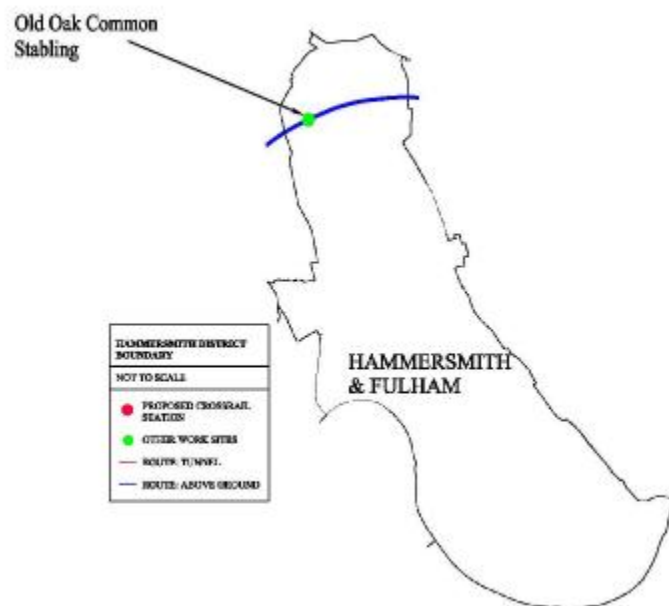


Figure 7.1: Crossrail route through L.B. Hammersmith & Fulham

Statutory Development Plan

7.1.2 The statutory development plan comprises the Hammersmith and Fulham UDP which was adopted in August 2003, and the London Plan, adopted in February 2004.

7.2 Old Oak Common Worksite (Window W3)

Significant Characteristics of Site and Surrounding Area

7.2.1 The Old Oak Common area is located to the north of the railway corridor. It is heavily industrialised and dominated by railway uses and associated development including a gas works. There are two large railway

maintenance depots serving the Great Western Inter-City and Heathrow Express services.

- 7.2.2 The Grand Union Canal is located to the north of the existing Old Oak Common stabling site. Wormwood Scrubs Park is located to the south and is designated Metropolitan Open Land and as a Nature Conservation Area.

Overview of proposals

- 7.2.3 The permanent works comprise fourteen new Crossrail stabling sidings within the site of Old Oak Common depot, of which twelve will be 250 m long and two will be 130 m long. A further siding incorporating a train washing facility will also be provided. The sidings will be overhead electrified and located between the existing English Welsh & Scottish and First Great Western depots on a section of land known as the Coronation Sidings. The site will also include a staff accommodation building. A new electrical feeder station at Old Oak Common will be located north of the railway, opposite Wells House Road.

- 7.2.4 Works at Old Common are to be carried out from Coronation sidings within the existing footprint area of the depot. Track work materials will generally be brought back into the site by rail, using appropriate existing track work as a railhead. Excavated/ demolition materials and civil and structural materials (steel and concrete) will be transported into and out of the site by road using the existing depot access and Old Oak Common Lane.

Significant extant planning permissions & proposals

- 7.2.5 There are no significant extant planning permissions for development in this section.

Assessment of Impacts

Transport & Traffic Management

- 7.2.6 The Council will seek to secure adequate and appropriate sustainable public transport services (Policy TN17). The Crossrail proposals are specifically supported by Policy TN23.
- 7.2.7 There are no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the Old Oak Common stabling sidings.

Natural Environment

- 7.2.8 Policy G3 (d) protects nature conservation sites. A small part of Old Oak Common worksite is designated as a nature conservation area of Grade 1 Borough-wide importance. The Crossrail ES concludes that proposals do not directly impact upon the protected vegetation, with the exception of the loss of some of the species rich railway ballast vegetation in Old Oak Common, which is not considered a significant impact.
- 7.2.9 The Grand Union Canal to the north of Old Oak Common is designated as a Green Corridor and Conservation Area. Development outside a Conservation Area will only be permitted if the character or appearance of

the area, in terms of setting and views into and out of it, are preserved or enhanced (Policy EN2B). The Council will encourage improvements to the environment and character of the Grand Union Canal and all development along is expected to respect its character, nature conservation value, and enhance views (Policy EN40, M6). The Crossrail ES concludes that there is no significant impact as existing railway structure and industry provide comprehensive screening.

Amenity (eg: Noise, Vibration, Air Quality)

- 7.2.10 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.
- 7.2.11 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 7.2.12 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Land Use

- 7.2.13 The Old Oak Common worksite is designated for employment uses in the saved UDP. The Crossrail proposals to extend the use of the existing depot accord with this allocation.

7.3 Summary of Significant Planning Policy Benefits and Conflicts within London Borough of Hammersmith and Fulham Route Section

- 7.3.1 No temporary or significant impacts have been identified in the Crossrail ES that will occur with respect to landscape/townscape and built heritage, visual amenity, archaeology, ecology, water resources, traffic and transport, air quality, contaminated land, community and socio-economics.
- 7.3.2 The proposals do not therefore give rise to any significant conflicts with planning policy.
- 7.3.3 The proposals accord with the general intent of planning policies in the London Borough of Hammersmith and Fulham to improve public transport and specifically to improve Crossrail.

8. Kensington and Chelsea Route Section – Environmental Baseline and Assessment of Impacts

8.1 Overview of Royal Borough of Kensington & Chelsea Route Section

- 8.1.1 This section comprises that part of the western section running through North Kensington between Westbourne Park and Wormwood Scrubs.
- 8.1.2 This section comprises relatively minor engineering works in two locations within the existing Great Western Main Line corridor at Portobello Junction (near Ladbroke Grove) and Canal Way Junction. In order to provide space for a reversing facility at Westbourne Park this four-six track widening location will need to be moved eastwards to Subway Junction, east of Westbourne Park. The remaining two (northern) tracks between Ladbroke Grove and Westbourne Park will be used by Crossrail for movement of empty stock between Old Oak Common depot and the Westbourne Park train reversing facility.

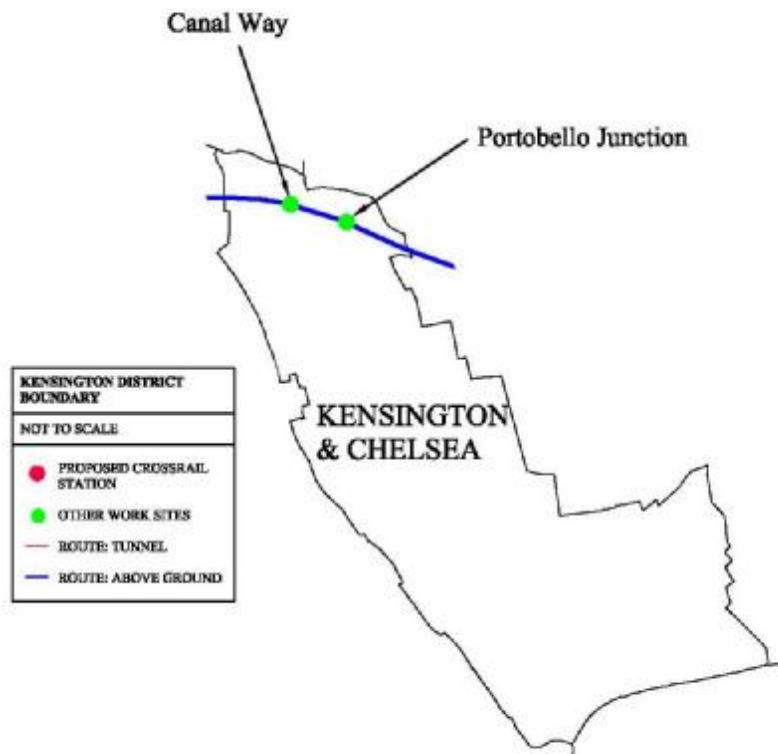


Figure 8.1: Crossrail route through Kensington & Chelsea

- 8.1.3 There are no stations in this section of the route.

Statutory Development Plan

- 8.1.4 The statutory development plan comprises the Royal Borough of Kensington & Chelsea UDP (adopted May 2002) and the London Plan (adopted February 2004).

8.2 Policies relevant to all Worksites in Royal Borough of Kensington & Chelsea

Transport & Traffic Management

- 8.2.1 The strategic policies set out in the saved UDP include the following:
- *“To seek a safe, efficient and environmentally acceptable transport system for the metropolitan area, whilst protecting the residential character, amenity and quality of the Royal Borough” (STRAT4).*
 - *“To promote sustainable development to conserve and enhance the environmental quality of the Royal Borough” (SRAT8).*
- 8.2.2 The Council supports and encourages improvements to the public transport network for the metropolitan area, including meeting the needs of the disabled (STRAT27). Specifically the use of rail for passenger movement is encouraged, and the Council will support new rail links (STRAT28, STRAT29).
- 8.2.3 The Council specifically supports the Crossrail proposals (Policy TR11).

8.3 Canal Way Junction (Route Window W2)

Significant Characteristics of Site and Surrounding Area

- 8.3.1 The railway in this area runs close to the Grand Union Canal, to the north. A former gas works and Kensal Green Cemetery are also located to the north. Both the Grand Union Canal and the Cemetery are designated as Metropolitan Sites for Nature Conservation Importance.
- 8.3.2 The Kensal Green Gas Works site is also allocated as a major development site. It is currently being developed by the Peabody Trust for mixed commercial and residential development.
- 8.3.3 To the south of the railway is a mix of commercial, residential and industrial uses.

Description of proposals

- 8.3.4 The only works that will take place within this worksite are track works within the railway corridor.
- 8.3.5 The track layout at Canal Way will be modified to permit Crossrail services to access Old Oak Common depot and to reduce conflict with other services accessing the depot. This will require installation of a series of crossovers between the relief lines and the Crossrail lines leading to the depot, and reinstatement of a second track over the Engine and Carriage Line flyover.

Significant extant planning permissions & proposals

- 8.3.6 There are no significant extant planning permissions for development in this section.

Assessment of Impacts

Amenity (eg: Noise, Vibration, Air Quality)

- 8.3.7 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.
- 8.3.8 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 8.3.9 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

8.4 Portobello Junction (Route Window W1)

Significant Characteristics of Site and Surrounding Area

- 8.4.1 There is a mixture of commercial and residential land uses within this area. A number of residential properties are located adjacent to the southern side of the railway line, including properties along Eastbourne Park Villas and the Brunel Housing Estate approximately 20m away.
- 8.4.2 Residential properties are also located further west towards Ladbrooke Grove, along both sides of the railway line.

Description of proposals

- 8.4.3 During the track re-modelling, (as described in the overview of the Kensington and Chelsea Section above), the layout at Portobello Junction will be modified. This will permit Crossrail services to cross between the dedicated Crossrail lines and the GWML relief lines. The works will involve the installation of a series of crossovers. This will allow flexibility for some relief line services to be routed into Paddington without conflicting with Crossrail services.

Significant extant planning permissions & proposals

- 8.4.4 There are no significant extant planning permissions for development in this section.

Assessment of Impacts

Amenity (eg: Noise, Vibration, Air Quality)

- 8.4.5 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.
- 8.4.6 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.

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

8.5 Summary of Significant Planning Policy Benefits and Conflicts within Royal Borough of Kensington and Chelsea Route Section

- 8.5.1 No temporary or significant impacts have been identified in the Crossrail ES that will occur with respect to landscape/townscape and built heritage, visual amenity, archaeology, ecology, water resources, traffic and transport, air quality, contaminated land, community and socio-economics.
- 8.5.2 The proposals do not therefore give rise to any significant conflicts with planning policy.
- 8.5.3 The proposals accord with the general intent of planning policies in the Royal Borough of Kensington and Chelsea to improve public transport and specifically to improve Crossrail.