

## 8. Environmental baseline and assessment of impacts: Western section

### 8.1 Introduction

8.1.1 This chapter describes the western route section of Crossrail from Maidenhead station to Portobello Junction (Westbourne Park), the baseline situation and the significant temporary and permanent socio-economic impacts that will arise from its construction and operation.

8.1.2 The basic socio-economic and demographic characteristics of the areas in this section served by Crossrail are set out in *Table 8.1*

**TABLE 8.1: SOCIO-ECONOMIC AND DEMOGRAPHIC CHARACTERISTICS OF THE WESTERN SECTION**

<b>Age structure</b>	<16 19%	16-25 15%	26-35 21%	36-45 15%	46-55 11%	56-65 8%	>65 11%
<b>Ethnic groups</b>	White 65%	Mixed 3%	Asian 23%	Black 7%	Chinese 3%		
<b>Qualifications</b>	No qualifications 22%	Level 1 13%	Level 2 17%	Level 3 10%	Level 4/5 33%	Other 5%	
<b>Econ activity / unemployment</b>	Economic Activity Rate 71%	Unemployment Rate 5%					
<b>Number of jobs</b>	Jobs 102,000						
<b>Social grade</b>	AB Higher and intermediate managerial/administrative/professional 27%	C1 Supervisory; clerical; junior managerial/administrative/professional 32%	C2 Skilled manual workers 12%	D Semi-skilled and unskilled manual workers 16%	E On state benefit; unemployed; lowest grade workers 13%		

### 8.2 Overview of Crossrail works in western route section

8.2.1 The Crossrail service will use only the existing Great Western relief lines (in normal operations). Additional new track will however, be provided at some locations. For example, a new line will be constructed over about 1 km between Langley and West Drayton, which will link existing (but upgraded) freight lines to its east and west so providing increased track capacity.

8.2.2 Crossrail's major new structures or facilities include a new diveunder (rail underpass) at Acton (W4), a new flyover at

Stockley in Hillingdon (W11) and new or remodelled sidings at Maidenhead (W25), West Drayton (W13) and Old Oak Common depot (W3). Crossrail will require at several places, changes to the permanent way, such as new track or track realignment. It will also require new or extended station platforms to accommodate Crossrail's 200 m long trains. At nine stations, improved facilities, including new or modified ticket halls, will be provided to accommodate the increased number of passengers from Crossrail.

- 8.2.3 Much of the Great Western Main Line is not electrified: only the section between Paddington and the Stockley Road bridge in Hillingdon is electrified at present. The remainder of the route west of Stockley Road bridge will require the provision of new 25kV AC overhead line equipment (OHLE), generally in the form of 6 m high gantries from which catenary wires and contact wires will be suspended. This in turn will require that some of the bridges on the route be raised or the track lowered beneath them. In some cases, bridges will be reconstructed completely. In other cases, bridge works will be more limited; for example, raising of parapets (side walls) for public safety reasons.

### 8.3 Construction

- 8.3.1 Construction methods for each of the works are described in their route window; for example with respect to construction of bridges, station buildings, stabling facilities and grade separated crossings. The construction works, where they take place on or near to the railway, may need to be undertaken during 'possessions', when the railway is closed to normal passenger and freight services. These possessions generally take place at night, at weekends or over bank holidays. Where time periods for the works are given in this chapter, they may be subject to alteration to accommodate possession planning requirements (i.e. times to be negotiated with the train companies and Network Rail, when the works can be undertaken during temporary closure of the railway) and final commissioning, which may need to be completed for the corridor as a whole.
- 8.3.2 Methods for constructing OHLE and platform extensions are much the same wherever they are undertaken and so, for brevity, are described once here.
- 8.3.3 Construction of OHLE will require that ground bearing or piled foundations be installed using rail-mounted machinery or by hand. Masts (which will have a bolted base) and electrical equipment will be installed generally from the rail. Materials will be delivered by rail or road as appropriate.
- 8.3.4 Plant and equipment required for construction of OHLE will include a mini digger, piling rigs, concreting plant, diesel

locomotives and wagons, a vibrating poker, generators and road/rail cranes and hand held plant.

- 8.3.5 Platform extensions, which will be undertaken at 13 stations, will involve:
- break out and removal of existing surfaces and ramps;
  - excavation and construction of foundations using piling where appropriate;
  - construction of platforms using crosswalls and pre-cast concrete planks;
  - fitting of reinforced concrete screed, copings and paving, fitting of tactile strips and levelling of the surface;
  - installation of lighting and drainage; and
  - adjustment of track alignments, if required.
- 8.3.6 Proprietary platform extension systems may be used which may vary with the construction activities.
- 8.3.7 Subject to possession planning requirements and excluding final commissioning, platform extensions will generally take between one and three months to complete.

## 8.4 The Route Windows

- 8.4.1 The scale of the works along the route varies, with relatively minor works taking place in some route windows and more substantial works in others. *Table 8.2* summarises the main works (excluding enabling works) that will take place in the Western Section. Those route windows containing the more substantial works are highlighted with shading.
- 8.4.2 The level of detail that is reported in subsequent sections for route windows W25 to W1 is commensurate with the extent of works that is proposed in each of these route windows.

**TABLE 8.2 MAIN ELEMENTS OF THE SCHEME WITHIN THE WESTERN ROUTE SECTION (ROUTE WINDOWS WITH MAJOR WORKS ARE HIGHLIGHTED)**

Route Window	Main project works	Local authority
W25: Maidenhead station Welbeck Road to York Stream	Stabling and turnback facility Replacement of one ticket hall and provision of new ticket office New bay platform and platform extensions Extension to existing subway Overhead line equipment	Royal Borough of Windsor and Maidenhead
W24: Maidenhead railway bridge York Stream to Jubilee River Bridge	Overhead line equipment	Royal Borough of Windsor and Maidenhead and District of South Bucks
W23: Taplow station Jubilee River Bridge to Hitcham Road	Platform extensions Overhead line equipment Footbridge works	District of South Bucks
W22: Lent Rise Hitcham Road to Clare Road	Overhead line equipment	District of South Bucks and Borough of Slough
W21: Burnham station Clare Road to Henley Road	Platform extensions Overhead line equipment	Borough of Slough
W20: Dover Road and Leigh Road bridges Henley Road to Yarmouth Road	Overhead line equipment Works to Dover Road bridge Replacement of Leigh Road bridge	Borough of Slough
W19: Stoke Poges Lane bridge Yarmouth Road to Grays Road	Overhead line equipment Works to Stoke Poges Lane road bridge and footbridge Works to Farnham Road bridge including track lowering	Borough of Slough
W18: Slough station Grays Road to Eastbridge	Changes to the ticket hall, a new footbridge and provision of lift access Platform extensions and a new bay platform Overhead line equipment Works to three road bridges Construction of a new goods loop	Borough of Slough
W17: Middlegreen Road, St. Mary's Road and Trenches bridges Eastbridge to Darwin Road	Overhead line equipment Replacement of Middlegreen Road bridge, St. Mary's Road (Church Lane) bridge, and Trenches footbridge	Borough of Slough
W16: Langley station Darwin Road to Southwold Spur	Overhead line equipment Platform extension Reinstatement and extension of track at Langley East Junction	Borough of Slough

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<b>Route Window</b>	<b>Main project works</b>	<b>Local authority</b>
W15: Dog Kennel bridge Southwold Spur to Bathurst Walk	Overhead line equipment 1.2 km of new track on the north side of the line with associated embankment widening Demolition of Dog Kennel bridge Construction of new bridge span over road adjacent to existing Chequers bridge	District of South Bucks and Borough of Slough
W14: Iver Station Bathurst Walk to River Colne	Overhead line equipment Replacement of ticket office Platform extension and provision of new platform face Track realignment Demolition and replacement of Thorney Lane bridge including road realignment	District of South Bucks
W13: West Drayton station and stabling River Colne to Roberts Close	New stabling facility on the site of former West Drayton coal depot Replacement of the ticket hall, and new overbridge and lifts Platform extensions and track realignment Overhead line equipment	District of South Bucks and LB Hillingdon
W12: Kingston lane Bridge and Old Stockley Road bridge Roberts Close to Stockley Road Bridge	Overhead line equipment Replacement of existing Kingston lane Bridge and Old Stockley Road bridge with new footbridges and cycleways	LB Hillingdon
W11: Stockley flyover Stockley Road Bridge to Alpha Estate	New viaduct along the north side of the railway and new transfer structures at either end, with associated trackworks Overhead line equipment to the west	LB Hillingdon
W10: Hayes and Harlington station Alpha Estate to Brent Road	New track on north side of rail corridor and extension of Station Road bridge New ticket hall, footbridge and lifts New platform and platform extensions	LB Hillingdon
W9: Southall West sidings Brent Road to Randolph Road	None	LB Hillingdon and LB Ealing
W8: Southall station Randolph Road to Lyndhurst Avenue	New ticket hall, new overbridge and lifts Extended platforms Track works including new track	LB Ealing
W7: Hanwell station Lyndhurst Avenue to Church Road	Platform extensions	LB Ealing
W6: West Ealing station Church Road to St Leonards Road	Replacement of the ticket hall; new overbridge and lifts New bay platform Platform extensions	LB Ealing

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<b>Route Window</b>	<b>Main project works</b>	<b>Local authority</b>
W5: Ealing Broadway station St Leonards Road to District and Piccadilly Line Bridge	Replacement of the ticket hall Platform extensions	LB Ealing
W4: Acton Main Line station and yard District and Piccadilly Line Bridge to Western Avenue	New rail underpass west of Acton Yard and remodelling of Acton Yard New ticket hall New footbridge Platform extensions and new lifts	LB Ealing
W3: Old Oak Common depot Western Avenue to Hythe Road	Fifteen new stabling sidings Carriage washing facility and crew accommodation	LB Ealing and LB Hammersmith & Fulham
W2: Canal Way Hythe Road to Admiral Mews	Changes to the track layout	LB Hammersmith and Fulham and Royal Borough of Kensington and Chelsea
W1: Portobello Junction Admiral Mews to Edenham Way	Remodelling of Paddington approaches trackwork	Royal Borough of Kensington and Chelsea

## 8.5 Route window W25: Maidenhead Station

### Baseline

- 8.5.1 This route window features Maidenhead Station and stabling sidings. Maidenhead station lies on the southeast edge of the town centre, within a wholly urban setting. Retail and office uses predominate in the town centre, which is adjoined by the residential area of Grenfell Park. To the south lies the mixed-use area of South Maidenhead, comprising housing, open space (Desborough Park and the Desborough school playing fields) and community facilities.
- 8.5.2 The proposed stabling site is located on an enlarged embankment that is adjoined to the north by the Boyn Valley Industrial Estate, beyond which lies the residential area of Boyn Hill. To the south lie the woodland belt of The Gullet and the residential area of Desborough.
- 8.5.3 Within one kilometre of the station there are approximately 10,000 jobs and around 390,000m<sup>2</sup> of commercial floor space of which almost half is dedicated to offices.

### Main works

- 8.5.4 Within this route window the main Crossrail works will involve:
- construction of stabling and turnback facilities west of Maidenhead station;
  - upgrading of Maidenhead station including a new ticket hall, lifts, a new platform for Marlow branch services and platform extensions, an extension to the existing subway; and
  - introduction of overhead line equipment.

### Temporary impacts and mitigation

- 8.5.5 Utility works require the use of some land within Maidenhead Business Park used for storage or car parking south of Boyn Road. However, this will have no material impact on employment. There are, therefore, no temporary significant impacts.

### Permanent impacts and mitigation

- 8.5.6 Retail and commercial units will be displaced from the station building and in the former railway yard (affecting Cullen Burns Associates Ltd, Body Image, Café Tee and station kiosks). The displacement of jobs (around 30) in relation to total employment in this area is not significant.

- 8.5.7 Some 30-40 new jobs will be created for train crew and servicing staff to enable trains to operate from the stabling sidings. However, this is not a significant socio-economic impact.

## 8.6 Route window W24: Maidenhead Railway Bridge

### **Baseline**

- 8.6.1 The route runs across the Thames floodplain on an embankment, with a bridge carrying the line across the river itself. To the west of the river, the area is mainly built-up, comprising a mix of residential and business areas. To the east of the river, the area between the railway and Bath Road is built-up, mainly with housing. The areas to the north of Bath Road and to the south of the railway are predominantly open and rural, although housing extends along River Road. There is no station in this route window.

### **Main works**

- 8.6.2 The permanent works will comprise the introduction of overhead line equipment.

### **Temporary impacts and mitigation**

- 8.6.3 There is no land take or demolition of buildings that will have a material impact on businesses or employment in the area. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

- 8.6.4 There are no significant impacts.

## 8.7 Route window W23: Taplow Station

### **Baseline**

- 8.7.1 This route window comprises countryside and urban fringe uses. Taplow station lies on the western edge of the built-up area of Burnham. Commercial and light industrial premises lie immediately to its east. Beyond Approach Road and Institute Road to the north, is located recreational space, a few residential properties and countryside. The area to the south, beyond Bath Road, is also mainly rural, but includes some residential properties. Within one kilometre of the station there are around 700 jobs and 30,000m<sup>2</sup> of commercial floor space.

### **Main works**

- 8.7.2 Crossrail will entail the introduction of overhead line equipment throughout the alignment in this route window. At Taplow station, the safety implications of this electrification will require that the parapets of the station footbridge be modified. Platforms at Taplow station will be extended to accommodate Crossrail trains.

### **Temporary impacts and mitigation**

- 8.7.3 There is no land take or demolition of buildings that will have a material impact on business or employment in the area. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

- 8.7.4 There are no significant impacts.

## **8.8 Route window W22: Lent Rise**

### **Baseline**

- 8.8.1 This route window includes the western part of Slough, which comprises mostly residential land uses alongside the railway. Residential uses lie to the north with Marsh Gate trading estate lying to the west. To the south, residential uses back onto the rail corridor. There is no station in this route window.

### **Main works**

- 8.8.2 Crossrail will entail the introduction of overhead line equipment throughout the alignment in this route window.

### **Temporary impacts and mitigation**

- 8.8.3 There is no land take or demolition of buildings that will have a material impact on employment in the area. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

- 8.8.4 There are no significant impacts.

## 8.9 Route window W21: Burnham Station

### Baseline

- 8.9.1 This route window covers Burnham station, which lies in a mainly built-up area. Residential uses predominate to the north of the railway. To the south and east, residential uses are intermixed with commercial and light industrial sites, of which Slough Trading Estate is the most prominent. Within one kilometre of the station there are approximately 7,000 jobs and 230,000m<sup>2</sup> of commercial floor space of which more than two-thirds are factories and warehouses.

### Main works

- 8.9.2 Crossrail will entail the introduction of overhead line equipment throughout the alignment in this route window. The island platform at Burnham station will be extended to accommodate Crossrail trains.

### Temporary impacts and mitigation

- 8.9.3 There is no land take or demolition of buildings that will have a material impact on businesses or employment in the area. There are, therefore, no temporary significant impacts.

### Permanent impacts and mitigation

- 8.9.4 There are no significant impacts.

## 8.10 Route window W20: Dover Road & Leigh Road Bridges

### Baseline

- 8.10.1 Business and commercial development is located on either side of the rail corridor, including retail warehousing and offices. There is no station in this route window.

### Main works

- 8.10.2 Overhead line equipment will be introduced throughout the alignment in this route window. In order to accommodate this, Leigh Road bridge will be replaced and the parapets of Dover Road bridge will be raised.

### **Temporary impacts and mitigation**

- 8.10.3 Construction work on the road bridges across the railway line requires the use of car parks as work sites. At Dover Road worksites will utilise car parks of 748-749 Deal Avenue on Slough Trading Estate and at 514-515 Ipswich Road (Protyre Tyre Fit Ltd and Scarlet Couriers (Slough) Ltd). The works will take a little over two months to complete.
- 8.10.4 Worksites at Leigh Road bridge will utilise the car parks of Ragus Sugars (190-1 Bedford Avenue) and Icore International Ltd at 812-5 Ajax Avenue and at 225 Ipswich Road. The main works will be completed in about six months.
- 8.10.5 This disruption to business and the actual bridge closures are not anticipated to have a material impact on employment in the area. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

- 8.10.6 There are no significant impacts.

## 8.11 Route window W19: Stoke Poges Lane Bridge

### **Baseline**

- 8.11.1 The majority of the area through which the route passes is residential housing, which backs onto the rail corridor. Industrial areas are located north of the railway at the western and eastern ends of the route window. There is no station in this section.

### **Main works**

- 8.11.2 New overhead line equipment will be introduced throughout the alignment in this route window. In order to accommodate this, modifications will be required to Stokes Poges Lane and Farnham Road bridges. At Stoke Poges Lane, the road bridge will be raised to provide sufficient clearance for OHLE. At Farnham Road bridge, the parapets will be raised and the track will be lowered slightly beneath the bridge.

### **Temporary impacts and mitigation**

- 8.11.3 At Farnham Road bridge worksites will be based in two car parks used by Network Q (Malton Avenue) and Satchwell Control Systems (Farnham Road). Works are anticipated to take two months. For Stoke Poges Lane Bridge the works will last eight months and will utilise land used by Rhocoloma Ltd and Tyre Services (Slough) Ltd off Stoke Gardens. This disruption to business and the actual bridge closures are not anticipated to

have a material impact on employment in the area. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

8.11.4 There are no significant impacts

## 8.12 Route window W18: Slough Station

### **Baseline**

8.12.1 This route window is centred on Slough Station and neighbouring bridges. Slough station is located on the northern edge of the town centre. Town centre uses predominate to the south of the railway, mainly comprising offices and retailing, with residential areas to the west (beyond the branch railway) and to the east (beyond the supermarket). Business uses (offices, light industry and distribution) predominate to the area to the north of the railway, with residential areas beyond Stoke Gardens and Petersfield Road. Approximately 8,000 jobs and 750,000 m<sup>2</sup> of commercial floorspace are situated within one kilometre of the station.

### **Main works**

8.12.2 Within this route window the main Crossrail works will involve:

- upgrading of Slough station including a new bay platform, platform extensions and modifications to the ticket halls;
- a new footbridge at the western end of the station with lift access to all platforms;
- provision of a Slough goods loop; and
- introduction of overhead line equipment throughout, and changes to three road bridges to accommodate this.

8.12.3 Works will be undertaken at the following bridges.

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

**Temporary impacts and mitigation**

- 8.12.4 The construction work will lead to the displacement of a taxi office and café at Slough station. However, the extended ticket hall will provide for additional retail facilities.
- 8.12.5 One of the worksites at Wexham Road bridge utilises 40% of the car park of Wexham House, which is occupied by ICI. The works will take approximately 10 months to complete. This disruption to business and the actual bridge closures are not anticipated to have a material impact on employment in the area. There are, therefore, no temporary significant impacts.

**Permanent impacts and mitigation**

- 8.12.6 There are no significant impacts.

**8.13 Route window W17: Middlegreen Road, St. Mary's Road and Trenches Bridges****Baseline**

- 8.13.1 The area south of the railway is wholly urban. It comprises mainly residential streets, with some community uses such as schools. To the north, between the railway and the Grand Union Canal, a playing field lies to the west of Middlegreen Road. The Middlegreen Trading Estate lies to the east of the road. The area north of the canal comprises countryside, which has been altered by urban fringe features such as power lines, nurseries and residential properties, especially around Middle Green. There is no station in this route window.

**Main works**

- 8.13.2 New overhead line equipment will be provided along the Crossrail route. In order to accommodate this, bridge modifications will be required. The brick arches of both Middlegreen Road (Langley Down) bridge and St. Mary's Road (Church Lane) bridge will be demolished and replaced with new bridge decks. Trenches footbridge will be partially demolished and a new superstructure erected.

**Temporary impacts and mitigation**

- 8.13.3 Adjacent to each bridge is a worksite none of which should directly impact on any business. Although a number of car parks related to local businesses are within the limits of deviation any potential disruption to business and the actual bridge closures are not anticipated to have a material impact on employment in the area. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

8.13.4 There are no significant impacts.

## 8.14 Route window W16: Langley Station

### **Baseline**

8.14.1 This route window covers Langley Station and Slough electrification feeder station. Langley station lies within the built-up area of Langley and is adjoined on both sides by industrial or business premises. Residential areas abut the southern side of the railway corridor further to the west and east. To the east, open land creates a wedge of rural land separating Langley from Richings Park. Approximately 4,000 jobs are based within one kilometre of the station.

### **Main works**

8.14.2 New overhead line equipment will be provided along the Crossrail route. Platforms at Langley Station will be extended to accommodate Crossrail trains. In addition, some track works will also be required to the east of Langley station, with the provision of a new junction for the Langley-West Drayton loop scheme.

8.14.3 A new feeder station (Slough feeder station) will be required to supply the main power to the railway. This will be located at a strategic location adjacent to high voltage power supplies, on the north side of the railway north of Darwin Road.

### **Temporary impacts and mitigation**

8.14.4 There will be no material impact on employment in the area. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

8.14.5 There are no significant impacts.

## 8.15 Route window W15: Dog Kennel Bridge

### **Baseline**

8.15.1 There are no stations in this section, which consists mainly of residential and open land. 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.

### **Main works**

- 8.15.2 New overhead line equipment will be provided along the Crossrail route. 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.
- 8.15.3 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. 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.
- 8.15.4 Dog Kennel bridge will be demolished and not replaced.

### **Temporary impacts and mitigation**

- 8.15.5 There is no land take or demolition of buildings that will have a material impact on employment in the area. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

- 8.15.6 There are no significant impacts.

## **8.16 Route window W14: Iver Station**

### **Baseline**

- 8.16.1 North of Iver station lies an area of open land comprising rough grassland and scrub. This is bounded to the west by a concrete works, to the east by Thorney Lane and to the north by a branch of the Grand Union Canal. To the south of the station, the built-up area of Richings Park adjoins the railway. This is a mainly residential area, with a range of local shops and services on Bathurst Walk.

**Main works**

- 8.16.2 The permanent works will comprise the provision of overhead line equipment along the Crossrail route. At Iver station, a new ticket office will be provided on the site of the existing facility. Platforms will be extended to accommodate Crossrail trains. In order to accommodate the OHLE, Thorney Lane road bridge will be replaced with a new structure immediately to its east. Thorney Lane South and associated roads will be realigned and modified as necessary.
- 8.16.3 In order to provide sufficient electromagnetic clearances between the OHLE and the existing high voltage (HV) 132kv cables above the railway, two 20 m high lattice masts will be installed to raise the HV cables. A new feeder station (Iver feeder station) will be required to supply the main power to the railway.

**Temporary impacts and mitigation**

- 8.16.4 There is no land take or demolition of buildings that will have a material impact on businesses or employment in the area. There are, therefore, no temporary significant impacts.

**Permanent impacts and mitigation**

- 8.16.5 The existing junction of the Bison Concrete Works access road and Thorney Lane South will be relocated north and improved. This will enable lorries from the concrete works to turn more easily into and out of the access road. While an improvement this impact is not significant.

**8.17 Route window W13: West Drayton Station****Baseline**

- 8.17.1 West Drayton station and stabling sidings are featured in this route window. West Drayton station lies within an entirely urban setting, between the built-up areas of Yiewsley to the north and West Drayton to the south. These areas form a wedge of development that extends southwards to the M4 and is bounded to the west by the Colne valley and to the east by open land along the A408 corridor. To the east of the station, the Grand Union Canal runs parallel with the railway, before turning northwards along the Colne Valley. The station adjoins the town centre of West Drayton/Yiewsley, which comprises a range of typical retail and service activities extending southwards along Station Road and northwards along High Street.
- 8.17.2 West Drayton stabling sidings is currently occupied by an aggregates distribution centre and other open storage use. It is

bounded to the south by the Great Western Main Line and to the north by the Colnbrook branch line.

- 8.17.3 Approximately 9,000 jobs are based within one kilometre of the station. There are around 220,000m<sup>2</sup> of commercial floor space in the area of which more than two-thirds are dedicated to warehouses and factories.

#### **Main works**

- 8.17.4 Within this route window the main Crossrail works will involve:

- construction of a new stabling facility on the site of the former West Drayton coal concentration depot;
- redevelopment of West Drayton station; and
- introduction of overhead line equipment throughout.

#### **Temporary impacts and mitigation**

- 8.17.5 There are no temporary impacts.

#### **Permanent impacts and mitigation**

- 8.17.6 The existing ticket hall will be converted to retail and commercial units. A new one will be built east of the existing hall. There will be a loss of four retail units during the construction (two of which are presently empty).
- 8.17.7 There are a number of businesses situated in the sidings area that will be displaced. Given present warehouse/industrial vacancy rates of 6% in West London and the number of jobs affected, approximately 20-40, in relation to total local employment this is not regarded as a significant impact.
- 8.17.8 Occupiers displaced by the works include Eurostorage, Dodds, Star Parking, Parksafe, William Boyer Ltd, Construction Plant Services, Sound & Vision, Cox Hire Centre and the Tuck Box.
- 8.17.9 Approximately 75 jobs will be created for train crew and servicing staff to enable trains to operate from the stabling sidings in this location, but this is not significant impact.

## 8.18 Route window W12: Horton Road & Old Stockley Road Bridges

### Baseline

- 8.18.1 This route window covers a mix of residential developments, industrial and commercial premises as well as office developments. There is no station in this section. Horton Bridge lies within the built-up area of West Drayton adjoining the residential areas to the west and south. The Grand Union Canal and Horton Road Industrial Estate lie to the north. The land to the southwest immediately adjoining the bridge comprises a vacant clear site under development.
- 8.18.2 The Old Stockley Road bridge also lies within the built-up area of West Drayton. To the north lies the Grand Union Canal beyond which is Stockley Business Park. Hanson Aggregates Dispatching Depot lies to the northeast beyond the A408 bridge. To the southwest is a residential development.

### Main works

- 8.18.3 New overhead line equipment will be provided along the Crossrail route. Stockley Road bridge marks the eastern extremity of new OHLE, it already being in place along the remainder of the alignment into London.
- 8.18.4 In order to accommodate the OHLE, bridge modifications will be required. Horton footbridge will be replaced by a new footbridge immediately to its west.
- 8.18.5 At Old Stockley Road bridge, foundations for a new bridge will be installed adjacent to the existing bridge. On completion of the new bridge, the existing bridge structure will then be demolished.
- 8.18.6 Some minor parapet works will be required at the adjacent Stockley Road (A408) bridge.

### Temporary impacts and mitigation

- 8.18.7 There is no land take or demolition of buildings that will have a material impact on employment in the area. This includes the replacement or alteration to bridges required to allow the installation of OHLE. There are, therefore, no temporary significant impacts.

### Permanent impacts and mitigation

- 8.18.8 There are no significant impacts.

## 8.19 Route window W11: Stockley Flyover

### Baseline

8.19.1 This route window covers Stockley Flyover and the existing Heathrow Tunnel Portal. These are located in an area of mainly urban land uses: industrial estates are prominent to the north of the railway; to the south, the residential estate of Bourne Farm and the Hayes Repository are the main land uses, together with the Stockley Close industrial estate to the west of the Heathrow line. There is no station in this route window. There are some 17,000 jobs located within the two local authority wards covering the work sites.

### Main works

8.19.2 Within this route window the main Crossrail works will involve provision of a new flyover to accommodate the eastbound Crossrail/Heathrow Express line, together with the track realignments associated with this. The construction of the flyover will take approximately 3 years and nine months.

### Temporary impacts and mitigation

8.19.3 Temporary land take will be required during the construction period. This will lead to the displacement of a number of firms and industrial units and between 250-400 jobs. Occupiers affected include Dagenham Motors, Allpoint Packaging, Leemark Engineering, Heathrow Motors, KGM Transport and HG Timber.

8.19.4 The industrial estate is protected employment land in the Hillingdon UDP and is identified in the London Plan as a preferred industrial location (in the Hayes industrial area). This, coupled with the potential temporary loss of jobs in relation to the number of jobs in the local area, will result in a significant socio-economic impact.

### Permanent impacts and mitigation

8.19.5 Once work is completed worksites will become available for possible redevelopment mitigating the possible loss of jobs outlined above.

8.19.6 It is anticipated there will be no significant permanent impact.

## 8.20 Route window W10: Hayes and Harlington station

### Baseline

8.20.1 Hayes and Harlington station lies between the urban areas of Hayes (to the north) and Harlington (to the south). Business and industrial uses predominate alongside the railway corridor: the Thorn EMI plant, Silverdale Road industrial area and Tarmac plant are prominent to the north; the Nestle factory, Westlands Industrial Park, BA Engineering centre and International Trading Estate are most notable to the south. Some residential areas are also present. Around 6,000 people work in a one kilometre radius and the commercial property stock provides 920,000m<sup>2</sup> of floorspace with a distribution reflecting the manufacturing activity of this area.

### Main works

8.20.2 Within this route window the main Crossrail works will involve:

- extension of the existing freight line and creation of a new northern span for Station Road bridge to accommodate this;
- provision of a new ticket hall at Hayes and Harlington station to replace the existing, and of a new passenger overbridge with stairs and lift access to all platforms; and
- track and platform modifications at the station.

### Temporary impacts and mitigation

8.20.3 The yard and parking area of Damont Audio at 20-30 Blyth Road are proposed to be used for access during the construction period. It is not envisaged that this will have a material impact on employment in the area. There are, therefore, no temporary significant impacts.

### Permanent impacts and mitigation

8.20.4 Retail and office accommodation at 107-131 Station Road will be permanently acquired to facilitate the construction of the new station. This will result in the displacement of some 20-30 jobs. Occupiers affected have been identified as Bains Beauty Childrens Wear, Bestmart Convenience, Dental Surgery, Elite Management Ltd, Giggles, Hayes One Ltd, Rhone Dentures, SW Frankson and Tachocard Computer Services Ltd.

8.20.5 Given the number of jobs in the area and availability of alternative premises this is not regarded as significant.

## 8.21 Route window W9: Southall West Sidings

### Baseline

- 8.21.1 The area to the north is characterised by open land and a gasworks with dense residential developments to the south. There is no station in this route window.

### Main works

- 8.21.2 No Crossrail works will take place in this route window, other than some minor re-signalling.

### Temporary impacts and mitigation

- 8.21.3 There are no temporary significant impacts.

### Permanent impacts and mitigation

- 8.21.4 There is no significant impact.

## 8.22 Route window W8: Southall Station

### Baseline

- 8.22.1 The area north of Southall station is mainly residential with some retail outlets. South of the station, residential areas are mixed with commercial activities located in the Middlesex Business Centre and a number of industrial estates. A Sikh temple and a plant hire yard border the station. Further north, the area between Park Avenue and the railway is occupied mainly by a mix of vacant land and commercial/business uses. The area north of Park Avenue is mainly residential. Residential uses extend eastwards, occupying the triangle of land between the railway and Uxbridge Road. To the south, business/industrial uses border the railway throughout most of the route window, except for a small pocket of housing south of Merrick Road. Around 6,000 people work in the vicinity of the station and there are 490,000m<sup>2</sup> of commercial floorspace, which is dominated by industrial use.

### **Main works**

8.22.2 Within this route window the main Crossrail works will involve:

- reconstruction of Southall station, including provision of a new ticket hall and footbridge;
- minor realignment of the westbound relief line track;
- platform extensions ; and
- track modifications to the east.

### **Temporary impacts and mitigation**

8.22.3 Construction work will utilise part of a site formerly used as a depot. The land is allocated for employment and safeguarded transport uses in the adopted Ealing UDP. Once work is completed it is anticipated that land would become available for redevelopment.

### **Permanent impacts and mitigation**

8.22.4 There are no significant impacts.

## **8.23 Route window W7: Hanwell Station**

### **Baseline**

8.23.1 Hanwell station lies within a residential neighbourhood. The dense development of Southall lies further west beyond this. Established residential neighbourhoods are located to the north, south and east, including Hanwell Green to the north and Hanwell to the south. Retail units are located along Church Road. Around 4,700 people and 130,000m<sup>2</sup> of commercial floor space can be found within one kilometre of the station.

### **Main works**

8.23.2 Both platforms at Hanwell station will be extended to accommodate Crossrail trains. In the west of the route window, various minor track modifications will be undertaken.

### **Temporary impacts and mitigation**

8.23.3 There is no land take or demolition of buildings that will have a material impact on employment in the area. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

8.23.4 There are no significant impacts.

## 8.24 Route window W6: West Ealing Station

### Baseline

8.24.1 West Ealing station is located in a mainly residential area. South of the station are the West Ealing Business Centre, a supermarket and a shopping area on Uxbridge Road. The station is separated from Manor Road to the north by a derelict former siding and small workshops. Manor Road is mainly residential. At the western end of the route window an industrial estate lies adjacent to the rail corridor. To the south, a supermarket and car park separate the rail corridor from a residential area. The railway overbridge contains a number of single storey retail units. In a one kilometre radius around the station, there are around 8,900 jobs and 210,000m<sup>2</sup> of commercial floorspace.

### Main works

8.24.2 Within this route window the main Crossrail works will involve:

- provision of new track and bay platform for the Greenford branch;
- platform extensions; and
- construction of a new ticket hall and new footbridge with lifts.

### Temporary impacts and mitigation

8.24.3 There are no significant impacts.

### Permanent impacts and mitigation

8.24.4 The mechanic's garage and adjoining yard at 55-57 Manor Road will need to be permanently acquired to allow the construction of the new station. The existing ticket hall will be converted to commercial use offsetting the employments impact of the above. There are, therefore, no significant impacts.

## 8.25 Route window W5: Ealing Broadway Station

### Baseline

8.25.1 Ealing Broadway station is a major transport hub for West London and serves a busy town centre with shopping centres and leisure and cultural services. Ealing is densely built up with the main shopping areas located to the south of the station. Residential areas predominate north and south of the railway

throughout the route window. Almost 9,500 people work within a one kilometre radius of the station.

### **Main works**

8.25.2 Within this route window the main Crossrail works will involve:

- platform extensions and provision of associated shelters and canopies at Ealing Broadway station;
- replacement of the station's ticket hall;
- new station footbridge, including three new escalators and lifts to create step-free access to all platforms; and
- new interchange footbridge with emergency escape at the east end of the main line platforms.

### **Temporary impacts and mitigation**

8.25.3 There are no significant impacts.

### **Permanent impacts and mitigation**

8.25.4 Existing retail units in the station complex will have to be removed to allow for the refurbishment of the station. These are occupied by Bette Davis Limited, Budgens Stores Limited, Cards Galore Limited, Clarks Limited, Holland & Barratt Retail Limited, Starbucks Coffee Company (UK) Limited, Villiers Park Properties Limited and Sketchley and support between 40-70 retail jobs and consist of nearly 1,000m<sup>2</sup> of commercial floorspace

8.25.5 The refurbished station will only incorporate 2 small kiosks (15-25m<sup>2</sup>) providing employment for 2-3 people. This means that most of the jobs in the existing retail units are at risk, however, this is not considered to be a significant impact given the number of jobs in the local area.

## **8.26 Route window W4: Acton Mainline Station & Yard**

### **Baseline**

8.26.1 Acton Mainline station is located in a residential area. The area immediately north of the tracks is used for industrial storage and also includes Acton Freight Yard. The wide railway corridor includes the existing sidings to the north of Acton Main Line station, as well as some light industry. Residential uses predominate either side of the railway. Retail and commercial uses are located along Horn Lane, near to Acton Main Line

station. There are some 10,000 jobs within the station's catchment area.

### **Main works**

8.26.2 Within this route window the main Crossrail works will involve:

- construction of a new rail underpass at Acton Yard; and
- new ticket hall, footbridge and platform canopies, and platform extensions at Acton Main Line station.

### **Temporary impacts and mitigation**

8.26.3 There are a number of industrial units (Lafarge Roofing, Derlin Construction, Horn Metals Ltd, Bridgemarts Ltd, and Hanson), employing in the region of 50 to 70 people, based within the railway yard which will be displaced during the construction period. Given present warehouse/industrial vacancy rates of 6% in West London and the number of jobs in relation to total local employment this is not regarded as significant. As a worst case scenario this assessment has assumed that all these businesses will be displaced. However, further design work is required to establish the extent of land take in this location and whether job losses can be mitigated through the relocation of these businesses within the site. As a minimum it is anticipated that the businesses will be relocated back to the site when the works are completed.

### **Permanent impacts and mitigation**

8.26.4 The new station building will require the acquisition of 267 Horn Lane, which is the Dawa Office of the Royal Embassy of Saudi Arabia with the displacement of approximately 10 jobs. From an employment perspective the potential loss of employment at this site is not significant.

## **8.27 Route window W3: Old Oak Common Depot**

### **Baseline**

8.27.1 Old Oak Common Depot is a large railway depot and stabling site located in a predominantly industrial area. It is bordered by Wormwood Scrubs Park to the south, the Grand Union Canal and Gateway Industrial Estate to the north and several industrial estates to the west. To the south of the railway is Eurostar's North Pole maintenance depot. Old Oak Common is an extensive site comprising stabling sidings, engine sheds and workshops; the works area is confined to the central part of the existing stabling yard. The broad railway corridor contains large engine sheds. The

surrounding area is dominated by industry and industrial estates. Small pockets of residential development are located to the west along Shaftesbury Gardens and Wells House Road, and to the south of Wormwood Scrubs Park. There is no station in this route window.

### **Main works**

- 8.27.2 Within this route window the main Crossrail works will involve remodelling to provide fourteen new Crossrail stabling sidings and a further siding incorporating train washing plant within the site of Old Oak Common depot. This will require some remodelling of existing trackwork to accommodate the needs of other existing users within the depot. The site to be used for the sidings will also be used temporarily as a tunnel construction and fit out depot.

### **Temporary impacts and mitigation**

- 8.27.3 Whilst there will be works on the Old Oak Common depot site it is not envisaged that these will have a material impact on employment in the depot. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

- 8.27.4 Around 50-60 jobs will be created for train crew and servicing staff to enable trains to operate from the stabling sidings in this location, but this is not a significant impact.

## **8.28 Route window W2: Canal Way**

### **Baseline**

- 8.28.1 Canal Way Junction is located on the south side of the Grand Union Canal, in the vicinity of Kensal Green Cemetery. South of the Great Western Main Line, the area includes Eurostar's North Pole maintenance depot and residential properties beyond that. To the north, a superstore, an activity centre and Kensal Green gas works are bounded by the canal and the railway. The intensively used rail corridor is bordered to the south by residential areas and by Wormwood Scrubs Park, a significant area of open space, which lies adjacent to the Eurostar North Pole depot. To the northeast, beyond the Grand Union canal are situated commercial uses and gas works. There is no station in this route window.

**Main works**

- 8.28.2 The four tracks in the GWML corridor currently increase to six at Ladbroke Grove. 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.
- 8.28.3 As part of these works, 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.

**Temporary impacts and mitigation**

- 8.28.4 There is no land take or demolition of buildings that will have a material impact on employment in the area. There are, therefore, no temporary significant impacts.

**Permanent impacts and mitigation**

- 8.28.5 There are no significant impacts.

**8.29 Route window W1: Portobello Junction****Baseline**

- 8.29.1 The area is located immediately to the west of the Westway. The surrounding area is mainly residential with some commercial activity. The intensively used rail corridor is bordered on both sides by residential areas, principally three to five storey flats, and commercial estates. There is no station in this route window.

**Main works**

- 8.29.2 In order to provide space for a reversing facility at Westbourne Park the four-six track widening location will need to be moved eastwards to Subway Junction, east of Westbourne Park. The works will require the removal of existing tracks, the laying of new tracks, crossovers and turnouts, and the provision of new signalling.

**Temporary impacts and mitigation**

- 8.29.3 There is no land take or demolition of buildings that will have a material impact on employment in the area. There are, therefore, no temporary significant impacts.

### **Permanent impacts and mitigation**

8.29.4 There are no significant impacts.