

Summary of the likely environmental impacts of the potential London Overground stations at Old Oak

	Old Oak Common Lane Station	Hythe Road Station
Air Quality	<p>Activities during the construction phase such as demolition, construction and track out are likely to generate airborne dust. Construction plant such as HGVs would also emit nitrogen dioxide and particulate matter. A Construction Environmental Management Plan would be implemented together with mitigation such as damping down, ensuring a clean and tidy site and effective storage of materials. Monitoring will be in place during construction to ensure that the mitigation is effective.</p> <p>During operation the scheme's impacts on air quality are considered to be negligible as the rail line would be electrified. The provision of a new station would also be expected to lead to a mode shift to rail for some private vehicle trips which would provide an air quality benefit.</p>	<p>Activities during the construction phase such as demolition, construction and track out are likely to generate airborne dust. Construction plant such as HGVs would also emit nitrogen dioxide and particulate matter. A Construction Environmental Management Plan would be implemented together with mitigation such as damping down, ensuring a clean and tidy site and effective storage of materials. Monitoring will be in place during construction to ensure that the mitigation is effective.</p> <p>During operation the scheme's impacts on air quality are considered to be negligible as the rail line would be electrified. The provision of a new station would also be expected to lead to a mode shift to rail for some private vehicle trips which would provide an air quality benefit.</p>

<p>Cultural Heritage</p>	<p>The potential station would not physically impact any designated historic buildings. Three designated heritage assets would lie within 1km of the station: Canalside Conservation Area, Old Oak Lane Conservation Area and Old Oak and Wormholt Conservation Area.</p> <p>There is the possibility for unknown archaeological remains to exist at the site and, if required, appropriate mitigation would be applied to mitigate potential effects.</p>	<p>The potential station would not physically impact any designated historic buildings. Approximately 107 designated heritage assets would lie within 1km of the station. Most of these assets are listed buildings and memorials. These include:</p> <ul style="list-style-type: none"> - Kensal Green Cemetery Conservation Area (which contains approximately 100 listed structures, including a number listed at Grade I and Grade II* and includes Kensal Green Cemetery Grade I Registered Park and Garden); - Kensal Green Conservation Area; - St Mary's Conservation Area (which contains four Grade II listed structures); - Canalside Conservation Area; - Old Oak Lane Conservation Area; - Old Oak and Wormholt Conservation Area; - Oxford Gardens Conservation Area - Kenmount Primary School Grade II listed building. <p>There is the possibility for unknown archaeological remains to exist at the site and, if required, appropriate mitigation will be applied to mitigate potential effects.</p>
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<p>Geology and Soils</p>	<p>Given the historic and current land use in the area is predominantly industrial and rail based, there is a risk that construction of the station would disturb contaminated land.</p> <p>Further ground investigations would be required if the scheme is developed further. If contaminated land is found that could potentially affect sensitive receptors, remediation may be necessary. Works would be managed in accordance with a Construction Environmental Management Plan to restrict the migration of contamination and mitigate potential impacts.</p>	<p>Given the historic and current land use in the area is predominantly industrial and rail based, there is a risk that construction of the station would disturb contaminated land.</p> <p>Further ground investigations would be required if the scheme is developed further. If contaminated land is found that could potentially affect sensitive receptors, remediation may be necessary. Works would be managed under a Construction Environmental Management Plan to restrict the migration of contamination and mitigate potential impacts.</p>
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<p>Biodiversity and Ecology</p>	<p>The potential station and the realignment of the railway track would directly impact upon a Site of Importance for Nature Conservation (SINC); the Silverlink Metro and Dudding Hill Loop Railsides Site of Borough Importance Grade II. As such, there is the potential to affect flora and fauna, which may include protected species such as bats, reptiles and badgers.</p> <p>If the scheme is further developed, the design would endeavour to minimise the impacts to the SINC, however, impacts can't be avoided.</p> <p>Impacts could be mitigated by compensating or enhancement as well as management of the remaining SINC areas. Replacement roost sites may be required for any bat roosts that are affected. Habitat enhancement and sensitive lighting may be required to reduce disturbance to foraging and commuting bats. Vegetation clearance would be undertaken outside of the breeding bird season to avoid destruction of birds' nests and their contents. Bird boxes could be incorporated onto retained trees to increase nesting opportunities.</p>	<p>The potential station would directly impact upon a Site of Importance for Nature Conservation (SINC); the Old Oak Sidings Site of Borough Importance Grade I. The SINC would be severed, and, as such, there is the potential to affect flora and fauna, which may include protected species such as bats, reptiles or badgers.</p> <p>If the scheme is further developed, the design would endeavour to minimise the impacts to the SINC, however, impacts can't be avoided.</p> <p>Impacts could be mitigated by compensating or enhancement as well as management of the remaining SINC areas. Replacement roost may be required for any bat roosts that are affected. Habitat enhancement and sensitive lighting may be required to reduce disturbance to foraging and commuting bats. Vegetation clearance would be undertaken outside of the breeding bird season to avoid destruction of birds' nests and their contents. Bird boxes could be incorporated onto retained trees to increase nesting opportunities.</p>
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<p>Townscape and Visual</p>	<p>Views from public rights of way; the Grand Union Canal and Wormwood Scrubs may be impacted by vegetation clearance and construction. There would be clear views of the construction works of the proposed station along Old Oak Common Lane and from upper windows of residential properties on Wells House Road, Shaftesbury Gardens and Midland Terrace.</p> <p>Due to the potential for redevelopment of the local area it is likely that the townscape setting of the proposed station would change significantly in the mid to long term.</p> <p>During operation residents of Midland Terrace and Wells House Road are likely to be impacted by any overpass structure. Any impacts are likely to be greatest for residents of Midland Terrace whose rear gardens would be in close proximity to any overpass. Future detailed design of any overpass would look to mitigate this impact as much as possible. To ensure the privacy of adjacent residents, screening in the form of hoarding, opaque glazing, evergreen planting and hedging could be included along the station boundary.</p>	<p>Views from public rights of way; the Grand Union Canal and Wormwood Scrubs may be impacted by vegetation clearance and construction. There would be clear views of the construction works of the proposed station if any future dwellings are created close to the station as part of the proposed redevelopment of the area.</p> <p>Due to the potential for redevelopment of the local area it is likely that the townscape setting of the proposed station would change significantly in the mid to long term.</p> <p>During operation residents of any future dwellings created close to the station as part of the proposed redevelopment of the area could experience some impact from the station. To ensure the privacy of adjacent residents, screening in the form of hoarding, opaque glazing, evergreen planting and hedging could be included along the station boundary.</p>
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<p>Noise and Vibration</p>	<p>Road and rail noise are significant contributors to the current ambient noise environment.</p> <p>As the scheme would introduce a new station this would be expected to create some additional noise impacts to dwellings along Wells House Road, Old Oak Common Lane, Shaftesbury Gardens, Old Oak Lane and Midland Terrace.</p> <p>Activities during the construction phase such as demolition, construction and lorry movements are likely to generate noise and vibration which would impact upon local residents. These would be temporary and a Construction Environmental Management Plan would be implemented and mitigation applied to minimise the effects.</p> <p>Existing London Overground North London Line services running between Richmond Junction and Stratford would remain unaltered but would call at the new station. As these services are electrified, any noise created would be unlikely to be intrusive.</p> <p>Increases in noise could occur from increased pedestrian flow through the station and operational plant. Screening would be provided alongside the station where required and a well designed public address system would be installed.</p>	<p>Road and rail noise are significant contributors to the current ambient noise environment.</p> <p>There are currently no residential dwellings within the immediate vicinity of the potential station. However, the new station has the potential to result in noise impacts to any future dwellings built close to the station as part of the proposed redevelopment of the area.</p> <p>Activities during the construction phase such as demolition, construction and lorry movements are likely to generate noise and vibration which could impact upon local residents. These would be temporary and a Construction Environmental Management Plan would be implemented and mitigation applied to minimise the effects.</p> <p>Existing London Overground West London Line services running between Clapham Junction and Stratford would remain unaltered but would call at the new station. Some Southern services that currently terminate at Shepherd's Bush would be extended to Hythe Road. As these services are electrified any noise created would be unlikely to be intrusive.</p> <p>Increases in noise could occur from increased pedestrian flow through the station and operational plant. Screening would be provided alongside the station where required and a well designed public address system would be installed.</p>
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<p>Water Environment</p>	<p>The potential station would be approximately 400m from the Grand Union Canal and no works are proposed adjacent to it.</p> <p>Good construction practices would be implemented to reduce runoff and impacts to watercourses.</p>	<p>The potential station would be approximately 90m from the Grand Union Canal and no works are proposed adjacent to it.</p> <p>Good construction practices would be implemented to reduce runoff and impact to watercourses.</p>
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October 2017