

<b>15. REDBRIDGE ROUTE SECTION – ENVIRONMENTAL BASELINE AND ASSESSMENT OF IMPACTS .....</b>	<b>2</b>
15.1 OVERVIEW OF REDBRIDGE ROUTE SECTION .....	2
15.2 POLICIES RELEVANT TO ALL WORKSITES REDBRIDGE .....	3
15.3 ILFORD WORKSITE (WINDOW NE4).....	4
15.4 SEVEN KINGS WORKSITE (WINDOW NE5) .....	6
15.5 GOODMAYES WORKSITE (ROUTE WINDOW NE6).....	8
15.6 CHADWELL HEATH WORKSITE (WINDOW NE7).....	10
15.7 SUMMARY OF SIGNIFICANT PLANNING POLICY BENEFITS AND CONFLICTS WITHIN REDBRIDGE ROUTE SECTION .....	11

## 15. Redbridge Route Section – Environmental Baseline and Assessment of Impacts

### 15.1 Overview of Redbridge Route Section

- 15.1.1 The Redbridge section comprises the overground section running from Ilford to Chadwell Heath.

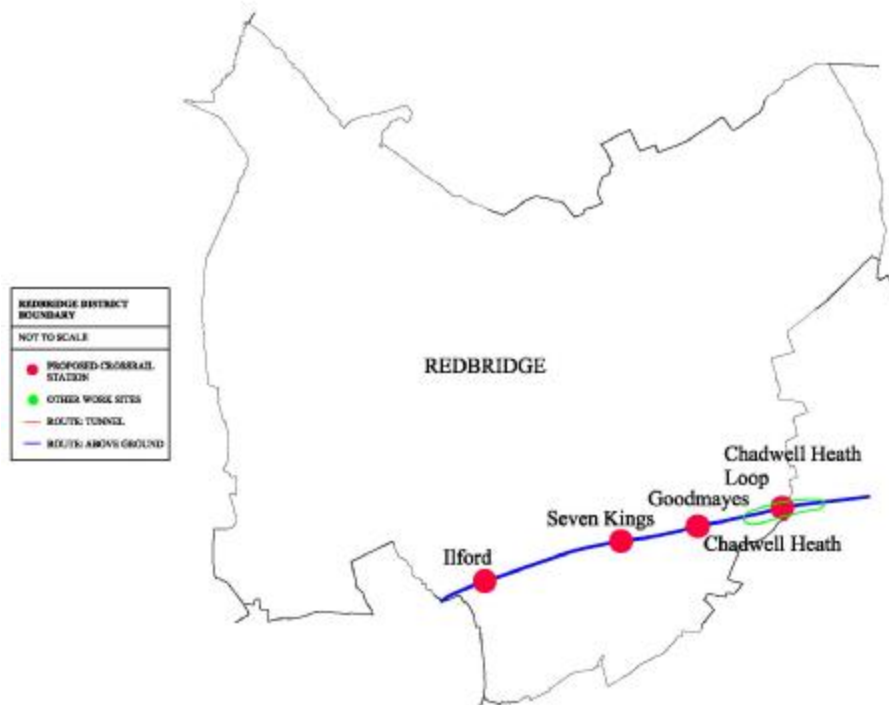


Figure 15.1: Crossrail route through L.B. Redbridge

- 15.1.2 For the most part, this route sections makes use of the existing Great Eastern Main Line (GEML) from Ilford to Chadwell Heath. As such, this section comprises relatively minor works to enable Crossrail to serve stations in Redbridge.
- 15.1.3 These works will take place at Ilford, Seven Kings, Goodmayes and Chadwell Heath stations and are limited to platform extensions to accommodate longer Crossrail trains, and passenger facilities on the platforms and ticket hall areas.

#### *Statutory Development Plan*

- 15.1.4 The Statutory Development Plan for the London Borough of Redbridge is the saved Redbridge Unitary Development Plan, adopted in November 2003 and the London Plan adopted in February 2004.

## 15.2 Policies relevant to all worksites Redbridge

### *Transport & Traffic Management*

- 15.2.1 The Council supports the improvement of the public transport system (policies VS16, TR1 and TR5 saved UDP). The Crossrail ES includes a Traffic Impact Assessment that has identified the likely impacts during construction and once operational.
- 15.2.2 It will provide increased accessibility across Redbridge and shortened train journey times to and from Ilford, Seven Kings, Goodmayes and Chadwell Heath to the West End.
- 15.2.3 The individual worksite assessments deal with the significant transport impacts that have been identified in the Crossrail ES.

### *Environment*

- 15.2.4 Policy KR24 of the UDP requires an ecological appraisal for proposals affecting important sites or species.
- 15.2.5 The Crossrail proposals will contribute to the natural environment in the long term through the reduction of pollution by promoting the use of public transport (Policy VS19).
- 15.2.6 Alternative locations for Crossrail stations and other infrastructure elements have been appraised during the development of the preferred scheme, taking into account environmental constraints. However, some environmental impacts, primarily those related to construction activity, are unavoidable.
- 15.2.7 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 Redbridge to minimise the environmental impacts of the project in the detailed design of the scheme and in agreeing appropriate control over construction.
- 15.2.8 A significant part of the Crossrail route within Redbridge falls within designated Sites of Nature Conservation Importance. Policy VS7 and OA15 of the UDP seek to protect such sites and resist development that would have a significant adverse impact on the nature conservation value of the particular site unless there are reasons why the proposal outweigh the nature conservation value. The railway corridor is also designated as a 'Green Corridor'. Policy KR8 states that within Green Corridors the Council will expect proposals to preserve or enhance their value for nature conservation, amenity, landscape or access.
- 15.2.9 Railway ballast substrates have species-rich ruderal vegetation that is of high value for biodiversity in urban contexts. The loss of this habitat between Goodmayes and Chadwell Heath stations is reported as a significant route wide impact in the Crossrail ES. The Crossrail ES has identified that there would be significant impacts on rail-side vegetation in several locations along the route in Redbridge because of works in the hybrid Bill proposals. This is contrary to

London Plan and Redbridge UDP policies identified above. It is also contrary to policies VS22 (protection of trees of amenity value), OA16 (development adversely affecting protected species not permitted), and ES13 (maintain tree coverage).

- 15.2.10 A mature belt of trees will be removed near Express Drive. Whilst it is proposed to carry out a re-planting scheme, the loss of trees is contrary to policies VS22 and ES13 which seek to protect trees particularly where they have amenity value.

#### *Design*

- 15.2.11 The hybrid Bill proposals include a new station at Ilford and an upgrade of other station facilities at other stations. The individual works site assessments set out below examine the design issues at each location where permanent built development is proposed.
- 15.2.12 The Crossrail ES concludes that there are no significant townscape or landscape impacts (policies VS19, VS21 and BF1 of the saved UDP).

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

- 15.2.13 The Crossrail proposals could potentially impact upon residential amenity in the short term due to construction noise and traffic.
- 15.2.14 The Crossrail ES has reported that with the mitigation measures set out in appendix B1 of the Crossrail ES in place, including sound insulation, site screening and temporary re-housing a number of residential properties will be affected by significant noise impacts. The proposals are therefore contrary to policy KR19 of the saved plan.
- 15.2.15 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.

### **15.3 Ilford Worksite (Window NE4)**

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

- 15.3.1 Ilford Station building is located on an over-bridge on Cranbrook Road. The Station is surrounded by a variety of commercial and residential developments.

#### *Description of proposals*

- 15.3.2 The proposed station building will be located west of the existing building and will consist of a public concourse area in the existing station entrance to Cranbrook Road, a walkway along the north boundary extending over platform five, a main ticket hall and concourse area over the five tracks to access a new entrance from York Place, and the ramp area leading up from Ilford Hill. The

staff accommodation and operations room will be situated above the ticket hall. This will create an open station with multiple access points.

- 15.3.3 To accommodate longer Crossrail trains at Ilford station, platforms two, three and four will be extended westwards from 19 m to 205 m and platform four/five to 5 m in width. The proposed extension of platform four/five and the increase in platform width to accommodate the stair/escalator will require the realignment of track five. This will result in the shift northwards of track five and the widening of platform five. The existing ticket hall will be demolished.
- 15.3.4 Subject to possession planning requirements and excluding final commissioning, the construction works at Ilford station will take around two years to complete.
- 15.3.5 Works at Ilford station will be carried out from areas within the existing fenced boundary of the railway. To the north of the railway tracks the site lies between York Mews to the west and York Place to the east. South of the railway the site is located north of Ilford Hill between The Red Lion Public House to the west, extending to the east from behind properties that front the eastern end of Ilford Hill and that part of Cranbrook Road that extends north from Ilford Hill to the railway line. Works at this site will also be served by an additional site on former railway land at the eastern end of Manor Park station.
- 15.3.6 There will be temporary closures of sections of York Place and parking restrictions during phases of construction to allow construction vehicle access to the worksite.

*Significant extant planning permissions & proposals*

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

**Assessment of Impacts**

*Transport*

- 15.3.8 Rail passengers will benefit from quicker journey times to and from the West End. This accords with policy TR5 of the saved UDP.
- 15.3.9 The hybrid Bill proposals will significantly improve transport facilities at Ilford and this will facilitate the provision of an interchange in accordance with policy CC1 of the saved UDP. The nominated undertaker will work in partnership with the London Borough of Redbridge and other stakeholders to develop the interchange facilities.
- 15.3.10 During the construction of the new station, passengers will be subject to significant diversions and this has been identified as a significant temporary impact in the Crossrail ES. This is contrary to policy TR8 of the saved UDP which seeks to enhance inter-transport connections. Given the long-term improvements to passenger interchange facilities at Ilford this is not considered to be a significant conflict with policy.

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

15.3.11 As explained in the Redbridge-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: -

§ Carmel College; and

§ York Road.

15.3.12 There are no temporary residual significant construction vibration impacts and the proposals do not conflict with policy.

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

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

#### *Historic Environment*

15.3.15 Ilford Station is located within an 'Archaeological Priority Zone'. Policies VS9, SC16, KR31, KR32 and KR34 all seek to protect archaeological sites and seek preservation in situ of important remains or the recording of other remains. Preservation by record will therefore mitigate this potentially significant impact and comply with planning policy.

#### *Natural Environment*

15.3.16 The proposals result in the loss of track-side vegetation as described in paragraphs 15.2.8 and 15.2.9. As stated there, there is a conflict with policy on the basis of the cumulative impact along the GEML.

#### *Land Use*

15.3.17 Ilford 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 Ilford OA can accommodate 5,500 new homes in the period to 2016. The improvement of public transport in the area therefore contributes positively to this policy objective.

## **15.4 Seven Kings Worksite (Window NE5)**

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

15.4.1 Seven Kings Station is located on Seven Kings Bridge, Seven Kings Road.

15.4.2 The surrounding area comprises a mix of commercial, residential and light industrial development.

### *Description of proposals*

- 15.4.3 Within this route window, two GEML platforms (island platforms two, three and platform four) will be extended westwards by 18 m to 205 m to accommodate 10-car Crossrail trains. Platform works will be carried out in conjunction with track realignments, OHLE and signal works. Overall, the construction works will take approximately five months to complete.
- 15.4.4 The works at this station will be carried out from the existing fenced boundary of the railway on platforms four and two/three. The worksite will be located to the north west of the existing station within the grounds of Canon Palmer Catholic School. It will be accessible from Lombard Avenue, off Aldborough Road South. Large plant and materials for platform construction will be delivered and removed by rail. Other materials and excavated materials will be removed by road.

*Significant extant planning permissions & proposals*

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

**Assessment of Impacts**

*Transport*

- 15.4.6 Rail passengers will benefit from quicker journey times to and from the West End. This accords with policy TR5 of the saved plan.

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

- 15.4.7 As explained in the Redbridge-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. The Canon Palmer Catholic School will be affected by such impacts.
- 15.4.8 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 15.4.9 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

*Historic Environment*

- 15.4.10 Seven Kings Station is located within an 'Archaeological Priority Zone'. Policies VS9, SC16, KR31, KR32 and KR34 all seek to protect archaeological sites and seek preservation in situ of important remains or the recording of other remains. Preservation by record will therefore mitigate this potentially significant impact and comply with planning policy.
- 15.4.11 Seven Kings Station is a Locally Listed Building. Policy KR15 seeks to protect Locally Listed Buildings. The Crossrail ES does not identify any significant townscape impacts and therefore there will be no conflict with planning policy.

*Natural Environment*

- 15.4.12 The proposals result in the loss of track-side vegetation as described in paragraphs 15.2.8 and 15.2.9. As stated there, there is a conflict with policy on the basis of the cumulative impact along the GEML.

## **15.5 Goodmayes Worksite (Route Window NE6)**

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

- 15.5.1 The main station building is located on Goodmayes Road in a mixed residential and commercial area.

### *Description of proposals*

- 15.5.2 The platform extensions comprise the eastward extension of two GEML platforms (platforms two, three and four) by 16 m to 205 m to accommodate 10-car Crossrail trains. The construction works at Goodmayes station will take approximately five months to complete. The construction of the Chadwell Heath freight loop will partially overlap these works and will occur over a four month period. The construction works for the loop spans both this route window and Route Window NE7 (within LB Barking and Dagenham)
- 15.5.3 Works at the Goodmayes station worksite will be carried out from within the existing fenced boundary of the railway on platforms four and two/three. The worksite servicing activities on the site will be located on redundant railway land to the northeast of the existing station next to platform one. Access to the site will occur from the High Road via existing service roads alongside Goodmayes Retail Park and the Superstore car park. Large items of plant and materials for the construction works will be delivered and removed by rail. Other materials, including excavated materials will be delivered by road.
- 15.5.4 The currently disused Goodmayes to Chadwell Heath freight loop will be reinstated to replace the goods loop at Manor Park. This work will include the removal of the existing redundant loop track. The track-bed will need to be lowered at the bridge at both Goodmayes and Chadwell Heath stations. Associated signalling works will take place, in addition to the installation of the crossover at the western end of the station. OHLE and signalling will then be installed. A new drainage system and a walkway will be installed adjacent to the tracks.
- 15.5.5 This track work will be carried out from within the existing fenced boundary of the railway to the south of the existing track. The main worksite will be located at the eastern end of the station with another to the south of the existing tracks at Goodmayes station. Access to the main worksite will be from Goodmayes Road via Kinfauns Road and Express Drive. Large items of plant and materials, including excavated materials for the works will be delivered and removed by road. Generally, the Express Drive southern worksite will be served by one lorry per day. One lorry per day will access the worksites during a two month peak construction period.

### *Significant extant planning permissions & proposals*



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

### **Assessment of Impacts**

#### *Transport*

- 15.5.7 Rail passengers will benefit from quicker journey times to and from the West End. This accords with policy TR5 of the saved plan.

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

- 15.5.8 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.
- 15.5.9 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 15.5.10 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

#### *Natural Environment*

- 15.5.11 The proposals result in the loss of track-side vegetation as described in paragraphs 15.2.8 and 15.2.9. As stated there, there is a conflict with policy on the basis of the cumulative impact along the GEML.

## 15.6 Chadwell Heath Worksite (Window NE7)

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

- 15.6.1 The Station building at Chadwell Heath is located on an over-bridge on Station Road.
- 15.6.2 The area to the north and west of the station is predominantly residential and there are light industrial units directly to the north and south east.
- 15.6.3 Works associated with this station fall into the London Borough of Barking and Dagenham (LBBD) and section 16 of this report addresses the planning issues in that route section.

### *Description of proposals*

- 15.6.4 The GEML platforms two, three and four will be extended westwards by 16 m to 205 m to accommodate 10-car Crossrail trains. New platform furniture and lighting will be provided and minor station refurbishment works will be carried out.
- 15.6.5 Works at the station will be carried out from within the existing fenced boundary of the railway on platforms two/three and four. The worksite servicing activities on the site will be located within an existing car park off Valance Avenue. For the platform extension works, plant and materials will be brought from the Chadwell Heath freight loop worksite to the east of the station by rail. Access to the site will occur from Valance Avenue.
- 15.6.6 The currently disused single line to the south of the main lines will be reinstated to replace the goods loop at Manor Park. These works will include the removal of the existing redundant track. Once track beds are prepared and the new track is laid, OHLE and signalling will be installed. A new drainage system and a walkway will also be installed adjacent to the tracks.
- 15.6.7 The freight loop track work will be carried out from within the existing fenced boundary of the railway to the south of the existing track. The main worksite will be located at the eastern end of the station; a second will be located south of the existing tracks at Goodmayes station. Access to the main worksite will be from Valance Avenue. Large items of plant and materials, including excavated materials for the works will be delivered and removed by road.

### *Significant extant planning permissions & proposals*

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

## **Assessment of Impacts**

### *Transport*

15.6.9 Rail passengers will benefit from quicker journey times to and from the West End. This accords with policy TR5 of the saved plan.

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

15.6.10 As explained in the Redbridge-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: -

§ Overton Drive;

§ Armstrong Close.

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

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

*Natural Environment*

15.6.13 The proposals result in the loss of track-side vegetation as described in paragraphs 15.2.8 and 15.2.9. As stated there, there is a conflict with policy on the basis of the cumulative impact along the GEML.

## **15.7 Summary of Significant Planning Policy Benefits and Conflicts within Redbridge Route Section**

15.7.1 The proposals give rise to the following significant 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 Ilford, Seven Kings and Chadwell Heath

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

§ **Transport** – the proposals will significantly improve public transport infrastructure at Ilford, Seven Kings, Goodmayes and Chadwell Heath stations which is supported by planning policy

§ **Visual Impact** – the proposals will result in a visual impact on nearby properties as a result of the works at between Ilford and Chadwell Heath. However these impacts will be mitigated over time as replanting matures