

Your Ref:
Our Ref: CO/EGD /SD/ HG/19369 –
14/1016/BRW/Sch7/crossrail
Date:- 8th October 2014



Essex County Council

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Recommendation

Application No. **14/01016/CROSS**

Applicant **Crossrail**

Site Location **Crossrail infrastructure and station works in Brentwood Borough Council, including works at Brentwood Station, Shenfield Station and Sidings.**

Proposal **Great Eastern Main Line Through Brentwood Borough Hutton Road Shenfield Essex**

From a highway and transportation perspective Highway Authority has the following comments to make.

Further information is required, as set out below, before confirmation can be given if whether the Schedule 7 proposals are acceptable to the Highway Authority.

General

- It is not clear how the proposed Crossrail works will dovetail with other major schemes planned for the Brentwood & Shenfield areas between now and the formal arrival of Crossrail. This includes;
 - Great Eastern OLE Renewals project
 - Anglia Track Renewals
 - Future Signalling Upgrades
 - Brentwood & Shenfield Urban Realm Programmes
 - Construction of Shenfield pedestrian tunnel
 - Relocation of Network Rail maintenance compounds
 - Relocation of Great Anglia Mount Avenue car park.

Assurances will be required that all of these works can be programmed and managed in order to minimise impact on local residents and businesses as well as preventing abortive works and or duplication of efforts.

- Schedule 7 Construction Arrangements – Description of Crossrail Works- Section 3.1 – ‘Scope of works’ is shown as including ‘any other enabling or main works’ – where this may have an impact on the highway and/or local residents or businesses, we would expect to be consulted in advance of these

activities in order to ensure an agreeable outcome.

- Schedule 7 Construction Arrangements – Timescales – Section 5 – the timescales for activities remain very vague at present, when will the situation be made clearer, in terms of duration of site compound active use versus actual works being undertaken?
- Schedule 7 Construction Arrangements – Appendix A Undertakings & Assurances –
 - Within the table, Ref 61 Parking at Shenfield – we are assuming that this is within the context of the Crossrail Urban Realm plans?
 - Ref 560 states that the nominated undertaker will use reasonable endeavours to provide replacement car parking in the Hunters Avenue commuter car park – will this be feasible, given that the bays are already marked out to utilise the site to a maximum – or does this mean the freeing up of some bays currently designated as premium for open use?
 - Ref 62 – will the offer of supplementary planting to overcome visual impacts issues mean ‘mature specimens’ – such that immediate improvements will be noticed by the affected residents?
- Crossrail Environment Management Plan – section 1.1.2 Purpose & Content – we would wish to ensure that any complaints reporting/handling issues are promoted as being channelled through the Crossrail rather than Network Rail reporting system, to ensure that these are trackable and that prompt action will be taken to address any concerns of residents/ businesses.
- Crossrail Environment Management Plan – section 2.2.1 Advance Works – the penultimate bullet point refers to possible need for ‘Highway diversion works’ – this should be agreed with Network Management (NRSWA) at least 3 months prior to works being required to commence. The same applies to section 2.2.2 main construction, where reference is made to ‘any other enabling of main works’.
- Crossrail Environment Management Plan – section 2.3.1 Working hours – refers to the running of pumps and generators. Would this be just when required for a specific activity or throughout the works period 24/7? Is there a risk of noise nuisance during this period? The section also refers to ‘certain works requiring possession of roads’ – once again, if required, this would need prior agreement with Essex Highways’ Network Management.
- Crossrail Environment Management Plan – section 2.7.2 Vehicle & Plant emissions – item f) refers to the siting of haul routes – at what point will proposed Lorry management plans be submitted to Essex Highways for consideration? It is understood that part of the plan may suggest lorries routing through Crossways and Hunter Avenue – this may not be acceptable, the provision of additional detail may help guide the conclusion.
- Crossrail Environment Management Plan – section 2.11.4 Crossrail Noise & Vibration Mitigation scheme – is it possible to share (in confidence) the assessment study that was undertaken to assess which residents could potentially be affected by Crossrail activities.

Shenfield

- Construction Arrangements Section 4.0 Table 1 – one of the mechanisms for containing dust recommended for Shenfield is to *fit wheel washes with rumble grids to dislodge accumulated dust and mud* – given the enclosed nature of the Friars Avenue car park in particular, will there be a risk of noise nuisance as vehicles regularly pass over the rumble strips? Likely to be more of an issue when the work site is used during evenings and weekends.
- Construction Arrangements Section 5 – *Hard standing at the access/egress point will be cleaned at ‘appropriate’ intervals* – what or who determines the definition of ‘appropriate’?

Gordon Road

- The maps provided thus far do not show the intended location of the new Shenfield Signal Power Supply Point. It is understood that this may be intended for the Gordon Road area? Given that this is a residential area, will there be additional ongoing noise created by this instalment once it is operational?
- Schedule 7 Construction Arrangements – Location & Characteristics – Section 2.2 Shenfield. It is suggested that access to the south western sidings will be from Gordon Road. There is currently no access point here and Gordon Road is a relatively narrow residential street. This area appears to fall outside of the Crossrail limits of deviation shown on Crossrail mapping;
 - To what extent is it proposed that this access point will be used to support works access? It is likely to be unsuitable for large or numerous vehicles to use this as an access point to the railway.
 - Would the proposed works require existing residential parking arrangements to be reviewed, if so would this be on a short term basis for the duration of the works or is it anticipated that a permanent access facility may be required. If this is the case then consultation and production of new Traffic Regulation Orders (if approved) may be required, at the expense of Crossrail.

Friars Avenue

- How will Friars Avenue car park work site be segregated to ensure separation of site activities from general public using the remainder of the car park, whilst also maintaining a facility which enables construction vehicles to manoeuvre and make necessary 3 point turn movements?
- How will lorry access be managed to the Friars Avenue car park, whilst maintaining public access to the residual car parking spaces? Access to the car park is relatively narrow and there is limited scope for large vehicles to wait for access from Friars Avenue to the car park site. Schedule 7 Construction Arrangements (Appendix A – Ref 560) also refers to this and states that ‘an appropriate method of safe operation’ will be needed. This is likely to require approval by Essex Highways Network Management.
- How regularly will lorries be accessing the Friars Avenue car park? This could cause capacity issues within the car park / site compound as well as on adjacent roads – especially if these movements are likely to occur within the extended peak periods.

Hutton Road / Station Forecourt

- The Schedule 7 does not appear to make any reference to the proposed work site located to the rear of shops on Hutton Road to the immediate west of the Station Building. Please could you clarify the proposed arrangements for this area.
- Schedule 7 Construction Arrangements – Description of Crossrail Works- Section 3.1 – ‘Scope of works – Shenfield Station & Sidings’ refers to earthworks to widen the railway embankment – will this be undertaken by means of soil being brought in via the railway, rather than by road? If the latter – how frequently and in what volume would the vehicles be arriving?
- What alternate arrangements have been made for the existing cycle parking in this area?
- Will the residents and businesses still be able to park in this area – if not, what alternative arrangements are planned for them during the period of works?
- Whilst the platform works are taking place, it is understood that there are plans to relocate the taxi office to an area adjacent to Hutton Road, to the north east of the station entrance.

- This may not be a suitable location, as it will encourage taxis to congregate on Hutton Road - which is likely to worsen the impacts of the works on congestion within Hutton Road.
- Will the works also mean that the 13 taxi bays on the forecourt need to be taken out of use for the period of the platform construction works?
- Will this affect the 5 phone boxes – if so, where will they be relocated to?
- This is likely to affect the cycle storage facility – if so, where will the facility be relocated to? It is assumed that this will occur at the same time as the remaining cycle racks are displaced from behind the shops?

Hunters Avenue

- In the presentation to BBC back in May, plans for potential staff facilities on the sidings (including cleaners storage area, office & mess room accommodation) was tabled. There are no references to these facilities within the Schedule 7's – does that mean that these facilities will no longer be required? It was this facility that the stairs from Hunters Avenue Car Park (which is mentioned) were intended to lead to, as we understood it.
- At the May presentation it was advised that the cleaners would take the rubbish across the bridge to refuse compounds at the back of the station – is this still intended to be the mode of operation? i.e. there will not be refuse wheelie bins adjacent to this access point.
- Will the lighting for the cleaners area be likely to impact upon the residents of Hunter Ave?
- The introduction of pedestrian (staff) access from the BBC Hunters Avenue Car Park could lead to access issues within the confined area of this car park. Can assurances be given that this will not be the case and that there will not be an expectation that Railway staff will hinder flows in the area with their vehicles {the proposed access gate is adjacent to pedestrian walkway to Hutton Road and Disabled parking bays. It is assumed that the layout of the car park will not need to change from existing.
- Is it assumed that all of the works on the East side of Shenfield station can be undertaken within railway land and therefore will not affect the operation of the car parks or footways in the vicinity?

Mount Avenue Car Park

- The documentation states that the Mount Avenue car park will be the primary work site for the western end works – what impact will this have in terms of loss of car parking spaces in this car park – and will this be at the same time as reduced car parking availability on Friars Avenue and Hunters Avenue car parks?

Brentwood

- Crossrail's main design drawing outlines (as tabled at the stakeholder consultation events) show the main entrance to Brentwood station being located in The Parade, adjacent to Platform 4, as opposed to the high level ticket office and facilities currently adjacent to Kings Road/Warley Hill. Is it intended that the layout of Brentwood station buildings and access point will change as a consequence of Crossrail, or is this an error on the drawings?
- There was little information provided regarding Brentwood works – is it considered that this activity will not affect the highway/public areas adjacent to the station?

Nags Head Lane

- Have ecology (Bat & Great Crested Newt in particular) surveys been undertaken for this location?

Informatives:

All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.

- The Highway Authority cannot accept any liability for costs associated with a

developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

A handwritten signature in black ink, appearing to read 'S Key', with a horizontal dotted line underneath.

pp. Director for Operations: Environment and Economy
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