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14. Newham Route Section - Environmental Baseline and Assessment of Impacts

14.1 Overview of Newham Route Section

14.1.1 There are two Crossrail route sections in the London Borough of Newham. The north-east section runs from Pudding Mill Lane to a point west of Ilford. The south-east route section runs from the River Lea to North Woolwich. This section assesses the north-east route. The south-east route is assessed in chapter 20.

14.1.2 The Newham north-east section comprises the tunnel portal for the north eastern route at Pudding Mill Lane portal and the overground section running eastwards to the North Circular Road where the route passes into London Borough of Redbridge.

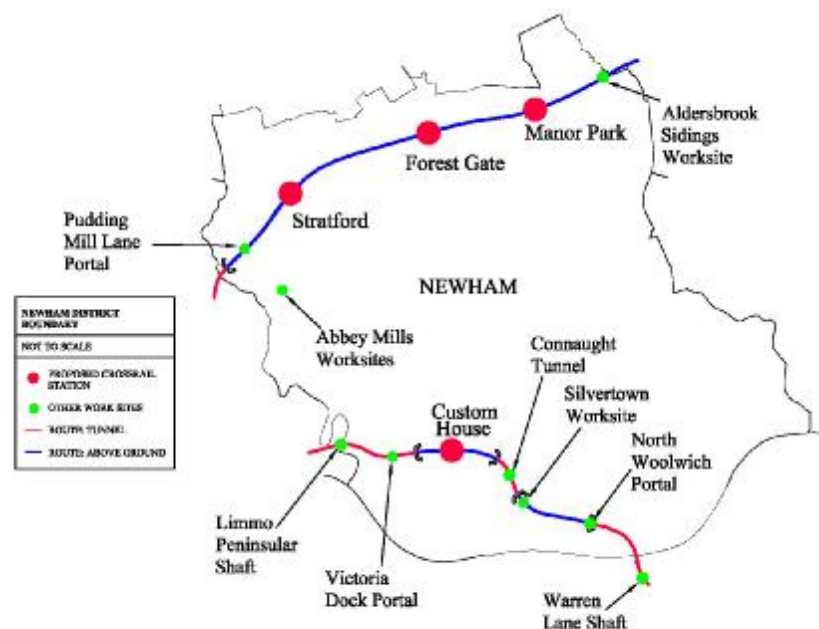


Figure 16.1: Location of worksites and stations within L.B. Newham

14.1.3 For the most part, this route sections makes use of the existing Great Eastern Main Line (GEML) from Stratford.

14.1.4 The main works for the project in this route section comprise the Pudding Mill Lane portal, the approach ramp and the re-alignment of the GEML and Docklands Light Railway to accommodate the Crossrail tracks.

14.1.5 From Pudding Mill Lane, the new overground track will join existing track to the west of Stratford station. From this point eastwards, the proposals make

use of existing rail infrastructure with only minimal works necessary to run Crossrail services.

- 14.1.6 Extensive utility works are proposed to accommodate the Pudding Mill Lane works. These include the diversion of the Hackney to Abbey Mills and Wick Lane sewers.
- 14.1.7 Relatively minor improvements are proposed at Stratford, Forest Gate and Manor Park stations. These improvements are limited to platform extensions to accommodate longer Crossrail trains, and passenger facilities on the platforms and ticket hall areas. The passenger improvements include the provision of Disabilities Discrimination Act compliant access.

Statutory Development Plan

- 14.1.8 In Newham, the statutory development plan comprises the saved Newham Unitary Development Plan (adopted June 2001) and the London Plan (adopted February 2004).

14.2 Policies relevant to all worksites in Newham

Transport & Traffic Management

- 14.2.1 The Council supports the physical extension and improvement of the public transport system, particularly where it serves major development and town centres. The Council strongly supports for the improvement of public transport making specific reference to the construction of Crossrail (policies S33, 34, T6 saved UDP)
- 14.2.2 It will provide increased accessibility across Newham and shortened train journey times to and from Stratford station, Forest Gate station and Manor Park station, to and from the West End. However, the proposals will result in a reduction in trains serving Maryland station. Crossrail trains will not stop at Maryland in the off-peak period. Maryland station will retain its service in the peak periods. The Crossrail ES reports that journey times to and from Maryland will increase in the off-peak periods and this is considered to be a permanent residual impact. This is contrary to the general intent of policies S33, 34, T6 saved UDP.
- 14.2.3 The hybrid Bill proposals are strongly supported by the planning objectives of the UDP.

Environment

- 14.2.4 The Council promotes sustainable development by reducing the amount of travel and encouraging energy efficient transport. Crossrail assists in meeting this objective and facilitates sustainable development generally (policy S4, saved UDP).
- 14.2.5 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.

- 14.2.6 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 Newham to minimise the environmental impacts of the project in the detailed design of the scheme and in agreeing appropriate control over construction.
- 14.2.7 Railway ballast substrates have species-rich ruderal vegetation that is of high value for bio-diversity in urban contexts. The loss of this habitat along the railway corridor, particularly at Pudding Mill Lane and Aldersbrook Depot is identified as a significant route wide impact in the ES.
- 14.2.8 The railway corridor is designated as a protected site of nature conservation interest and as Green Space to be protected. Policy OS7 states that Green Space will be safeguarded by only permitting suitable development for recreation, leisure or nature conservation.
- 14.2.9 Policy EQ10 states that an ecological statement outlining compensatory measures should be produced for any proposals affecting SNCIs. The Crossrail ES includes a range of mitigation measures.
- 14.2.10 The Council's priority is to conserve existing features and wildlife, although it will allow the recreation of habitats in exceptional circumstances where *'the reasons for the proposal clearly outweigh the nature conservation of the site'* (Policy EQ10). On rail-side land that is designated as a SNCI, paragraph 3.47 of the saved UDP states that the Council will normally grant planning permission for improvements that are necessary for the continued operational use of railway since that is its primary role. The proposals are therefore not considered to be a significant conflict with planning policy.

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

- 14.2.11 The Crossrail proposals could potentially impact upon residential amenity in the short term due to construction noise and traffic.
- 14.2.12 The Crossrail ES has reported that with the mitigation measures set out in appendix B1 of the Crossrail ES in place, including sound insulation and site screening a number of residential properties will be affected by significant noise impacts. The proposals will therefore be temporarily contrary to policy EQ45 of the saved plan in certain locations.
- 14.2.13 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 14.2.14 The proposals will not result in any significant environmental impacts on air, ground or water quality.
- 14.2.15 The proposals accord with policy EQ47 of the saved UDP as the Crossrail ES includes a noise impact assessment.

Design

- 14.2.16 Policy EQ19 of the UDP sets out the Council's criteria for the design of new development.
- 14.2.17 The hybrid Bill proposals include substantial works at Pudding Mill Lane Portal and a replacement DLR station.. 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, and concludes that

there will be no significant adverse impact on the townscape. The individual works site assessments set out below examine the design issues at each location where permanent built development is proposed.

- 14.2.18 Detailed design matters will be subject to the approval of the local authority at a later date.

14.3 Pudding Mill Lane Worksite (Window C13)

Significant Characteristics of Site and Surrounding Area

- 14.3.1 Pudding Mill Lane lies within the Lower Lea Valley between Hackney Wick and West Ham. Bow lies to the west. Stratford lies about 1km to the north-east. The Lower Lea Valley is dominated by heavy industry, warehouses and plant serving the construction industry. There are substantial areas of underused land.
- 14.3.2 Pudding Mill Lane runs north to south from Bow Road to Carpenters Road. Marshgate Lane runs parallel to Pudding Mill Lane and is the main distributor road for the industrial properties in this area of the valley. The Great Eastern Main Line (GEML) runs through the valley from south-west to north-east on an embankment.
- 14.3.3 The River Lea runs to the west of the main industrial area. To its west is the A12 Blackwall Tunnel Northern Approach. City Mill River, a diversion of the River Lea lies to the east.

Overview of proposals

- 14.3.4 Permanent works will consist of:
- § Pudding Mill Lane Portal, ramp and cut and cover box;
 - § a new Pudding Mill Lane Docklands Light Railway station and alignment;
 - § re-alignment of the westbound (up line) electric track of the Great Eastern Main Line (GEML);
 - § twin-bore tunnels; and
 - § permanent closure of Pudding Mill Lane to road traffic and the opening up of Marshgate Lane to road traffic.

Permanent Works

- 14.3.5 The works in this section are extensive and cover a wide area. Each component of the scheme is described as follows.

Pudding Mill Lane Portal, Ramp and Cut and Cover Box

- 14.3.6 The site is located between Marshgate Lane in the east and the River Lea in the west. From the track level of the GEML, a ramp will descend to a portal and cut and cover box, which starts immediately to the west of the existing DLR station. The ramp will continue to the tunnel eye, which is located immediately to the east of the River Lea, from where the twin-bore tunnels commence.

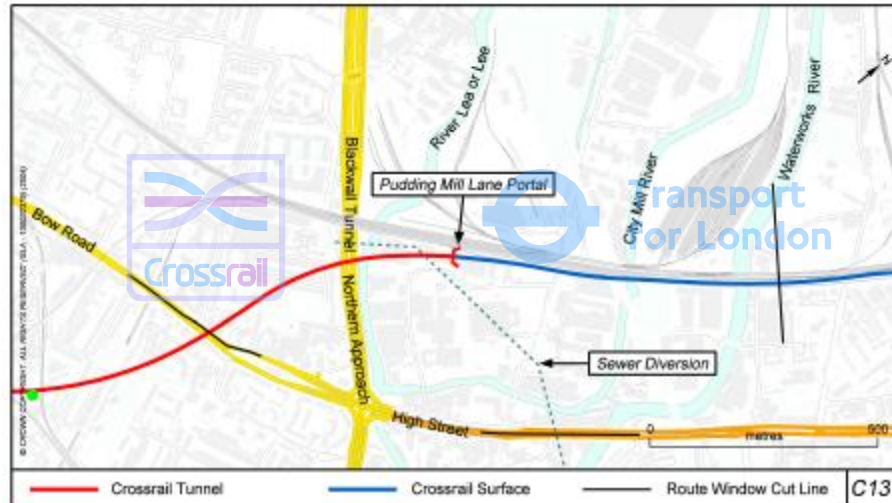


Figure 16.2: Location of Crossrail works within route window C13

Changes to DLR

- 14.3.7 The DLR will be re-aligned between the bridge over the River Lea and City Mill River to accommodate the Crossrail running lines and the ramp into the tunnel. The existing Pudding Mill Lane station will be demolished and a replacement will be constructed south of the existing structure. The new station will have side platforms and will be longer than the existing station to allow the future use of three car trains on the DLR.

Changes to the GEML

- 14.3.8 The line currently used by westbound One Great Eastern 'Metro' services will be realigned to the south between City Mill River and the bridge over the River Lea. It will cross the Crossrail lines where the Crossrail lines are in the cut and cover box.

Twin-bore Tunnels

- 14.3.9 Two 6 m diameter twin-bore tunnels will be constructed with the rails at a depth of approximately 17 m (eastbound) and 19 m (westbound) below street level.

Enabling Works

- 14.3.10 There are substantial utility diversions and roadworks that are required to carry out the main works described above. The most significant of these is the diversion of the Wick Lane and Hackney to Abbey Mills Sewers. These works are within Route Window C13A and are described and assessed in a separate works-site section below.
- 14.3.11 The Crossrail alignment of the running tunnels at Pudding Mill Lane will require diversion of the Hackney to Abbey Mills and Wick Lane sewers into a single sewer. The diverted sewer also runs into Route Window C13A. This sewer will be diverted to the east from the rear of flats 31-69 on Baldock Street eastwards via intermediate shafts to the Thames Water site at Abbey Mills.
- 14.3.12 It will travel north eastwards to a shaft located in the Heron Industrial Estate, then eastwards to a site located next to the junction of Marshgate Lane and

Pudding Mill Lane before passing beneath Claypole Road where a further shaft will be located in the Green. The diversion will terminate at a new pumping station located at the Thames Water Abbey Mills site.

- 14.3.13 There will also be a new shaft constructed on the Hackney to Abbey Mills sewer adjacent to the Blackwall Tunnel Northern Approach road to enable the construction of a headwall on that sewer. Further there will be alterations to an existing man hole on the Wick Lane sewer located in the Blackwall Tunnel Northern Approach road, also to enable the construction of a headwall on that sewer.
- 14.3.14 The electricity cable that lies beneath the towpath on the east bank of the River Lea will require a new support bridge to prevent damage from the construction of the Crossrail tunnels. The bridge will not be visible on the surface after completion of the construction works.
- 14.3.15 A number of buildings and other structures at Pudding Mill Lane and Bow Midland Yard. The demolitions and site clearance works will take place over a three month period.

Temporary Works

- 14.3.16 The Pudding Mill Lane worksite immediately to the east of the River Lea forms the main site for the construction of the TBM launch chamber for the tunnel drives to Whitechapel and the cut and cover tunnel box. All of these works will take a total of about three years to complete.
- 14.3.17 Due to the constraints of the Pudding Mill Lane worksite, additional worksites north of the GEML are required to handle the materials associated with the portal construction and tunnel drives.
- 14.3.18 Bow Midland Yard worksite west has therefore been identified for the delivery and storage of concrete tunnel segments. The tunnel lining segments will be delivered by rail and stored at the site. Movement of segments from BowMidland Yard worksite west to the tunnel access shaft will be by lorry.
- 14.3.19 Excavated material from the tunnel works will be transferred by conveyor to Bow Midland Yard worksite, where it will be removed by rail.
- 14.3.20 Mobilisation of excavated material stockpiling and train loading facilities at Bow Midland Yard worksite and the tunnel segment storage at Bow Midland Yard worksite west will take place over a period of approximately five months. The sites will then be operational for the duration of the tunnel drives.
- 14.3.21 The GEML and DLR works will take a total of three years and eleven months to complete, and be undertaken from the Pudding Mill Lane worksite. The section of realigned DLR track and the new DLR station will run predominantly on a new elevated viaduct, which will take 12 months to construct.
- 14.3.22 Works will commence with station construction followed by installation of the viaduct structures. Once the DLR bridge work is completed and the DLR diverted onto the new track, bridges over the City Mill River, Marshgate Lane and Northern Outfall Sewer will be constructed for the new Crossrail track

and the realigned GEML London bound electric line. Each of these bridges will take between 8 and 10 months to complete. Construction of the bridges over Marshgate Lane and the Northern Outfall sewer will be completed using steel plate girder structures. The City Mill River bridge will be constructed in-situ over an 11 month period using a concrete tunnel portal frame structure beneath the bridge. The working area at the City Mill River would temporarily extend into the river leaving a 5 m wide navigation channel. An option for a temporary culvert is also being considered.

Significant extant planning permissions & proposals

- 14.3.23 Planning permission to construct the Lower Lea Valley Olympics and Legacy masterplan was granted by the relevant London boroughs on 9th September 2004. If the Olympics are awarded to London in July 2005, the construction works would commence in January 2006 and will be fully completed by January 2012 (in time for the August 2012 Olympic Games). Crossrail construction works would be carried out at Pudding Mill Station and the portal from January 2007 to December 2012 and will therefore potentially interact with works to construct the Olympics Masterplan during the 5 year period leading up to January 2012.

Assessment of Impacts

Transport & Traffic Management

- 14.3.24 The Pudding Mill Lane works will require a re-organisation of traffic arrangements in the area. The Crossrail ES concludes that there will not be any significant temporary or permanent impact on road users, pedestrians or cyclists.
- 14.3.25 The works at Pudding Mill Lane require extensive utility diversions. The Crossrail ES identifies significant traffic disruption as a result of these works. Whilst there are no specific planning policies about highway works, the proposals do not accord with the general intent of the transport policies of the saved UDP.
- 14.3.26 In other respects, the proposals do not conflict with policies T1 (Traffic Generated by New development), T3 Highway Capacity), T10 (Traffic and the Road Hierarchy), and T19 (Pedestrians) of the saved UDP.

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

- 14.3.27 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.
- 14.3.28 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 14.3.29 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Design

- 14.3.30 The proposals involve construction of the tunnel portal and associated structures including a replacement Pudding Mill Lane station on the Docklands Light Railway. The Crossrail ES concludes that there will be no

temporary or permanent landscape impacts as the site lies in an industrial area. The proposals do not conflict with policies S3 (Design Quality Objective), S9 (High Standards of Design) and EQ19 (Urban Design Considerations).

Water Environment and Recreation

- 14.3.31 The proposals will result in the temporary impounding of the River Lea to construct the protective slab over the bored tunnel and the permanent narrowing of the City Mill River to accommodate the new DLR bridge. Dredging works are also proposed in the river channels to enable the construction works to take place in the river.
- 14.3.32 The Crossrail ES concludes that there will be no significant ecological (including on the River Lea Site of Nature Conservation Importance) or water resource impacts as a result of these works. The Crossrail ES concludes that whilst the dredging works will result in a reduction in water quality and the removal of vegetation is not a significant adverse temporary impact.
- 14.3.33 The temporary and permanent narrowing of the River Lea and City Mill River channels will not have any temporary or permanent adverse significant impact on flood risk. These works will not have an adverse significant impact on fish populations or on aquatic ecology. The proposals therefore accord with EQ9 (Protection of Sites of Nature Conservation Importance) of the saved UDP.
- 14.3.34 The London Plan establishes the Blue Ribbon Network, a spatial policy for London's waterways, water spaces and the land adjoining them. The Blue Ribbon Network is concerned with the protection and enhancement of the waterways and water bodies for nature conservation, public realm, heritage, sport, leisure and education. The Blue Ribbon Network forms part of London's open space network. As the proposals do not have a significant adverse impact on the ecology of the rivers, they comply with policy 4C.3 of the London Plan which seeks to protect the bio-diversity of London's waterways.
- 14.3.35 The phased construction of the protective slab in the River Lea will enable the river to remain navigable throughout the construction period. However, the temporary closure of the footpaths along the River Lea and City Mill River is contrary to policy 4C.16 of the London Plan which seeks to protect access to the Blue Ribbon Network.
- 14.3.36 Both the UDP (policy EQ6) and the London Plan (policy 4C.5) resist the impounding of rivers unless, in the case of the London Plan, this is in the wider interests of London. The proposals are in the wider interests of London and are supported by a number of London Plan and UDP policies. This justifies an exception to policy. As the Crossrail ES has concluded that the works to the City Mill River will have negligible impact on flood risk and navigation, and is within an existing bridge, the conflict is not significant.

Land Use

- 14.3.37 The proposals will result in the temporary loss of land and buildings in industrial and warehouse use at St Clement's Wharf, Bow Railway Yard and on the Heron Industrial Estate. These premises are significant local employers. This is contrary to policy EMP4 of the UDP which resists the loss of employment generating uses.

- 14.3.38 This industrial land is part of a Strategic Employment Land(SEL) designation identified in the London Plan. SEL is London's strategic reservoir of industrial capacity. Such land will only be released for other uses in the light of assessment of industrial demand. In the absence of such an assessment and in view of the current productive use, the proposals are contrary to policy 3B.5 of the London Plan. This is considered a significant impact as once work has completed worksites will become available for possible redevelopment thus mitigating the loss of employment use.
- 14.3.39 The proposals will result in the loss of over 30,000sq. metres and approximately 800-1,300 jobs in an area of high unemployment. This is considered to be a significant adverse socio-economic impact. The proposals are therefore in conflict with policies 3B.5 of the London Plan and EMP1 and EMP4 of the saved UDP. Although this is a significant impact, on completion of the works the sites will become available for possible redevelopment thus mitigating the loss of employment use.
- 14.3.40 The works at Pudding Mill Lane will result in the removal of a waste management facility. This is contrary to London Plan policy 4A.2 which seeks to protect all waste management sites.

14.4 Abbey Mills (Route Window C13A)

Significant Characteristics of Site and Surrounding Area

- 14.4.1 The two worksites at Abbey Mills lie close to residential properties although the wider area is predominately industrial and its development has been influenced by the Three Mills River system.
- 14.4.2 The Abbey Mills Pumping Station lies to the south of the main worksite.

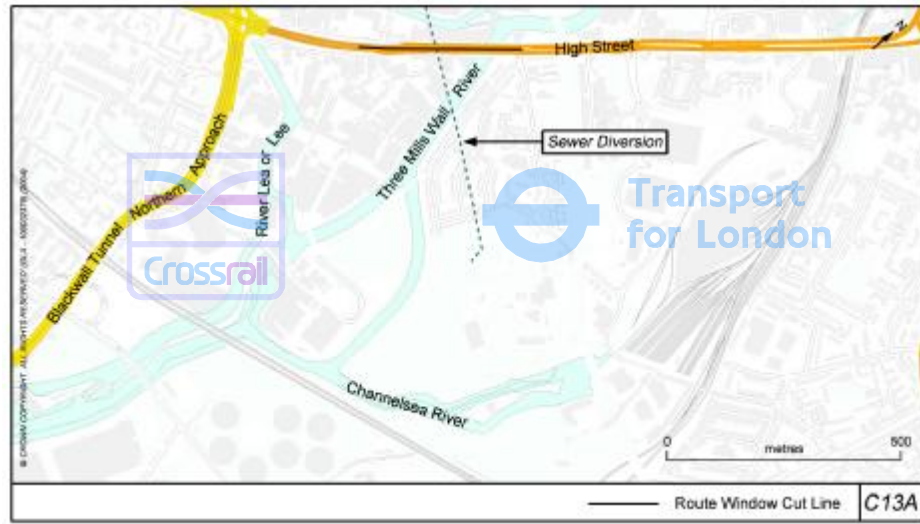


Figure 16.3: Location of works within route window C13A

Description of proposals

- 14.4.3 The works comprise the diversion of the Hackney to Abbey Mills and Wick Lane sewers, as a result of alignment of the Crossrail running tunnels at Pudding Mill Lane. The works will take about fifteen months to complete.
- 14.4.4 The works will involve two shafts, one of which is required for the insertion or recovery of a TBM; the other shaft is for access during and after the works. A new pumping station will be constructed at the Abbey Mills site. Material, including excavated material, will be transported by road.
- 14.4.5 Construction of the intermediate access shaft will take about five months.
- 14.4.6 The worksite for the intermediate access shaft is located on an open space lying between Claypole Road and Leggett Road. The worksite for the launch of the TBM is located within the site occupied by Thames Water's existing Abbey Mill Pumping Station.

Significant extant planning permissions and proposals

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

Assessment of Impacts

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

- 14.4.8 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.
- 14.4.9 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 14.4.10 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Open Space

- 14.4.11 Both Abbey Mills and Wick Lane Sewer Diversion worksites on Claypole Road lies within an area of Green Space identified in the saved plan. Policy OS7 of the plan seeks to safeguard such sites from development.
- 14.4.12 The worksite at Abbey Mills Pumping Station will have both temporary and permanent impacts on Green Space. The temporary impact is a significant conflict with policy given the relatively large size of the worksite. However, the permanent impact is not significant as the built structure is comparatively small given the size of the open space.
- 14.4.13 At Claypole Road, given the temporary nature of the works this is not considered to be a significant conflict with policy.

Land Use

- 14.4.14 The worksite at Abbey Mills Pumping Station lies within the Major Opportunity Zone 3 – Three Mills Island. The proposals will not impede the proposals for mixed use development as set out in policy UR21 of the saved plan.

14.5 Stratford Station (Route Window NE1)

Significant Characteristics of Site and Surrounding Area

- 14.5.1 The area around the station comprises a large area of railway land to the north of Stratford station, which is currently the main CTRL worksite. Other parts of the route window are relatively built-up, with industrial areas to the southwest and residential areas to the east. Maryland Station is to the east of Stratford station.

Description of proposals

- 14.5.2 The main works in this route window will involve ensuring that platform five is suitable for use by Crossrail trains. The works will involve the widening of platform five, which forms part of island platform three/four/five. Some refurbishment works in addition to the fitting of new platform furniture will also be undertaken on the platforms. Overall, the construction works will take approximately four months to complete.
- 14.5.3 The current platform four (used by the DLR services) will be filled in to provide more space on platform five, the westbound Crossrail platform. DLR is constructing a new platform arrangement for its services and planning permission for these works was granted in September 2004. The new DLR platform arrangements will be in place by 2006.
- 14.5.4 The works at Stratford station will be carried out within the existing railway corridor at the eastern end of the station from sections of the existing platform three/four/five. In addition, there will be a site adjacent to the current station track that will be used for storage. Plant and materials for platform construction will be delivered by both rail and road transport. Excavated materials will be removed by road or rail.

Significant extant planning permissions and proposals

- 14.5.5 Outline planning permission was granted for the Stratford City proposals on 8th September 2004. Construction is due to start in 2006 and will be phased over a period of 20 years. The Crossrail works at Stratford station will not result in significant environmental impacts at this location, since the works here are small scale and there are no sensitive receptors in the vicinity of the worksite. It is not envisaged that the works at this site will lead to significant cumulative impacts with the works required for the Stratford City project.

Assessment of Impacts

Transport

- 14.5.6 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.
- 14.5.7 The hybrid Bill proposals will significantly improve transport facilities at Stratford and this will facilitate the provision of an interchange. The nominated undertaker will work in partnership with the London Borough of Newham and other stakeholders to develop the interchange facilities.

- 14.5.8 Rail passengers at Stratford station will benefit from quicker journey times to and from the West End. This accords with policies S33, 34, T5, T6 of the saved UDP. However the Crossrail ES concludes that in off peak periods, journey times to and from Maryland station will increase resulting in a permanent residual impact. This is addressed in Newham-wide assessment above.

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

- 14.5.9 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.
- 14.5.10 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 14.5.11 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Land Use

- 14.5.12 Stratford is identified as an Opportunity Area in the London Plan (policies 2A.2 and 5C.2). Opportunity Areas have been identified on the basis that they are capable of accommodating substantial employment growth and new homes. The Stratford OA can accommodate 30,000 new jobs and 4,500 new homes in the period to 2016. The improvement of public transport in the area therefore contributes positively to this policy objective.
- 14.5.13 The whole of Stratford Rail Lands is allocated as a Major Opportunity Zone (MOZ1). The Council seeks primarily employment generating uses, including retail and mixed development in conjunction with Regional railway stations and bus station. Much of this site forms part of the Stratford City proposals that received planning permission in 2004. The proposals will improve access to the Stratford area generally the Crossrail works will not have any significant adverse impacts on the MOZ.

14.6 Forest Gate Station Worksite (Window NE2)

Significant Characteristics of Site and Surrounding Area

- 14.6.1 Forest Gate Station is located on an over-bridge on Woodgrange Road. It is surrounded by a variety of commercial, residential and light industrial units. The areas to the north and south of the Station are predominantly residential.
- 14.6.2 Woodgrange Road is identified as a 'Transport Gateway' in the saved UDP.

Description of Works

- 14.6.3 The GEML platforms (island platforms two and three and platform one) will be extended westwards by 19 m to 205 m to accommodate 10-car Crossrail trains.
- 14.6.4 Platform works will be carried out in conjunction with track realignments and signal work. Overall, the construction works will take approximately 10 months to complete.
- 14.6.5 Works will be carried out from within the existing fenced boundary of the railway and include a small area to the south of the station for storage. This worksite will be accessed from Earlham Grove. The works will be serviced by an additional site on former railway land at the eastern end of Manor Park station. A rail mounted crane will be used for lifting platform materials. All large items of plant will be delivered and removed by rail. Other materials will be delivered by lorries to a loading zone on Forest Lane. Excavated materials will be removed by road.

Significant extant planning permissions & proposals

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

Assessment of Impacts

Transport & Traffic Management

- 14.6.7 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.
- 14.6.8 Rail passengers at Forest Gate station will benefit from quicker journey times to and from the West End. This accords with policies S33, 34, T5, T6 of the saved UDP.

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

- 14.6.9 As explained in the Newham-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: -

- § Cherubim and Seraphim Church; and
- § Forest Gate Community School

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

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

Natural Environment

14.6.12 There are no significant impacts and therefore conflicts with planning policy beyond that identified in the cumulative loss of line-side vegetation described in the Newham-wide assessment.

Land Use

14.6.13 The saved UDP seeks to promote the regeneration of Forest Gate District Centre (Policies S33 and SH6). The hybrid Bill proposals will significantly improve accessibility to Forest Gate.

14.7 Manor Park Station Worksite (Window NE3)

Significant Characteristics of Site and Surrounding Area

- 14.7.1 Manor Park Station is located on an overbridge on Station Road. The station lies in a residential area.
- 14.7.2 Manor Park is located within 50 metres to the north of the station entrance. The City of London Cemetery is situated alongside Manor Park on the opposite side of the A116 road and Manor Park Cemetery is located to the west of the station. There are a number of residential properties to the south of the station.
- 14.7.3 The sidings to the west and east of the station are within an SNCI and a Green Space to be protected. There is a Conservation Area located immediately south of the railway line, west of Manor Park Road.

Description of proposals

- 14.7.4 The GEML platforms (platforms one, two and three) will be extended westwards and eastwards by 22 m to 205 m to accommodate 10-car Crossrail trains. Platform one will be widened and the track that passes to the south of platform one (the 'Up Independent Goods Loop') will be removed from Forest Gate to east of Manor Park station.
- 14.7.5 Platform works will be undertaken in conjunction with track realignments and signal works. The existing footbridge/walkway between platforms one and two/three will be modified with stairs to platform one. Subject to possession planning requirements and excluding final commissioning, the construction works will take approximately one year to complete.
- 14.7.6 Works at this site will be carried out from within the existing fenced boundary of the railway and will include a site at the eastern end of Manor Park station. The worksite will be accessible from Station Road. A section of Manor Park Road will be temporarily used to accommodate a mobile crane. Large items of plant and materials will be removed by rail, while others (including excavated materials) will be removed by road.

Significant extant planning permissions & proposals

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

Assessment of Impacts

Transport & Traffic Management

- 14.7.8 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.
- 14.7.9 Rail passengers at Manor Park station will benefit from quicker journey times to and from the West End. This accords with policies S33, 34, T5, T6 of the saved UDP

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

- 14.7.10 As explained in the Newham-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in Durham Road will be affected by such impacts.
- 14.7.11 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 14.7.12 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Natural Environment

- 14.7.13 There are no significant impacts and therefore conflicts with planning policy beyond that identified in the cumulative loss of line-side vegetation described in the Newham-wide assessment.

14.8 Aldersbrook Sidings (Windows NE3 and NE4)

Significant Characteristics of Site and Surrounding Area

- 14.8.1 The Aldersbrook sidings are located to the south of the GEML, abutting the London Borough of Redbridge boundary to the east (the North Circular).
- 14.8.2 The site comprises disused railway sidings and the abandoned railway training school to the south. Part of the site has been cleared.

Description of proposals

- 14.8.3 Crossrail will rebuild the disused Aldersbrook sidings to the west of Ilford station. These will be used during the construction phase as a tunnelling logistics site. The railway training school building will be demolished, a new road access will be provided. When rebuilt, the site will consist of six sidings, a widened embankment and a hard standing area. Works at Aldersbrook depot will take about one year and two months and will continue as a construction depot throughout the tunnelling works.
- 14.8.4 Works at the Aldersbrook sidings logistic site will be carried out from within the existing fenced boundary of the railway and also on the adjacent disused training school site to the south of the GEML adjacent to the existing track towards London.

Significant extant planning permissions & proposals

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

Assessment of Impacts

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

- 14.8.6 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.
- 14.8.7 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 14.8.8 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Land Use

- 14.8.9 The Aldersbrook Sidings site is identified for mixed use redevelopment (proposal m1, saved UDP). The Council considers that there is an opportunity for office and light industry, car showrooms and a hotel. The proposals will not impede the long-term re-development potential of the site.

14.9 Summary of Significant Planning Policy Benefits and Conflicts within Newham Route Section

14.9.1 The proposals give rise to the following significant temporary planning policy benefits and conflicts during construction: -

- § **Noise** – the proposals are in significant conflict with policies to minimise the impact of noise generation on local amenity at Forest Gate and Manor Park
- § **Loss of Employment Land** – the proposals will result in the temporary loss of employment land at Pudding Mill Lane which is protected by London Plan and saved UDP policies.
- § **Loss of Green Space** – the proposals for a new pumping station at Abbey Mills result in the loss of Green Space which is a significant proportion of the open space designation, which is contrary to policy

14.9.2 The proposals give rise to the following permanent significant planning policy benefits and conflicts: -

- § **Transport** – the proposals will significantly improve public transport infrastructure at Stratford, Forest Gate and Manor Park stations which is supported by planning policy
- § **Transport** – the reduction in train services at Maryland in the off-peak period conflicts with the general intent of the UDP transport policies