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16. Barking & Dagenham Route Section – Environmental Baseline and Assessment of Impacts

16.1 Overview of Barking & Dagenham Route Section

- 16.1.1 The Barking and Dagenham section comprises the short overground section running from Chadwell Heath to Westlands playing fields to the west of Romford.

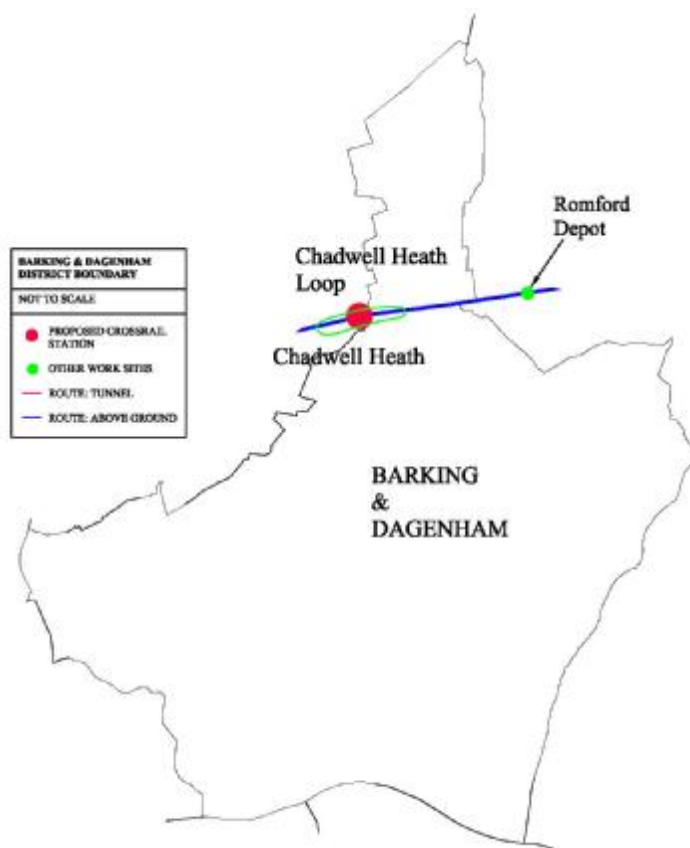


Figure 16.1: Crossrail route through L.B. Barking & Dagenham

- 16.1.2 The second work-site forms part of a larger work-site lying further to the east within London Borough of Havering. This is the Romford Maintenance Depot and stabling sidings. Most the works lie within London Borough of Havering. That section of the work site within Barking and Dagenham comprises new rail tracks to access the maintenance depot and stabling site.

Statutory Development Plan

- 16.1.3 The statutory development plan for the London Borough of Barking & Dagenham is the Barking & Dagenham Unitary Development Plan, adopted in October 1995 and the London Plan adopted in February 2004.

16.2 Chadwell Heath Loop Worksite East

Significant Characteristics of Site and Surrounding Area

- 16.2.1 Chadwell Heath Loop Worksite East is located to the east of Chadwell Heath Station on railway sidings land. It is necessary to serve the works at Chadwell Heath Station and the works at Chadwell Heath Loop.

Description of Proposals

- 16.2.2 The works at Chadwell Heath station and the construction of the Chadwell Heath freight loop both require the use of land in Barking and Dagenham.
- 16.2.3 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 Valence Avenue. Large items of plant and materials, including excavated materials for the works will be delivered and removed by road.

Significant Extant Planning Permissions and Proposals

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

Assessment of Impacts

Natural Environment

- 16.2.5 There will be loss of scrub, rough grassland and species rich railways ballast vegetation on the Railside land in the Barking and Dagenham Site of Borough Importance for Nature Conservation Grade II. This is not significant in itself but it makes a contribution to the cumulative impact on natural environment along part of the north-east route section. This is identified in the Crossrail ES as a significant impact. This is also considered to be a significant adverse impact in terms of planning policy, as is contrary to policies strategic policy M and policies G42 and G43 which seek to protect sites of ecological value.
- 16.2.6 The worksite is also located within a designated 'Green Corridor'. Barking and Dagenham Council will endeavour to create, protect and enhance wildlife corridors (policy G54). This is not significant in itself but it makes a contribution to the cumulative impact on natural environment along part of the north-east route section. Given this impact, the proposals are conflict to Green Corridor policy.

Amenity

- 16.2.7 While the works on the goods loop will create temporary noise impacts these are in the London Borough of Redbridge and are dealt with in the chapter dealing with that Borough.

- 16.2.8 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur. The proposals therefore comply with policies G37 and G39 of the UDP.

16.3 Romford Depot Worksite (Route Window NE8)

Significant Characteristics of Site and Surrounding Area

- 16.3.1 The site comprises the West Ham United Football Club training facility. This includes football pitches and a modern gymnasium that is located along the boundary with the Great Eastern Main Line to the south. One of the football pitches is an “all-weather” pitch and most of the training ground is flood-lit. In the wider area, the training facility forms part of a larger open space with the Westlands playing fields to the east. Vehicular and pedestrian access to the training ground is provided from Savile Road. There is an additional pedestrian only access to Whalebone Lane South.
- 16.3.2 The land is relatively flat and there is a belt of trees running north to south along the eastern perimeter of the training ground. There are residential areas to the north and west of the training facility.

Description of proposals

- 16.3.3 The works are integral to the Romford maintenance depot that is described in detail within the London Borough of Havering section.
- 16.3.4 The section of the Romford Depot that lies in Barking and Dagenham comprises the under-pass approach. This involves the construction of two additional tracks to the north of the GEML from a short distance to the east of Whalebone Bridge running into a cutting on approach to the dive-under and the depot and stabling sites that is located to the south of the GEML at Romford Gas works.
- 16.3.5 All of the works in Barking and Dagenham take place at-grade with the existing railway. The new cutting and under-pass approach lie within the London Borough of Havering.
- 16.3.6 Access to the construction site will be gained from the Westlands playing field to the east. There will be no vehicular access to the site from Savile Road or Whalebone Lane South.
- 16.3.7 The proposals involve the acquisition of land outside the railway boundary and the demolition of the gymnasium at the West United training ground to accommodate the additional tracks.
- 16.3.8 The purpose of the under-pass is described in the assessment for the Romford Depot in the London Borough of Havering section below.

Significant extant planning permissions & proposals

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

Assessment of Impacts

Transport & Traffic Management

- 16.3.10 At a Borough-wide level the proposals would support UDP policies to improve and further improve public transport (policies X and T2). Specifically, Crossrail is supported by policy T5 of the UDP.
- 16.3.11 The temporary severance of the footpath linking Whalebone Lane South with Saville Road will create a temporary policy conflict with saved UDP policy T12 which addresses pedestrian accessibility.
- 16.3.12 There are no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the under-pass works that take place in the London Borough of Barking and Dagenham. The proposals do not therefore conflict with T10, T13 or T21 of the UDP.

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

- 16.3.13 The proposals will have no significant construction or operational noise impacts on nearby residents as a result of the under pass works. This complies with planning policy G36 of the UDP.
- 16.3.14 No significant impacts on air quality are predicted to occur as a result of construction or operational activities. The proposals therefore comply with policy G39 of the UDP. The works related to the depot in Barking and Dagenham will result in no temporary or permanent noise and vibration impacts.

Historic Environment

- 16.3.15 The proposals will result in the loss of a coal tax post on the northern verge of existing GEML close to the West Ham United FC training ground. It is proposed that this be re-located in the same area upon completion of the works. Nevertheless, the demolition or in this case the removal of a listed building is contrary to policy DE30 of the UDP and the general presumption in favour of the retention of listed buildings in PPG15.
- 16.3.16 The Crossrail ES has concluded, in accordance with PPG15 the assessment has provided clear and convincing evidence that preservation and of the affected structure in some form is not possible or suitable, and that Crossrail will produce substantial transport benefits for the community that would decisively outweigh the loss result from its temporary removal.

Natural Environment

- 16.3.17 All of the land required for the works at the West Ham United training ground is designated as Green Belt. There is a presumption against any new development in the Green Belt that would materially affect its open nature and character (Strategic Policy I, policy G3, UDP; PPG2; policy 3D.8, London Plan).
- 16.3.18 As stated above, the works in London Borough of Barking and Dagenham form part of a larger works site in London Borough of Havering to the east. This assessment has concluded that the under-pass works are considered to be

inappropriate development in the Green Belt by definition in paragraph 3.12 of PPG2. The same conclusion is reached on works within Barking and Dagenham because they form part of works that are considered to be inappropriate. The very special circumstances required to justify inappropriate development in the Green Belt are set out in the London Borough of Havering section and are not repeated here.

- 16.3.19 The proposals result in the loss of trees and other vegetation on the northern boundary of the GEML. This is not considered to be a significant impact and will be compensated by new tree and shrub planting on completion of the works. Whilst the loss of trees is contrary to policy G14 of the UDP, it is not considered a significant impact.
- 16.3.20 The proposals result in the loss of track-side vegetation as described in paragraphs 18.2.5 and 18.2.6. As stated there, there is a conflict with policy on the basis of the cumulative impact along the GEML.

Land Use

- 16.3.21 The proposals will involve the loss of a sports facility and part of a all weather pitch at the West Ham United FC training ground. Policy G75 of the UDP states that there is a presumption against development resulting in loss of existing leisure or recreational unless they are incorporated or replaced within the new development or relocated to a more appropriate or accessible location. Ongoing discussion with the club will seek to mitigate this impact.

16.4 Summary of Significant Planning Policy Benefits and Conflicts within the Barking & Dagenham route section

- 16.4.1 The proposals give rise to the following significant planning policy conflict during construction: -
- § **Listed Building Removal** – the proposals will result in the removal of the listed coal tax post. The post will be re-instated upon completion of the works thereby mitigating this impact
- 16.4.2 The proposals give rise to the following permanent significant planning policy benefit: -
- § **Green Belt** – the proposals result in inappropriate development in the Green Belt which is contrary to policy
 - § **Ecology** – the proposals will result in the loss of vegetation which contributes to a cumulative significant impact on the natural environment of the railway corridor

17. Havering Route Section – Environmental Baseline and Assessment of Impacts

17.1 Overview of Havering Route Section

- 17.1.1 The Havering section of the Hybrid Bill proposals comprises that part of the north-eastern route between Chadwell Heath and the edge of the Greater London boundary east of Harold Wood.

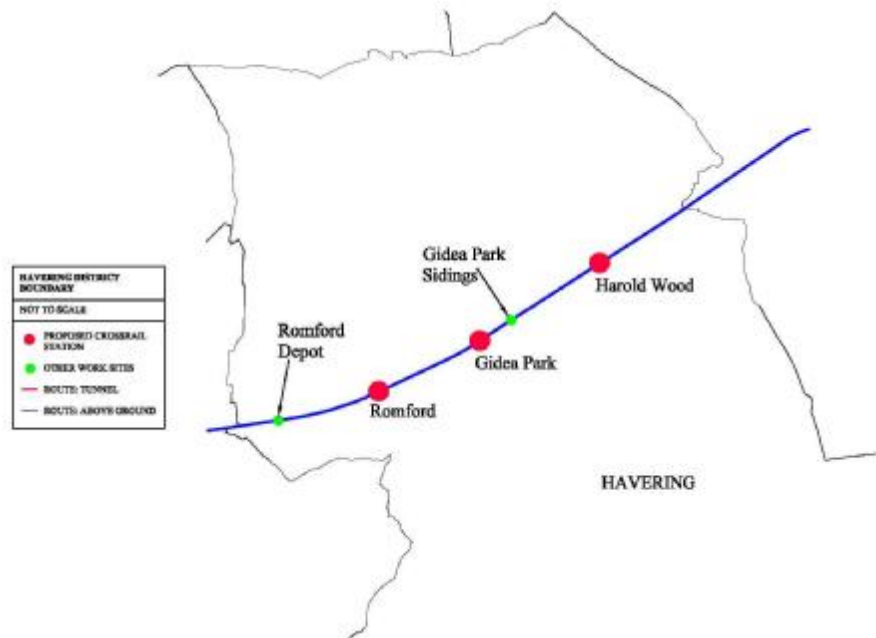


Figure 17.1: Crossrail route through L.B. Havering

- 17.1.2 This section makes use of the existing overground Great Eastern Main Line infrastructure and as such the Hybrid Bill proposals largely comprise alterations to existing infrastructure. The proposals include major improvements to Ilford and Romford stations and minor improvements to Gidea Park and Harold Wood stations.
- 17.1.3 The Crossrail Maintenance Depot and Route Control Centre will be developed at the Romford gas works. This will include stabling sidings for part of the Crossrail train fleet and additional stabling sidings will be located at Gidea Park on former railway land.

Statutory Development Plan

- 17.1.4 The Statutory Development Plan for the London Borough of Havering is the Havering Unitary Development Plan, adopted in March 1993 and the London Plan adopted in February 2004.

17.2 Policies relevant to all worksites in Havering

Transport & Traffic Management

- 17.2.1 The Council promotes and supports improvements towards the maintenance and development of the public transport network, including rail facilities (Policy STR27). Policy TRN11 further supports the development and modernisation of the public transport system. The Crossrail scheme would provide new and improved transport links within and to the borough. The proposals would improve passenger facilities at a number of stations and this would accord with policy TRN13 of the UDP. It will provide increased accessibility across Havering and shortened train journey times to and from Romford, to the West End.
- 17.2.2 The Crossrail ES concludes that there are no significant impacts arising from traffic associated with the proposals.

Environment

- 17.2.3 The Council aims to achieve a balanced approach to development through promoting and encouraging development but ensuring Green Belt and parts of the urban areas are protected (Policy STR1). The proposals would fully accord with part 12 of this policy which seeks to achieve better accessibility through improvements to public and private transport without harming the environment.
- 17.2.4 High priority is also given to protecting and improving the environment and the Council will reject developments not consistent with this aim (Policy STR2).
- 17.2.5 Alternative locations for Crossrail stations, ventilation shafts, and other infrastructure elements have been appraised during the development of the preferred scheme, taking into account environmental constraints. For example, the Romford Gasworks was selected as the Crossrail Maintenance Depot following an exhaustive examination of over thirty sites. Many of those sites fell entirely in the Green Belt. However, some environmental impacts, primarily those related to construction activity, are unavoidable.
- 17.2.6 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 Havering to minimise the environmental impacts of the project in the detailed design of the scheme and in agreeing appropriate control over construction.
- 17.2.7 The hybrid Bill proposals include new station buildings at Romford, limited works at other stations and the Crossrail Maintenance Depot at the Romford Gasworks with associated engineering works including a rail under-pass at the Westland playing fields. The individual works site assessments set out below examine the design issues at each location where permanent built development is proposed. Detailed design will be subject to the approval of the Local Planning Authority at a later date.

- 17.2.8 All stations that will be served by Crossrail in Havering will include step-free access and therefore be DDA compliant.
- 17.2.9 Railway ballast substrates have species-rich ruderal vegetation that is of high value for biodiversity in urban contexts. The loss of this habitat at Romford Depot, Romford Gas Works and Gidea Park Sidings is identified as a significant route wide impact in the Crossrail ES.
- 17.2.10 Most lineside habitat comprises a mosaic of vegetation types, including rough grassland, scrub, secondary woodland, nettlebed and ruderal vegetation. These rank and mostly species-poor vegetation types are not individually of high nature conservation value, but concentrations can be of nature conservation importance. A significant route-wide impact is predicted to occur as a result of large-scale loss of lineside habitat from the Railside Land in Havering SBI, principally for the construction of a railway dive-under west of Romford Depot and at Gidea Park Sidings.
- 17.2.11 The proposals do not accord with the general intent of Policy ENV1 of the saved UDP which recognises the role of nature conservation and wildlife habitat in new development.

17.3 Romford Depot (Route Window NE8 and 9)

Significant Characteristics of Site and Surrounding Area

- 17.3.1 The site is located approximately 150 metres west of Romford town centre and occupying an area of approximately 21 hectares.
- 17.3.2 The land formerly accommodated a railway goods yard and part of the town gas works. The site currently occupies a railway goods yard containing sidings, storage areas and electrical equipment operated by OLE engineering group for the handling of works trains.
- 17.3.3 To the south of the proposed depot site is in a partly derelict area formerly associated with Romford Gasworks. The site is currently occupied by the storage tanks of a gas holder station operated by Transco and is accessed off Sandgate Road. The gas works site comprises seven buildings and four gas holders.
- 17.3.4 Oldchurch Hospital is located to the east of the gas works site; the two sites are separated by Nursery Walk which is a pedestrian and cycle path.
- 17.3.5 To the west of the site, adjacent to the gas works, is the modern Royal Mail Sorting Office on the east side of Sandgate Close. There are residential properties to the west of the site at Beechfield Close and to the north of the the Great Eastern Main Line (GEML) between Westlands Playing Fields and Romford Town Centre. Beyond Beechfield Close, to the west is a mixture of industrial and residential uses – industrial uses are located adjacent to the sidings area with residential properties fronting Crow Road, to the south. A public footpath runs east to west from Jutsum's Lane to Nursery Walk. There is a car showroom and external vehicle display area to the west of Jutsum's Lane.
- 17.3.6 It is proposed that the maintenance depot be linked to the Crossrail lines via a rail under-pass at the Westlands Playing Fields. Part of the under-pass will be constructed outside Havering and in Barking and Dagenham. These works are described and assessed in section 16 of this report.
- 17.3.7 The Westlands playing fields are a large area of open space separating the urban areas of Chadwell Heath from Romford.
- 17.3.8 The gas works site, sorting office and land to the west of Sandgate Close together with the industrial uses on Jutsum's Lane are designated as a 'Secondary Employment Area'.

Overview of proposals

- 17.3.9 The maintenance depot for Crossrail will be located at the former goods yard site to the west of Romford Station.
- 17.3.10 The maintenance depot will comprise a depot building to accommodate 8 x 10 car trains, associated engineering space, staff accommodation and car parking. The depot building and surrounding land will be raised to the height of the GEML embankment to the north. New highway access to the depot would be

provided from Nursery Walk. Rail access to the depot would be provided by laying new tracks to the west connecting to the GEML via a dive-under at Westlands playing fields.

17.3.11 To the east of the maintenance depot, an area would be laid out for the external stabling of 8 x 10 car trains.

17.3.12 The route control centre for the central tunnelled section would be located on land to the south of the maintenance depot.

Permanent Works

17.3.13 From the London Borough of Barking and Dagenham boundary the works, involving provision of a widened embankment and a new retaining wall from Whalebone Lane South to the Jutsums Lane bridge, will require acquisition of the southern edge of the West Ham United FC training ground and part of Westland's Playing Field. The two new tracks will continue to the eastern border of the West Ham United FC training ground where they will descend through a new rail underpass beneath the GEML before accessing the depot on the south side of the line.

17.3.14 Having passed through the new underpass, the two tracks will climb a new ramp to cross an extended bridge over Jutsums Lane. A new retaining wall and embankment will be constructed on the southern boundary of this new alignment. A new departures and arrivals road will also be constructed between Jutsums Lane and a point immediately east of the underbridge to allow access between the depot and the fast lines.

17.3.15 The new maintenance depot building will be constructed between Sandgate Close and Nursery Walk and to the north of the Gas Works site. It will consist of eight covered tracks in a building 260 m in length, 68 m wide and up to 12 m high. The total floor space of the depot is 22,000 m².

17.3.16 The depot will include car parking for 250 cars with the main car parking area (150 spaces) accessed off Nursery Walk and the secondary/over-flow parking area (100 spaces) accessed off Sandgate Close. Sandgate Close will also accommodate access to the depot for lorries and the relocated Mail Sorting Office access point.

17.3.17 To the northeast of the building on an area of land to the north of Old Church Hospital and bounded to the east by Waterloo Road, an additional 10 tracks will be constructed to stable trains. To accommodate the stabling sidings, the pedestrian underpass that carries Nursery Walk beneath the site will be extended.

Temporary Works

17.3.18 Works at Romford Depot (west), consist of the construction of an approach ramp and underpass to the east of Whalebone Lane Bridge. Subject to possession planning requirements and excluding final commissioning, these works, along with the Jutsums Lane Bridge track works and facilities up to Romford Stadium, will take about four years and eight months.

- 17.3.19 Subject to possession planning requirements and excluding final commissioning, the construction of Romford depot (east) will take about five years and six months.

Significant extant planning permissions & proposals

- 17.3.20 The Council resolved to grant outline planning permission in April 2002 for the redevelopment of the Oldchurch Hospital for residential development subject to the completion of a Section 106 Agreement. It is understood that the applicants, the NHS Estates, do not intend to complete this agreement. However, this report assumes that the principle of a residential redevelopment is considered acceptable by the Council.

Assessment of Impacts

Transport & Traffic Management

- 17.3.21 All new developments should normally make adequate provision for car parking normally in accordance with Council's standards (Policies TRN18, ENV1(j)). The purpose of these policies is to preserve the interests of the users of adjacent facilities and preserve the amenity of nearby residents. In accordance with the Council's standards, a transport depot such as that proposed at Romford ought to normally make provision for 130 spaces (1 space for every third employee) The proposals make provision for 150 spaces on the depot site and provision for a further 100 spaces on overflow/secondary parking area west of Sandgate Close near the Route Control Centre. The level of parking provision is therefore in excess of the Council's standards. This reflects the need to serve employees working on shifts 24 hours per day with shift changes taking place at times when the public transport system is either closed or running at low service frequency.
- 17.3.22 There will be no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the depot, stabling sidings and associated facilities. There is no conflict with planning policy.

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

- 17.3.23 As explained in the Havering-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: -

- § Crow Lane;
- § Waterloo Road;
- § Beechfield Gardens;
- § Mental Health Unit, Oldchurch Hospital;
- § Oldchurch (proposed residential development)

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

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

Design

- 17.3.26 The Crossrail ES has concluded that the proposals for the depot, stabling and associated development will not have an adverse impact on the townscape although it will have a significant visual impact on a number of properties. The depot development will therefore be contrary to policy ENV1 of the UDP.

Natural Environment and Open Space

- 17.3.27 There are no adverse ecological impacts in addition to those described in the Havering-wide section.
- 17.3.28 Most of the land required for the rail under-pass is designated as Green Belt. There is a presumption against any new development in the Green Belt that would materially affect its open nature (Policy GRB2, STR10, UDP; PPG2; policy 3D.8, London Plan). Policy STR11 of the UDP seeks opportunities to enhance the environment and increase recreation on Green Belt land.
- 17.3.29 As set out section 3 of this report, PPG2 sets out the types of uses that are appropriate in the Green Belt. Engineering operations are considered inappropriate development unless they maintain the openness of the Green Belt. Inappropriate development is defined as that which has a harmful effect on the openness of the Green Belt. Inappropriate development is only permitted where very special circumstances are shown to outweigh the harm to the Green Belt.
- 17.3.30 The construction of the rail under-pass, including the worksite compounds is considered to be inappropriate development. These works are contrary to national, strategic and local planning policies unless there are very special circumstances which outweigh the harm to the Green Belt. Once constructed, the rail under-pass and associated works including embankments, retaining walls, gantries, and OHLE are also considered to be inappropriate development in the Green Belt because they will affect its openness.
- 17.3.31 Every effort has been made to avoid siting the maintenance depot in the Green Belt. Romford was selected following an exhaustive examination of numerous sites. Many of those sites fell entirely in the Green Belt. Whilst the underpass will involve works in the Green Belt, all the buildings including the depot building itself will be built on brownfield land, thereby avoiding significant Green Belt landtake. The maintenance depot is essential to the operation of Crossrail. As stated elsewhere in the technical report, Crossrail will provide improved sustainable transport facilities that are of local, regional and national importance. It is, therefore, considered that the benefits of Crossrail and the lack of alternative brownfield sites represent very special circumstances necessary to outweigh the harm to the openness of the Green Belt.
- 17.3.32 Part of site is within the Dagenham Corridor, where Council will seek to secure additional recreation opportunities, improved access to the countryside and an enhancement of the landscape and environment (Policy GRB22).

- 17.3.33 The Westlands playing fields / open space are within the designated Thames Chase Community Forest. Policy ENV28 states that proposals in the area are expected to contribute positively towards its implementation.
- 17.3.34 Policies LAR1 and LAR5 seeks retention and enhancement of existing leisure and recreation facilities and retention of existing playing fields and open spaces respectively. The proposals would result in the temporary loss of up to eight pitches and a training grid. There will be a permanent loss of three pitches at the Westland playing fields. The proposals will therefore be in conflict with policy LAR5. Mitigation of the temporary and permanent loss of pitches is the subject of ongoing discussion with the local authority.

Land Use

- 17.3.35 The gas works site, sorting office and land to the west of Sandgate Close together with the industrial uses on Jutsum's Lane are designated as a 'Secondary Employment Area'. Policy EMP6 states that planning permission will only be granted for business or industrial (B1 or B2), warehousing or uses which create similar levels of employment to a warehouse. Policy STR17 seeks the retention and protection of designated employment areas.
- 17.3.36 Whilst the proposals fall outside use classes B1 or B2 (they are sui-generis), they will generate significant employment and regenerate the site for purposes that support the provision of public transport infrastructure. It is considered that the proposals accord with policy EMP6 of the UDP.
- 17.3.37 Part of the Westlands (eastern section) playing fields are designated as an education site. Policy PSU2 seeks to ensure a full range of educational opportunities are maintained on education sites. The proposals result in the temporary and permanent loss of recreational areas associated with St Edwards school and this is contrary to the general intent of policy PSU2.

Natural Environment

- 17.3.38 In addition to the Havering-wide impact on rail side vegetation, the proposals will have a significant impact on the viability common lizard population. This is a species protected under the Wildlife and Countryside Act 1981. This species can be re-located but because of the scale of affected habitat it is identified as a significant impact in the ES. The proposals are therefore contrary to policy ENV7 of the UDP.

17.4 Romford Station (Route Window NE9)

Significant Characteristics of Site and Surrounding Area

- 17.4.1 Romford Station is located west of South Street, close to the centre of Romford town centre. The Brewery, a modern retail and leisure complex lies to the north west of the station. The main shopping area lies to the north and east.

Overview of proposals

- 17.4.2 To accommodate longer Crossrail trains, platform five will be extended westwards by 18 m to 205 m, to accommodate an overall train length of 200 m. The island platforms three/four will be extended by 21.5 m. The existing ticket hall is too small to satisfy the requirements of a principal station. To achieve this, Crossrail propose to acquire and demolish the buildings on Nos. 110-116 South Street. A new ticket hall and associated staff accommodation will be developed on the site of 110-116 South Street as an extension to the original ticket hall.
- 17.4.3 Works will be carried out from a number of areas at Romford station. The main station construction works will be carried out from the north side of the existing station building within the area currently occupied by 110 – 116 South Street, part of the carriageway of The Batts and a section of land to the west of 108 South Street. The main access to the site will be from Exchange Street via a new access road connecting to the western end of the site. In addition, the pavement area along South Street at the front of the existing station building will be closed and utilised as part of the worksite in phases throughout construction works.
- 17.4.4 A secondary station works area will be located within a strip of railway land to the south of the existing station tracks, adjacent to the existing mezzanine subway access ramp, on a verge between Atlanta Boulevard and platform two. This site will be utilised during possessions or after peak hours and will be accessible from its western extent off Atlanta Boulevard.
- 17.4.5 Temporary station facilities will be located in a private car park (accessible from Atlanta Boulevard) which is currently used by patrons of a health club/fitness centre.
- 17.4.6 A platform extensions works area will be located in an existing car park on the south eastern corner of Exchange Street and will be used for platform extensions and bridge construction works over the River Rom.
- 17.4.7 Materials and some plant for the platform works will be delivered and removed by rail. Other materials, such as ready mixed concrete and materials for station fit out will be delivered by road. Excavated materials will be removed by a combination of rail and road. The existing access route under the arches to the west of platform five will be opened up during construction to create a dedicated route between the main construction site areas and Exchange Road.
- 17.4.8 Traffic management and/or parking restrictions may be required in the vicinity of the worksites.

- 17.4.9 Generally, the Romford northern and southern worksites will each be served by one lorry per day. Approximately 10 lorries in total per day will access each worksite during a peak construction period of about a month.

Significant extant planning permissions & proposals

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

Assessment of Impacts

Transport & Traffic Management

- 17.4.11 The hybrid Bill proposals will significantly improve transport facilities at Romford and this will facilitate the provision of an interchange. The nominated undertaker will work in partnership with the London Borough of Havering and other stakeholders to develop the interchange facilities.
- 17.4.12 Policy TRN13 encourages the provision of facilities to improve interchanges. A new open concourse is proposed which would provide flexibility for the future integration of transport schemes, therefore this would accord with policy. Policy ROM16 also seeks the provision of improved facilities for public transport users. Proposals would fully accord as they make provision for new public transport infrastructure.
- 17.4.13 There will be no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the new station. There is no conflict with planning policy.
- 17.4.14 Temporary station facilities will be located in a private car park currently used by a health club/ fitness centre. Approximately 20 parking spaces will be temporary lost. This is identified as a significant impact and is contrary to policy TRN18 which requires developments to have adequate provision for car parking to preserve the amenity of nearby residents.

Design

- 17.4.15 The proposals comprise new station buildings that will not have a significant adverse townscape or landscape impact. There are no conflicts with the environmental criteria for new development as set out in planning policy ENV1 of the UDP.

Historic Environment

- 17.4.16 Policy ENV14 requires that an examination of the site for any archaeological significance be undertaken where development is proposed. Preservation in-situ or the excavation and recording of archaeological remains where preservation is not possible are required. The works at the station will have an impact upon archaeological remains. Preservation by record will mitigate any significant impacts of the works on any potential remains of interest and as such the proposals accord with policy ENV14 of the UDP.

Amenity (i.e. Noise, Vibration, Air Quality)

- 17.4.17 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.
- 17.4.18 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 17.4.19 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Land Use

- 17.4.20 The Council supports the improvement and development of Romford Strategic Centre (Policy STR44). Romford is identified as a Metropolitan Centre in the London Plan and its growth is encouraged by policy 2A.5. The Council also encourages the creation of a full range of new developments to strengthen the centre, including shops, offices, hotels, leisure, arts, culture, entertainment, community services and car parking (Policy STR45). The Crossrail proposals will contribute towards the realisation of these aims by improving accessibility to Romford town centre. Therefore proposals will positively impact and accord with both policies.

17.5 Gidea Park Station (Route Window NE10)

Significant Characteristics of Site and Surrounding Area

- 17.5.1 Gidea Park Station is a 1920's building located to the south of the centre of Gidea Park north of Station Road. The surrounding area is predominantly residential with conservation areas to the north.

Description of proposals

- 17.5.2 The main works in this route window, which is located in LB Havering, comprise platform extensions. The eastern end of two GEML island platforms (platform 3 and platform 4) will be extended eastwards by 22 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. Construction at Gidea Park station will take place over approximately three months.
- 17.5.3 Works at this station will be carried out from within the existing fenced boundary of the railway on platforms three and four. It is proposed that the worksite will occupy the whole of the station car park. Access to the site for lorries will occur from the A118 Main Road via Balgores Lane and Crossways through the existing car park entrance. Large items of plant and materials will be brought to the site at Gidea Park station by rail. Other materials, including excavated materials will be delivered by road.

Significant extant planning permissions & proposals

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

Assessment of Impacts

Transport & Traffic Management

- 17.5.5 Passengers using Gidea Park station will benefit from significantly quicker journeys to and from the West End. This accord with policies TRN11 of the UDP.
- 17.5.6 The Council seeks to maintain adequate car parking at railway stations (Policy STR30) and proposals. Policy TRN23 seeks the provision of parking at British Rail & underground stations. The Crossrail ES conclude that this will result in significant temporary adverse impact as there is no alternative car parking nearby. This is therefore a temporary, but not significant conflict with policy.
- 17.5.7 There will be no significant adverse impacts on road users, pedestrians or cyclists as a result of the construction and operation of the upgraded station. There are no conflicts with planning policy.

Historic Environment

- 17.5.8 Gidea Park Station is located within Gidea Park Conservation Area, where PPG15 and policies ENV3, ENV23 and STR7 of the UDP seek the preservation and enhancement of the character and appearance of conservation areas. The works at Gidea Park Station are very limited and there will be no adverse townscape impacts and therefore no conflict with planning policy.

Natural Environment

- 17.5.9 There are no adverse ecological impacts in addition to those described in the Havering-wide section.

Amenity (i.e. Noise, Vibration, Air Quality)

- 17.5.10 As explained in the Havering-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A property at Eyre Close will be affected by such impacts.
- 17.5.11 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 17.5.12 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

17.6 Gidea Park Stabling Sidings (Route Windows NE11)

Significant Characteristics of Site and Surrounding Area

- 17.6.1 Gidea Park Sidings comprise former railway land that is currently derelict. The sidings lie immediately to the north of the GEML and are within a predominately residential area. There is a substantial tree belt on the northern boundary of the site.

Description of proposals

- 17.6.2 Crossrail's stabling sidings at Gidea Park will include the rebuilding of the existing sidings which lie in a shallow cutting to the east of Upper Brentwood Road. The existing sidings will be extended northwards with three new tracks provided. In total, seven sidings will be provided for Crossrail trains, each 240 m in length. All works will be undertaken in existing railway land and a new retaining wall constructed on the northern boundary.
- 17.6.3 The Gidea Park stabling sidings will be constructed to the north of the electric lines immediately to the east of Gidea Park station. Works will be carried out from within the existing railway boundary. Access to the site will be from the new temporary site access road.
- 17.6.4 Larger materials will be delivered and removed by rail. Other materials will be delivered by road. Excavated materials will be removed by rail.
- 17.6.5 There are parking restrictions on the public highway within the residential cul-de-sac leading to the access road will be required to ensure lorries are able to access the site.
- 17.6.6 Generally, the worksite will be served by four lorries per day. Approximately 12 lorries in total per day will access the worksites during a three month peak construction period.

Significant extant planning permissions & proposals

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

Assessment of Impacts

Historic Environment

- 17.6.8 Policy ENV14 requires that an examination of the site for any archaeological significance be undertaken where development is proposed. Preservation by record will mitigate any significant impacts of the works on any potential remains of interest and as such the proposals accord with policy ENV14 of the Saved UDP.

Natural Environment

- 17.6.9 There are no adverse ecological impacts in addition to those described in the Havering-wide section.

Amenity (Noise, Vibration, Visual)

- 17.6.10 As explained in the Havering-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties affected by such impacts in the following locations: -

- § Upper Brentwood Road;
- § Coopers Court;
- § Tallis Court;
- § Tallis Court East;
- § Cambridge Avenue;
- § Amery Gardens;
- § Interwood House;
- § Stafford Avenue;
- § Ashlyn Grove; and
- § Ardleigh Close.

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

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

- 17.6.13 There are no adverse visual amenity impacts in addition to those described in the Havering-wide section.

- 17.6.14 The Crossrail ES has reported that the construction works for the Gidea Park sidings will result in temporary and permanent adverse significant impacts on visual amenity as a result of vegetation removal on residential properties in the area. The development will therefore be contrary to the general intent of saved UDP policies STRA7 and ENV5 which seek to protect amenity. This impact will lessen as replacement planting matures.

17.7 Harold Wood Station Worksite (Route Window NE12)

Significant Characteristics of Site and Surrounding Area

- 17.7.1 Harold Wood Station is located to the east of Harold Wood. The station building is located to the north of the tracks, east of Cubbins Lane and south of Station Road. The surrounding area is mixed use, with residential, retail, commercial and light industrial properties close to the station.

Description of the proposals

- 17.7.2 The main works in this route window, which is located in LB Havering, comprise platform extensions. Two GEML platforms (platform three and platform four) will be extended eastwards by 38 m to 205 m to accommodate 10-car Crossrail trains. In addition, new platform furniture and lighting will be fitted and minor station refurbishment works will be carried out. The works will take approximately four months to complete.
- 17.7.3 Construction works 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 in part of the existing station car park to the north east of platform four. Access to the main station entrance and forecourt will occur from Gubbins Lane. Large items of plant and materials for construction will be delivered and removed by rail. Other materials, including excavated materials will be removed by road.

Significant extant planning permissions & proposals

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

Assessment of Impacts

Transport & Traffic Management

- 17.7.5 Rail passengers will benefit from quicker journey times to and from the West End. This accords with policy TRN11 of the saved plan.
- 17.7.6 The Council seeks to maintain adequate car parking at railway stations (Policy STR30) and proposals. Policy TRN23 seeks the provision of parking at British Rail & underground stations. Approximately 94 spaces of the car park at Harold Wood station would be required on a temporary basis to accommodate the worksite. Of these 25 will be lost permanently due to platform extensions. This is considered to be a significant temporary and permanent impact and as such this is contrary to planning policy.

Amenity (Noise, Vibration, Air Quality)

- 17.7.7 As explained in the Havering-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in Fitzilian Avenue will be affected by such impacts.
- 17.7.8 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 17.7.9 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.
- 17.7.10 There are no adverse visual amenity impacts in addition to those described in the Havering-wide section.

Natural Environment

- 17.7.11 There are no adverse ecological impacts in addition to those described in the Havering-wide section.

17.8 Summary of Significant Planning Policy Benefits and Conflicts within Havering Route Section

17.8.1 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 Romford Depot, Gidea Park station, Gidea Park sidings and Harold Wood.

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

§ **Transport** – the proposals will significantly improve public transport infrastructure at Romford, Gidea Park and Harold Wood stations which is supported by planning policy

§ **Ecology** – the proposal will contribute to the cumulative loss of railside vegetation along the Great Eastern Main Line corridor, which is contrary to policy

§ **Visual Impact** – the proposals will result in the loss of trees which will lead to an impact on visual amenity for a number of residential properties at Gidea Park. This will impact will reduce as replacement planting matures.