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18. Brentwood Route Section – Environmental Baseline and Assessment of Impacts

18.1 Overview of Brentwood Route Section

18.1.1 The proposed Crossrail route will run along existing Network Rail lines from the boundary of the Greater London area to Brentwood and Shenfield in Essex. The north eastern branch of Crossrail will terminate at Shenfield. The Brentwood area is largely Green Belt and open countryside. Relatively minor works are proposed at Brentwood and Shenfield stations and a train stabling facility is proposed at Shenfield sidings.

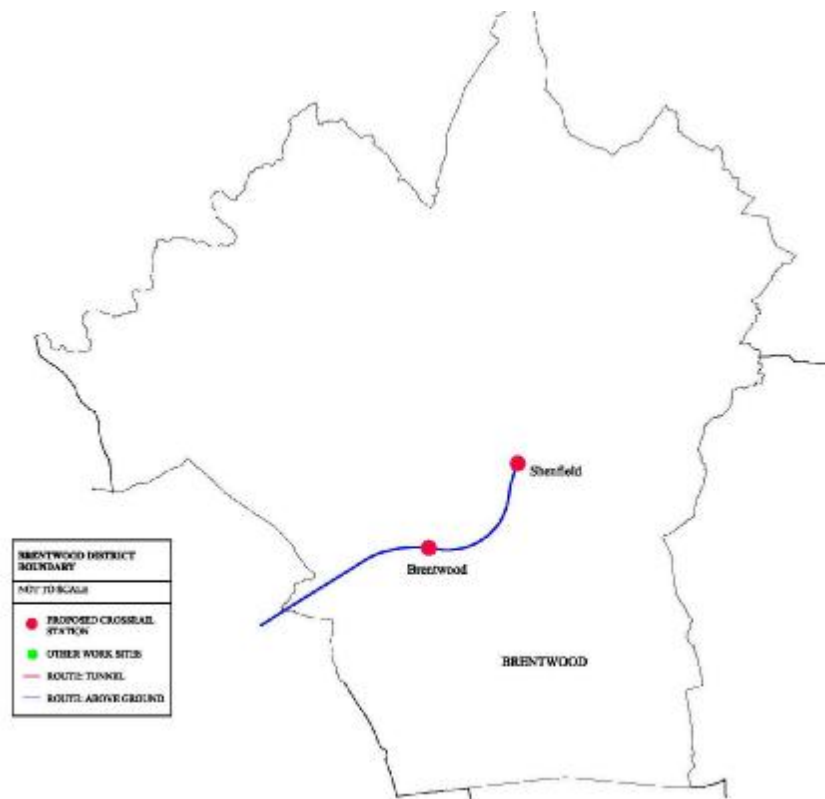


Figure 20.1: Location of Crossrail stations within Brentwood B.C.

Statutory Development Plan

- 18.1.2 The statutory development plan for the area is the saved Brentwood Local Plan (March 1995) and the saved Essex and Southend-on-Sea Replacement Structure Plan 1996–2011 adopted in April 2001.
- 18.1.3 The Local Plan is currently being reviewed and the Pre-Inquiry Modifications to the Revised Deposit Draft were published in April 2004. The Inquiry commenced in June 2004.

- 18.1.4 The review of the Structure Plan has ceased as a result of the reforms to the development plan system brought into force in September 2004.

18.2 Policies relevant to all worksites in Brentwood

Transport & Traffic Management

- 18.2.1 The development of a sustainable and integrated transport system is supported in the saved Essex and Southend-on-Sea Structure Plan in Policy CS5. The Crossrail proposals fully accord with these policies as it will deliver substantial improvements to the rail system and contribute towards more sustainable travel.
- 18.2.2 The Structure Plan supports proposals which strengthen & maintain the role of town centres (Policy TCR3) through improving facilities for passenger transport users, pedestrians and cyclists. Crossrail will assist in achieving this aim by improving the public transport links to Shenfield and Brentwood town centres.
- 18.2.3 Saved structure plan (policy T1) encourages alternative means of travel to the car. Crossrail help achieve this policy aim. The use and improvement of passenger transport and facilities is encouraged at policy T4 of the saved Structure Plan, at TR16 & TR18 of the saved Local Plan and in the Emerging Local Plan at T14. Crossrail will deliver improved train services linking areas to the Brentwood to London and accords with the aims of the development plan.
- 18.2.4 Policy T10 requires that new transport have minimal environmental impact, and favours the improvement of existing transport infrastructure. In view of the relatively minor works in Brentwood the proposals fully accord with this policy.

Environment

- 18.2.5 Alternative locations for Crossrail stations and other infrastructure elements have been appraised during the development of the preferred scheme, taking into account environmental constraints.
- 18.2.6 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 Brentwood Borough to minimise the environmental impacts of the project in the detailed design of the scheme and in agreeing appropriate control over construction.
- 18.2.7 Where any specific works may have a significant impact on the environment within Brentwood, they are assessed on an individual basis below.

Amenity (eg: Noise, Vibration, Air Quality)

- 18.2.8 Policy BE7 of the Structure Plan seeks the minimisation of pollution impacts of development and requires the production of an Environmental Assessment where possible.

Design

- 18.2.9 The provisions of the hybrid Bill deem planning permission to be granted for the authorised works to construct the railway. The Bill provides for a special planning regime for the approval of detailed design by the local authority at a later date. 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.
- 18.2.10 The Hybrid Bill proposals include limited alterations at Brentwood and Shenfield stations. The Crossrail ES identifies no townscape or landscape impacts and there is therefore no conflict with design policies.

18.3 Brentwood Station (Route Window NE15)

Significant Characteristics of Site and Surrounding Area

- 18.3.1 Brentwood Station is located off Alexandra Road on Warley Hill which is busy thoroughfare leading to the retail centre of Brentwood. The station is located on an over-bridge, does not lie within a conservation area and is not listed. There is a car park to the north of the station and to the east there is an area of open space. The majority of the land to the south of the station is residential.

Permanent Works

- 18.3.2 The main works in this route window comprise platform extensions. Two GEML platforms (platforms three and four) will be extended eastwards by 21 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.
- 18.3.3 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 site will be made via The Parade through the existing car park entrance.

Assessment of Impacts

Transport & Traffic Management

- 18.3.4 Works at Brentwood Station will require the temporary use of part of the station car park (loss of approximately 18 spaces), which is contrary to policy T11 of the emerging plan in the short term, which requires the retention of station car parks. As the car parking will be restored on completion of the works and the Crossrail ES has concluded that the transport impact of the loss is not the significant the policy conflict is not significant and temporary.

- 18.3.5 Passengers using Brentwood Station will benefit from significantly quicker journeys to and from the West End. This accords with emerging plan policy T14 which seeks improved rail services.
- 18.3.6 No other significant impacts have been identified in the ES and consequently there are no other planning policy conflicts as a result of the works at Brentwood.

18.4 Shenfield Station & Turnback Sidings (Route Window NE17)

Significant Characteristics of Site and Surrounding Area

- 18.4.1 Shenfield Station is located within the centre of Shenfield fronting onto Hutton Road, which connects through to the A129. The station is located within a mainly residential urban area, with the local shops and small businesses locating on Hutton Road itself.

Permanent Works

Shenfield Sidings

- 18.4.2 To accommodate the longer Crossrail trains, the two exiting middle sidings at the east end of the station will be extended eastwards by 30 m and increased in number from two to three. New retaining walls and earthworks will be constructed to accommodate the revised layout. The Southend loop (forms the connection between platform five on the electric lines and the Southend Victoria route) and Colchester loop (rejoins the GEML at the eastern end of the Shenfield station layout, immediately beyond the middle sidings) will be modified to accommodate the changes to the sidings.
- 18.4.3 Works to construct Shenfield stabling sidings will be carried out to the east of the existing Shenfield station between the Southend loop line and the Chelmsford loop line. The construction site will be entered from Hunter Avenue. The works are expected to take 18 months to complete.

Shenfield Station

- 18.4.4 A new track will be installed on the north side of platform five to accommodate terminating Crossrail trains. A new platform 210 m long will be constructed on the north side of platform five. To improve operations, Crossrail will install a number of new crossovers at the west end of the station. The southern most section of the three stabling sidings will be amended to facilitate through running of trains.
- 18.4.5 A storage area for the Shenfield station and platform refurbishment works will be set up to the northwest of the existing station within the existing station adjacent to island platform one/two. Access to and from the storage area will be made via the existing car park entrance on Friar's Avenue.
- 18.4.6 The worksite area set up within the Shenfield station car park for the station works will also be used for the construction of Shenfield stabling sidings and the associated track realignment. Works to construct the Shenfield stabling sidings will be carried out to the east of the existing Shenfield station between the Southend loop line and the Chelmsford loop line. The construction site will be entered from Hunter Avenue.

Significant extant planning permissions & proposals

18.4.7 There are no significant extant planning permissions relevant to this site.

Assessment of Impacts

Transport & Traffic

- 18.4.8 The works required within Brentwood Borough may cause a temporary increase in the number of heavy goods vehicles in the surrounding areas. The Crossrail ES concludes that this increase, which although not a significant traffic impact, it will create a significant negative temporary impact upon the amenity of the local community. This is contrary to policies TR2(iv), TR5 of the adopted Local Plan and policy T6 of the emerging Local Plan.
- 18.4.9 The worksite at the long stay car park on Hunters Avenue will result in the temporary loss of around 225 spaces. This is in conflict with emerging policy T11 which seeks to retain the current level of commuter car parking in the borough. As this impact is of a temporary nature, it is not considered to be a significant conflict with planning policy.
- 18.4.10 Passengers using Shenfield Station will benefit from significantly quicker journeys to and from the West End. This accords with emerging plan policy T14 which seeks improved rail services.

Amenity (eg: Noise, Vibration, Air Quality)

- 18.4.11 As explained in the Brentwood-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: -

- § The Coppice;
- § Excaliber;
- § Friar's Avenue;
- § Greenway;
- § Herington Grove;
- § Herrington Road;
- § Hunter Avenue;
- § Hutton Road;
- § Margaret Avenue;
- § Rayleigh Road;
- § Shenfield Gardens;
- § The Meiridge;
- § Thorpe Lodge;

§ Timbers;

- 18.4.12 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 18.4.13 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.
- 18.4.14 The Crossrail ES has reported that the construction works for Shenfield Station and stabling sidings will result in temporary and permanent adverse significant impacts on visual amenity at residential properties on Hunter Avenue. The development will therefore be contrary to emerging Local Plan policy CP1 which states development should not have an unacceptable detrimental impact on visual amenity

18.5 Summary of Significant Planning Policy Benefits and Conflicts within Brentwood Route Section

- 18.5.1 The proposals give rise to the following significant planning policy benefits and conflicts during construction: -
 - § **Noise** – the proposals are in conflict with policies to minimise the impact of noise generation on local amenity at Shenfield
- 18.5.2 The proposals give rise to the following permanent significant planning policy benefits and conflicts: -
 - § **Transport** – the proposals will significantly improve public transport infrastructure at Brentwood and Shenfield stations which is supported by planning policy
 - § **Visual Impact** – the proposals will result in an impact of the visual impact on nearby properties as a result of the works at Shenfield. However these impacts will be mitigated over time as replanting matures

19. Basildon District – Environmental Baseline and Assessment of Impacts

19.1 Overview of Basildon District Route Section

- 19.1.1 The Basildon District section comprises a remote works site at Pitsea to serve Crossrail's Construction Waste Disposal Strategy. Pitsea is proposed as a reception facility for excavated material from the central tunnelled section of the route.
- 19.1.2 It is proposed that excavated material arrives at Pitsea by rail for onward transfer to road haulage for disposal at the landfill site at Pitsea.
- 19.1.3 The Hybrid Bill proposals seek consent for the rail reception facility only and not the actual disposal at Pitsea. This is because planning consent already exists for the disposal of excavated material and other inert materials.

Statutory Development Plan

- 19.1.4 In Basildon, the statutory development plan comprises the saved Essex and Southend-on-Sea Replacement Structure Plan 1996 –2011 adopted in April 2001 and the saved Basildon District Local Plan adopted March 1998.
- 19.1.5 The review of the Structure Plan has ceased as a result of the reforms to the development plan system brought into force in September 2004.
- 19.1.6 The District Council is reviewing the Local Plan and published a first deposit plan in May 2004.

19.2 Pitsea Worksite (Route Window R1)

Significant Characteristics of Site and Surrounding Area

- 19.2.1 The site comprises former railway sidings used for the unloading of aggregates but currently vacant.
- 19.2.2 The site lies to the west of Pitsea station on land bound by the London to Southend main line to the south, the elevated A13 dual carriageway to the west, additional vacant land to the north and east.

Overview of proposals

- 19.2.3 Pitsea sidings will be used as a rail reception facility for trains carrying excavated material from the central tunnelled section. Trains will be loaded at Mile End with material transported from the central tunnelled section via a conveyor belt to Pedley Street in Shoreditch. Additionally, trains will be loaded

at Stratford to take material from that tunnelled section between Pudding Mill Lane and Whitechapel.

- 19.2.4 It is proposed that a new siding be constructed to the north of the London to Southend main line. Excavated material would be loaded onto vehicles for onward transfer to Pitsea landfill site by road.

Permanent Works

- 19.2.5 The permanent works will comprise the introduction of railway tracks, trains, lighting columns, unloading equipment, a new access road and a new building at the entrance to the site for use during the transfer of excavated material to the disposal site.

Temporary Works

- 19.2.6 The works described in the overview are temporary and will be in place for the duration of the tunnelling phase of the main Crossrail construction programme.

Significant extant planning permissions & proposals

- 19.2.7 There are no relevant planning permissions or proposals at the Pitsea sidings site.
- 19.2.8 The Pitsea landfill site has planning permission and a waste operator's licence to dispose of the type and amount waste that it is proposed to receive from the construction of Crossrail.

Assessment of Impacts

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

- 19.2.9 Temporary significant residual construction noise impacts are contrary to planning policies BASNE7 of the emerging Local Plan and policy WM3(1) of the saved Structure Plan.. A number of properties in the following locations will be affected by such impacts: -

§ Pitsea Hall Lane

§ Fieldway

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

Land Use

- 19.2.12 The site is allocated for a rail waste transfer facility in the emerging Local Plan (policy BAST6). The Local Plan states that the facility will be used to bring excavated material from the Crossrail construction works to be used as capping

material at the Pitsea landfill site. The proposals therefore fully accord with this policy.

19.3 Summary of Significant Planning Policy Benefits and Conflicts within Basildon Route Section

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

§ **Noise** – the proposals are in conflict with policies to minimise the impact of noise generation on local amenity at Pitsea

19.3.2 The proposals do not give rise any permanent significant planning policy benefits or conflicts.