

Crossrail Line 1
Assessment of Settlement Impacts on the Built Heritage

Volume 2 - Tables

Prepared for
Cross London Rail Links Ltd

ALAN BAXTER & ASSOCIATES

February 2005



CROSSRAIL LINE 1
Assessment of Settlement Impacts on the Built Heritage
Technical Report
Volume 2 of 3

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**This report has been prepared by Alan Baxter & Associates
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**Cross London Rail Links Ltd
Crossrail Line 1
Assessment of Settlement Impacts on the Built Heritage
Technical Report
Crossrail Reference 1E0317-G0E00-00001
Volume 2 of 3 – Tables
February 2005**

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Table 6.1		Crossrail Schedule of Impacts for Route Window C1					Sheet 1 of 1	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
740	Westbourne Bridge Paddington Westminster	II	Bored twin segmental lined tunnels - the bridge spans both tunnels, with the central piers within the 10mm settlement lines; proximity to Royal Oak tunnel, portal and approach ramp.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures will be adopted to reduce the predicted impact to not significant levels. In this case this would involve carrying out maintenance to the bridge to free its bearings to allow it to accommodate any ground movements that occurred.	No significant residual impact.	NSig.

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.2		Crossrail Schedule of Impacts for Route Window C2					Sheet 1 of 7	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
731	Paddington Station Eastbourne Terrace	I	Brunel Train Shed Construction of Bakerloo line link sprayed concrete lined tunnel and excavation for station box.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the train shed will be undertaken and the potential impact reviewed. If found necessary, the affected columns may be underpinned to sufficient depth to prevent significant movements. Permeation grouting of the terrace gravels may also be provided along route of tunnel link to reduce ground movements. If found necessary, appropriate structural strengthening may also be provided.	No significant residual impact.	NSig.

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Table 6.2		Crossrail Schedule of Impacts for Route Window C2					Sheet 2 of 7	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
			<p>MacMillan House The proposed Bakerloo Line link sprayed concrete lined tunnel will run under MacMillan House basement.</p>	<p>Potential settlement damage from combination of Bakerloo Line and diaphragm wall box for Crossrail Station are very severe; building sensitivity score 1; therefore overall potential impact is significant.</p>	<p>PSig.</p>	<p>When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, localised underpinning to the walls of the affected areas of MacMillan House may be provided to reduce movements to not significant. An assessment of the building structure will be made and structural strengthening may be provided where required.</p> <p>It is also intended that the movement associated with the station box will be reduced through design and appropriate construction methods and techniques.</p>	<p>No significant residual impact.</p>	<p>NSig.</p>

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Table 6.2		Crossrail Schedule of Impacts for Route Window C2				Sheet 3 of 7		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
			<p>Span 4 (BAR) Construction of a new sprayed concrete lined tunnel linking Bakerloo line with Crossrail runs under Span 4.</p>	<p>Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is particularly significant.</p> <p>Buildings at Risk register indicates slow decay and lack of maintenance to roof, but no significant distress.</p>	PSig.	<p>When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, appropriate structural strengthening may be provided. Mechanical jacking may be carried out to the affected columns and walls to maintain levels. Permeation grouting of the terrace gravels may be provided along the route of the Bakerloo line link tunnel to reduce ground movements.</p>	No significant residual impact.	NSig.

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Table 6.2		Crossrail Schedule of Impacts for Route Window C2					Sheet 4 of 7	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
			Construction of deep diaphragm wall box for Paddington Crossrail Station.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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Table 6.2		Crossrail Schedule of Impacts for Route Window C2					Sheet 5 of 7	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
734	1 Cleveland Terrace	II	Bored twin segmental lined tunnel-building lies on the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
730	Great Western Hotel, Praed Street	II	Bored twin segmental lined tunnels- the southern area of the hotel lies between the 10mm settlement line and the north tunnel. New cut and cover tunnel is to be constructed to provide a link between the Crossrail Station box and Paddington LUL Circle line platforms. Proximity to station works to construct new diaphragm walled box for Crossrail station.	Potential settlement damage severe to very severe; building sensitivity score 0; close proximity to box; therefore overall potential impact is particularly significant.	PSig.	It is intended that the cut and cover tunnel will be designed and appropriate construction techniques employed to prevent significant movement of the hotel. It is also intended that the contiguous piled box under the station concourse will be designed and constructed to reduce movements to not significant.	No significant residual impact	NSig.

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Table 6.2		Crossrail Schedule of Impacts for Route Window C2					Sheet 6 of 7	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
727	5-9 Craven Road (odd)	II	Bored twin segmental lined tunnels- nos. 5 and 7 lie within the 10mm settlement line.	Potential settlement damage slight*; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
796	Paddington Underground Station, Praed Street, W2.	II	Bored twin segmental lined tunnels-the tunnels lie to the south of the underground station.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
726	1-18 (consec.) Spring Street	II	Bored twin segmental lined tunnels- nos. 1-18 lie between the 10mm settlement line and the south tunnel.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Table 6.2		Crossrail Schedule of Impacts for Route Window C2					Sheet 7 of 7		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
723	194-204 (even) Sussex Gardens	II	Bored twin segmental lined tunnels- no.194 and 196 lie on or within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	
722	184-192 (even) Sussex Gardens	II	Bored twin segmental lined tunnels- nos. 184 to 190 lie within the 10mm lines.	Potential settlement damage very slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	
714	163-213 (odd) Sussex Gardens	II	Bored twin segmental lined tunnels- nos. 193 to 209 lie within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	

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Table 6.3		Crossrail Schedule of Impacts for Route Window C3					Sheet 1 of 1	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
710	25–31 (consec.) Hyde Park Gardens & 22–35 (consec.) Stanhope Terrace	II	Bored twin segmental lined tunnels. These buildings lie within or on the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
701	1-24 (consec.) Hyde Park Gardens	II	Bored twin segmental lined tunnels. These buildings lie within or on the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
6103	129 Park Lane/ 24 Dunraven Street	II	Bored twin segmental lined tunnels- the building lies within the 10 mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
699	32 Green Street	II	Bored twin segmental lined tunnels- no.32 Green Street partially lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 1 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
689	10 Green Street	II	Bored twin segmental lined tunnels- front of the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
687	23 Lees Place	II	Bored twin segmental lined tunnels- no.23 lies directly above the south tunnel.	Potential settlement damage negligible; building sensitivity score 1;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 2 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
686	61 Green Street	II*	Bored twin segmental lined tunnels- no.61 lies between the tunnels, and partially within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
679	29 North Audley Street	II	Bored twin segmental lined tunnels- no. 29 lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	Nsig.

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Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 3 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
677	11- 12 North Audley Street	II*	Bored twin segmental lined tunnels- nos.11 and 12 lie between the tunnels and partially within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 3; therefore overall potential impact is significant	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
676a	14 North Audley Street	II	Bored twin segmental lined tunnels- no. 14 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 4 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
676	St. Mark's, North Audley Street	I BAR	Bored twin segmental lined tunnels- the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 3; therefore overall potential impact is significant. Buildings at Risk register indicates slow decay and lack of maintenance, but no significant distress.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 5 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
675	Electricity Sub-station, Brown Hart Gardens	II	Bored twin segmental lined tunnels- the sub-station lies between the tunnels, and partially within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 6 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
669	73 Duke Street	II	Bored twin segmental lined tunnels- no.73 lies within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
667	Ukrainian Catholic Cathedral- Duke Street / 21 Binney Street	II*	Bored twin segmental lined tunnels - the building lies within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 3; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 7 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
666	75-83 (odd) Duke Street	II	Bored twin segmental lined tunnels- nos.79- 83 Duke Street lie within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
664	1, 1a & 2 Duke's Yard including 85 & 85a Duke Street	II	Bored twin segmental lined tunnels- the houses lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 8 of 28		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
661	27 Gilbert Street	II	Proximity to station works. Bored twin segmental lined South tunnels - no.27 lies directly above South tunnel.	Potential settlement damage very slight*; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
657	356-366 (even) Oxford Street	II	Bored twin segmental lined tunnels –the east side of this block lies within the 10mm settlement lines. The block is in proximity to sprayed concrete lined access passage link between Crossrail platform and existing jubilee and central line tube station.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential settlement impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	

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Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 9 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
6172	68 Brook Street	II	Sprayed concrete lined platform tunnels – the rear of the building lies on the 10mm settlement line. Proximity to new Western Ticket Hall concrete box structure.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
653	66 Brook Street & 51- 53 (odd) Davies Street	I	Sprayed concrete lined platform tunnels – these buildings lie within or on the 10mm lines.	Potential settlement damage moderate; building sensitivity score 3; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in Davies Mews to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 10 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
645	58 Davies Street (Grays Antique Market)	II	Sprayed concrete lined platform tunnels and cross-passage tunnel - no.58 lies directly above the north tunnel.	Potential settlement damage moderate; building sensitivity score 1; close proximity to open excavation; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from within the proposed western ticket hall box excavation to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
			Proximity to new Western Ticket Hall concrete box structure.	Building is above new spheroidal graphite iron lined escalator tunnel.				
			Temporary sewer pipe laid on the east side of Davies Street, adjacent to assumed pavement vaults.	Potential settlement damage to pavement vaults; assumed slight; building sensitivity score 1: therefore potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 11 of 28		
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
637	50, 52 and 54 Davies Street.	II	Sprayed concrete lined platform tunnel- these buildings lie within the 10mm settlement lines. Proximity to new Western Ticket Hall concrete box structure, concrete lined circulation passage tunnels, sprayed lined cross passages and new spheroidal graphite iron lined escalator tunnels.	No. 50 Davies Street potential settlement damage slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	
				52-54 Davies Street potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 12 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
636	1-7 (consec.) Davies Mews & 28-30 (consec.) South Molton Lane	II	Sprayed concrete lined platform tunnels - nos. 1-7 and 28-30 lie directly above the south tunnel. Close proximity to new Western Ticket Hall diaphragm wall concrete box structure, concrete lined circulation passage tunnels, sprayed concrete lined cross passage tunnels and new spheroidal graphite iron lined escalator tunnels.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 13 of 28		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
635	40-46 (even) Brook Street	II	Sprayed concrete lined platform tunnel- rear of nos. 40-46 lie within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
648	41 South Molton Street	II	Sprayed concrete lined platform tunnels – no. 41 lies on the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 14 of 28	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
647	26 South Molton Street	II	Sprayed concrete lined platform tunnels - no.26 lies within the 10mm settlement lines. Close proximity to sprayed concrete lined access passage link tunnel between Crossrail platform and existing jubilee and central line tube station.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
646	24, 25 South Molton Street	II	Sprayed concrete lined platform tunnels - no. 24 & 25 lie within the 10mm settlement lines. Close proximity to sprayed concrete lined access passage link tunnel between Crossrail platform and existing jubilee and central line tube station.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 15 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
644	21 South Molton Street	II	Sprayed concrete lined platform tunnels - no.21 lies within the 10mm settlement lines. Close proximity to new spheroidal graphite iron lined escalator tunnel.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 16 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
643	19 & 20 South Molton St.	II	Bored twin segmental lined tunnels - nos. 19 and 20 lie within the 10mm settlement lines. Close proximity to sprayed concrete lined cross passage tunnel and new spheroidal graphite iron lined escalator tunnel.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
642	50 South Molton Street	II	Sprayed concrete lined platform tunnels - no.50 lies between the north tunnel & the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 17 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
641	18 South Molton Street	II	Sprayed concrete lined platform tunnels - no.18 lies directly above the north tunnel. Proximity to sprayed concrete lined cross passage tunnel and new spheroidal graphite iron lined escalator tunnel.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
640	17 South Molton Street	II*	Sprayed concrete lined platform tunnels - no.17 lies directly above tunnel. Proximity to sprayed concrete lined cross passage tunnel and new spheroidal graphite iron lined escalator tunnel.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 18 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
639	14–16 (consec.) South Molton St.	II	Sprayed concrete lined platform tunnels - nos. 14-16 all lie within the 10mm settlement lines. Proximity to sprayed concrete lined cross passage tunnel and new spheroidal graphite iron lined escalator tunnel.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
638	10–12 (consec.) South Molton St.	II	Sprayed concrete lined platform tunnels –nos. 10-12 lie within the 10mm settlement contours. Close proximity to sprayed concrete lined cross passage tunnel and new spheroid graphite iron lined escalator tunnel.	Potential settlement damage severe to very severe; building sensitivity score 1; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in Haunch of Venison Yard and/or one in Davies Mews to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 19 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
634	63 South Molton Street	II	Sprayed concrete lined platform tunnels and cross-passage- no. 63 lies directly above the cross-passage and south passage.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
625	20 Brook St	II	Sprayed concrete lined platform tunnels – no.20 lies within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 20 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
624	103 New Bond Street	II	Sprayed concrete lined platform and cross-passage tunnels - no.103 lies within the 10mm settlement lines. Close proximity to new spheroidal graphite iron lined escalator tunnel.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is particularly significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
623	74 New Bond Street	II	Sprayed concrete lined platform tunnels - no.74 lies between the 10mm settlement lines. Close proximity to sprayed concrete lined cross passage tunnel and new spheroidal graphite iron lined escalator tunnel.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 21 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
619 / 618	20 Hanover Square	II*	<p>Sprayed concrete lined platform tunnels and access passage- no.20 lies directly above the south tunnel and access passage.</p> <p>Close proximity to temporary construction shaft.</p> <p>Directly next to new deep diaphragm wall box for Bond Street Eastern Ticket Hall.</p>	<p>Potential settlement damage moderate; building sensitivity score 2; close proximity to shaft; therefore overall potential impact is particularly significant.</p>	PSig.	<p>When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from shafts in Dering Yard and within the proposed Eastern Ticket Hall shallow excavation to reduce the predicted impact to not significant levels.</p>	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 22 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
617	21 Hanover Square	II	Sprayed concrete lined platform and cross passage tunnels- no.21 lies directly above south tunnel. Close proximity to new deep diaphragm wall box for Bond Street Station Eastern Ticket Hall. Close proximity to temporary construction shaft.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
616	16 Hanover Square	II	Sprayed concrete lined platform tunnels - no. 16 lies within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 23 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
615	Hanover Square: South Side Statue- William Pitt the Younger.	II	Bored twin segmental lined tunnels - the statue lies within the 10mm settlement lines. Proximity to sprayed concrete lined westbound launch chamber.	Potential settlement damage very slight; building sensitivity score 0;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
614	Hanover Square: North Side. Cab Shelter	II	Bored twin segmental lined tunnels - the cab shelter lies on the 10mm settlement line.	No significant impact.	NSig.	None needed.	No significant impact.	NSig.
611	24 Hanover Square, W1	II	Sprayed concrete lined platform tunnels - no.24 lies on the 10mm settlement line.	Potential settlement damage slight; building sensitivity score 1;therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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Settlement damage categories range from negligible to very severe.
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Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 24 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
6111a	7 Hanover Street	II	Bored twin segmental lined tunnels- no. 7 lies between the north and south tunnels.	Potential settlement damage negligible; building sensitivity score 0;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
6111	15 Hanover Street, W1	II	Bored twin segmental lined tunnels- no. 15 lies directly above the south tunnel.	Potential settlement damage negligible; building sensitivity score 2;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
608	229–233 (odd) Regent Street (part of 229-247 (odd) Regent Street including 1 Hanover Street and 27 Princelet Street)	II	Bored twin segmental lined tunnels- nos. 229 – 233 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
607	235–241 (odd) Regent Street (part of 229-247 (odd) Regent Street including 1 Hanover Street and 27 Princelet Street)	II	Bored twin segmental lined tunnels- no.235-239 lie on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 25 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
602	223 Regent Street / 4 Maddox Street	II	Bored twin segmental lined tunnels- these buildings lie on or within the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4		Crossrail Schedule of Impacts for Route Window C4					Sheet 26 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
601	225 & 227 Regent Street	II	Bored twin segmental lined tunnels- no. 225 and 227 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5235	224-244 (even) Regent Street Dickens & Jones Dept. Store	II	Bored twin segmental lined tunnel- the southern part of Nos.224- 244 lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5233	1-4 Argyll Street (Ideal House)	II	Bored twin segmental lined tunnels- the south of this building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5234	208a, 208-222 (even) Regent Street Liberty's Dept. Store	II	Bored twin segmental lined tunnels- north of nos.210- 222 lies on the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5230	Great Marlborough Street. South side-corner of Kingly Street (Liberty's Tudor building).	II*	Bored twin segmental lined tunnels- north of the building lies partially above the south tunnel.	Potential settlement damage negligible; building sensitivity score 2;therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.

Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.

Settlement damage categories range from negligible to very severe.

Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.

* - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.

Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.4								
Crossrail								
Schedule of Impacts for Route Window C4								
Sheet 27 of 28								
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
5231	7-8 Argyll Street- The London Palladium Theatre.	II*	Bored twin segmental lined tunnels- the south of the building lies within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1-3; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
5229	Gt. Marlborough Street- Ventilation shaft & listed bollards- triangular space at north end of Carnaby Street.	II	Bored twin segmental lined tunnels - the bollards and ventilation shaft lie between these tunnels, some of the bollards lie partially above the south tunnel.	No significant impact	NSig.	None needed.	No significant impact.	NSig.

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 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

<p style="text-align: center;">Crossrail Schedule of Impacts for Route Window C4</p>								
Table 6.4							Sheet 28 of 28	
CR No.	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
5228	19- 21 Gt. Marlborough Street (Former courthouse)	II	Bored twin segmental lined tunnels. The front of nos. 19-21 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant. Building is undergoing reconstruction. Impact assessment based on old building. In the event of major changes in structural form and/or foundation details, reassessment is recommended.	NSig.	None needed	No significant impact.	NSig.
5218	48 Gt. Marlborough Street	II	Bored twin segmental lined tunnels - no. 48 lies directly above the south tunnel.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 1 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
5214	15 Poland Street	II	Bored twin segmental lined tunnels-no. 15 lies partially above the South Tunnel.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5209	13 D'Arblay Street	II	Bored twin segmental lined tunnels. The rear of the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5207	46 Berwick Street	II	Bored twin segmental lined tunnels-no. 46 lies partially over North Tunnel.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5205	67 Berwick Street and 21A Noel Street	II	Bored twin segmental lined tunnels-no. 67 lies in between the North and South tunnel and within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5202	48 Berwick Street	II	Bored twin segmental lined tunnels- no. 48 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5201	47 Berwick Street	II	Bored twin segmental lined tunnels- no. 47 lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Crossrail								
Table 6.5		Schedule of Impacts for Route Window C5					Sheet 2 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
5200	5 Noel Street	II	Bored twin segmental lined tunnels- no. 5 lies directly over the North Tunnel.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5199	187 Wardour Street	II	Bored twin segmental lined tunnels- no. 187 lies directly over the North Tunnel.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5195	2-4 (consec.) D'Arblay Street	II	Bored twin segmental lined tunnels- nos. 2-4 lie directly over the South Tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
5189	105-109 (odd) Oxford Street (& 16-18 (consec.) Hollen Street)	II	Sprayed concrete lined platform tunnels. The buildings lie within the 10mm settlement lines. Proximity to western ticket hall, secant piled box.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 3 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
5188	152-160 (even) Wardour Street	II	Bored twin segmental lined tunnels- nos. 152-160 lie between and over the North and south tunnels. Proximity to the western ticket hall secant piled box and the proposed Fareham Street shaft.	Potential settlement damage severe to very severe; building sensitivity score 1; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in Sheraton Street and/or from within proposed western ticket hall box excavation to reduce the potential impact to not significant levels.	No significant residual impact.	NSig.	
5187	Great Chapel Street (Bollards)	II	Sprayed concrete lined platform tunnels-the bollards lie within the 10mm settlement lines.	No significant impact.	NSig.	None needed.	No significant impact.	NSig.	

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 4 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
5185	Great Chapel Street (Bollards)	II	Sprayed concrete lined platform tunnels-the bollards lie just north of the south tunnel.	No significant impact.	NSig.	None needed.	No significant impact.	NSig.
5183	17 Carlisle Street	II	Sprayed concrete lined platform tunnels-no. 17 lies directly over the south tunnel. Close proximity to western ticket hall and Fareham Street shaft.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
5182	6 Carlisle Street	II	Sprayed concrete lined platform tunnels-front lies within 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 5 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
5180	5 Carlisle Street	II	Sprayed concrete lined platform tunnels-front lies within 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
5179	4 Carlisle Street	II	Sprayed concrete lined platform tunnels-no. 4 lies within 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 6 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
5181	90 Dean Street	II	Sprayed concrete lined platform tunnels-no. 90 lies over the south tunnel.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
5178	89 Dean Street	II	Sprayed concrete lined platform tunnels-no. 89 lies within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

<p style="text-align: center;">Crossrail Schedule of Impacts for Route Window C5</p>									
Table 6.5							Sheet 7 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
5177	88 Dean Street	II*	Sprayed concrete lined platform tunnels-no. 88 lies on the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 8 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
5173	4-6 (consec.) Soho Square/6 Dean Street	II	<p>Sprayed concrete lined platform tunnels-the building lies between the north and south tunnels and within the 10mm settlement lines.</p> <p>The building lies over the sprayed concrete lined cross passage tunnel.</p> <p>The front of the building lies over the spheroidal graphite iron segmental lined escalator tunnel.</p> <p>Proximity to Fareham Street shaft.</p>	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 9 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
5172	3 Soho Square/7 Dean Street	II	<p>Sprayed concrete lined platform tunnels- the building lies between the north and south tunnels and within the 10mm settlement lines.</p> <p>The building lies over the intersection of the sprayed concrete lined cross passage tunnel and the spheroidal graphite iron segmental lined escalator tunnel.</p> <p>Proximity to Fareham Street shaft.</p>	Potential settlement damage slight*; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
5171	2 Soho Square	II	<p>Sprayed concrete lined platform tunnels- the building lies between the north and south tunnels and within the 10mm settlement lines.</p> <p>Proximity to sprayed concrete lined cross passage tunnel.</p> <p>Proximity to Fareham Street shaft</p>	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Crossrail								
Table 6.5			Schedule of Impacts for Route Window C5				Sheet 10 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
5171a	8 Dean Street	II	<p>Sprayed concrete lined platform tunnels-the building lies between the north and south tunnels and within the 10mm settlement lines.</p> <p>The rear of the building lies over the sprayed concrete lined cross passage tunnel.</p> <p>Proximity to Fareham Street shaft.</p>	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
5170	38/38a Soho Square	II	Sprayed concrete lined platform tunnels- the building lies between the north and south tunnels and within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 11 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
5168	37 Soho Square	II	Sprayed concrete lined platform tunnels- no. 37 lies over the south tunnel and within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 12 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
5169	8 & 9 Soho Square	II	Sprayed concrete lined platform tunnels- nos. 8-9 lie over the North tunnel and within the 10mm settlement lines. The building lies over the spheroidal graphite iron segmental lined escalator tunnel.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
5167	10 & 10A Soho Square	II	Sprayed concrete lined platform tunnels-building lies within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 13 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
5166	19 Carlisle Street	II	Sprayed concrete lined platform tunnels and cross passage tunnel- no. 19 lies between the north and south, platform tunnels and partially over the cross passage tunnel.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
5165	36 Soho Square	II	Sprayed concrete lined platform tunnels- no. 36 lies over the south tunnel and within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 3; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in the south-west corner of Soho Square to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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 Settlement damage categories range from negligible to very severe.
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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 14 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
5160	13 Soho Square	II*	Sprayed concrete lined platform tunnels- no. 13 lies within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
5159	15 Soho Square	II	Sprayed concrete lined platform tunnels- no. 15 lies within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 15 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
5154	21 Soho Square	II	Sprayed concrete lined platform tunnels-no. 21 lies within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
5152	St. Patrick's Presbytery	II	Sprayed concrete lined platform tunnels-St. Patrick's lies between the north and south tunnels and within the 10mm settlement lines. Proximity to deep diaphragm-walled Goslett Yard Box.	Potential settlement damage slight*; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5				Sheet 16 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
5145	St. Patrick's RC Church, Soho Square	II*	<p>Sprayed concrete lined platform tunnels- the building lies between the north and south tunnels and within the 10mm settlement lines.</p> <p>The Church lies over the sprayed concrete lined cross passage tunnel.</p> <p>The church lies directly next to the deep diaphragm-walled Goslett Yard Box.</p>	Potential settlement damage severe to very severe; building sensitivity score 2 to 3; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in the south-east corner of Soho Square to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 17 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
5161	Soho Square Statue of Charles II	II	Sprayed concrete lined platform tunnels-statue is between the north and south tunnels and within 10mm settlement lines. Proximity to sprayed concrete lined cross-passage tunnel.	No significant impact.	NSig.	None needed.	No significant impact.	NSig.	
5198	Soho Square Shelter	II	Sprayed concrete lined platform tunnels-shelter is within 10mm settlement lines. Proximity to sprayed concrete lined cross-passage tunnel.	Potential settlement damage very slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	
5155	29 & 30 Soho Square The Hospital for Women	II	Sprayed concrete lined platform tunnels- the front of the building lies within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 18 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
5150	26 Soho Square	II*	Sprayed concrete lined platform tunnels and cross passage tunnel- no. 26 lies over the south platform tunnel and close to the cross passage tunnel. Proximity to Goslett Yard deep diaphragm wall Box.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
5153	3 Greek Street	II	Sprayed concrete lined platform tunnels- no. 3 lies on the 10mm settlement line.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 19 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
5143 & 5147	1 Greek Street House of St. Barnabas and chapel	I	Sprayed concrete lined platform tunnels. The building lies within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 3; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in the south-east corner of Soho Square and/or one in the yard to the rear of Goldbeater's House, Manette Street to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 20 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
5142	14 Manette Street	II	Sprayed concrete lined platform tunnels- no. 14 lies within the 10mm settlement lines. Proximity to Goslett yard deep diaphragm wall box and small vent shaft and tunnel.	Potential settlement damage severe to very severe; building sensitivity score 1; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in yard to the rear of Goldbeater's House, Manette Street to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
5139	16-17 Manette Street	II	Sprayed concrete lined platform tunnels- nos. 16-17 lie within the 10mm settlement lines. Proximity to small vent shaft and tunnel. (Crossrail to confirm construction).	Potential settlement damage severe to very severe; building sensitivity score 1; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building may be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in yard to the rear of Goldbeater's House, Manette Street to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 21 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
5138a	Centre Point, 101 & 103 New Oxford Street (including 5-24 St Giles High Street)	II*	Close proximity to Charing Cross Road and Astoria eastern ticket hall diaphragm walled or piled boxes, eastern entrance, new spheroidal graphite iron segmental lined escalator tunnels and connection tunnels to Central and Northern line platforms Bored twin segmental lined tunnels- the west of Centre Point Tower lies on the 10mm settlement lines.	Tower - Potential settlement damage very slight*; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impacts.	NSig.
				Centre Point House - Potential settlement damage slight*; building sensitivity score 0; therefore overall potential impact is significant.	Sig.			

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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 22 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
5135	20 Denmark Street & 16 Denmark Place	II	Bored twin segmental lined tunnels-these buildings lie within the 10mm settlement lines. Proximity to new spheroidal graphite iron segmental lined Northern line escalator and connection tunnel.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impacts.	NSig.	
5134	9 & 10 Denmark Street	II BAR	Bored twin segmental lined tunnels- the building lies within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant. Buildings at Risk register indicates slow decay and lack of maintenance; roof in poor condition, but otherwise no significant distress.	NSig.	None needed	No significant impact	NSig	

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 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 23 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
5132	5 and 6-7 Denmark Street	II	Bored twin segmental lined tunnels- no. 7 lies on the 10mm settlement line. Proximity to new spheroidal graphite iron segmental lined Northern line escalator and connection tunnel.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
5131	26 Denmark Street	II BAR	Bored twin segmental lined tunnels- lies on the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant. Buildings at Risk register indicates slow decay and lack of maintenance but no significant distress.	NSig.	None needed.	No significant impact	NSig
5130	27 Denmark Street	II	Bored twin segmental lined tunnels- building lies partially on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact	NSig

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 24 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
5128	Phoenix Theatre, Charing Cross Rd	II	Bored twin segmental lined tunnels- the north-east corner of the building lies over the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 3; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig	
5128a	12 Flitcroft Street	II	Bored twin segmental lined tunnels - building lies on the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact	NSig	

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 25 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
5129	59 St Giles High Street	II	Bored twin segmental lined tunnels- building lies over the north tunnel.	Potential settlement damage negligible; building sensitivity score 3; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig
5124	1-5 (consec.) Flitcroft Street	II	Bored twin segmental lined tunnels - south of block lies within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig
5121	St Giles in the Fields, St Giles High Street	I	Bored twin segmental lined tunnels- building lies outside the settlement lines.	No significant impact.	NSig.	None needed.	No significant impact	NSig.

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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 26 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
5113	21 Monmouth Street	II	Bored twin segmental lined tunnels- building lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact	NSig.
5105	55 Neal Street	II	Bored twin segmental lined tunnels- building lies within the 10mm and settlement lines.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact	NSig.
5102	64 Neal Street	II	Bored twin segmental lined tunnels – building lies on the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.

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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 27 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
589	51-69 (odd) Endell Street	II	Bored twin segmental lined tunnels. Nos. 51 and 53 lie on the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.
593	Shaftesbury Theatre, Shaftesbury Avenue	II	Bored twin segmental lined tunnels- the south of the building lies between the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 3; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.

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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 28 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
575	St Giles' Almshouses, 17A Macklin Street (also 9-10 Smarts Place)	II	Bored twin segmental lined tunnels- the building lies on the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
579	8a Smarts Place	II	Bored twin segmental lined tunnels- building lies over south tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
567	23 Macklin Street	II	Bored twin segmental lined tunnels- building lies on the 10mm settlement line.	Potential settlement damage slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
566	24 Stukeley St/25 Macklin Street	II	Bored twin segmental lined tunnels- building lies on the 10mm settlement line.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.

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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 29 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
574	Holborn Town Hall and Library	II	Bored twin segmental lined tunnels- building lies over the North tunnel and within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 3; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.
570	199-201 (consec) High Holborn	II	Bored twin segmental lined tunnels- building lies over the north tunnel and within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.

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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 30 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
563	207 High Holborn	II	Bored twin segmental lined tunnels- building lies on the 10mm settlement line.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.
560	Princess Louise Pub, 208-209 High Holborn	II*	Bored twin segmental lined tunnels- building lies over the south tunnel.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.

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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 31 of 37		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
554	212 High Holborn	II	Bored twin segmental lined tunnels - the building lies on the 10mm settlement line.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted damage to very slight or less.	No significant residual impact	NSig.	
561	127 and 129 High Holborn	II	Bored twin segmental lined tunnels- building lies over the north tunnel and between the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.	

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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 32 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
564	14-16 (consec) Southampton Place)	II*	Bored twin segmental lined tunnels- nos. 14-16 lie within or on the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted damage to very slight or less.	No significant residual impact	NSig.
557	7-8 Southampton Place	II*	Bored twin segmental lined tunnels- no. 8 lies on the 10mm settlement line.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.

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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 33 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
553	15-23 (odd) Southampton Row - Sicilian Avenue	II	Bored twin segmental lined tunnels- building lies partially on the 10mm settlement line. Proximity to Fisher Street vent shaft construction.	Potential settlement damage slight; building sensitivity score 3; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, structural strengthening will be provided to the parts of the building sensitive to the predicted ground movements to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.
551	Central School of Arts and Crafts, Southampton Row	II*	Bored twin segmental lined tunnels- the south of the building lies over the north tunnel. Proximity to Fisher Street vent shaft construction.	Potential settlement damage slight*; building sensitivity score 1; close proximity to shaft; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft within Kingsway Tram Subway to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.

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Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 34 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
551a	Kingsway Tram Subway	II BAR	Bored twin segmental lined tunnels- southern area lies within the 10mm settlement lines. Proximity to Fisher Street vent shaft construction.	Potential settlement damage severe to very severe; building sensitivity score 1; therefore overall potential impact is particularly significant. Buildings at Risk register indicates slow decay of ramp area, but no significant distress.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, bolts may be loosened to cast iron segmentally lined circular section to allow the subway to flex during settlements and to reduce the predicted impact to not significant levels. For the box section – possibly loosen connection to cast iron section to allow articulation at interface and use crack inducers. Once settlement has taken place the bolts and connections may be tightened and made good.	No significant residual impact	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 35 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
550	Carlisle House, 8&10 Southampton Row	II	Bored twin segmental lined tunnels- building lies between the north and south tunnel.	Potential settlement damage moderate; building sensitivity score 1; close proximity to shaft; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft within the Kingsway Tram Subway to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
547 & 549	Baptist Church House, 2-6 (even) Southampton Row and Kingsgate House, 3 Catton Street (former chapel)	II* BAR	Bored twin segmental lined tunnels- building lies within the 10mm settlement line. Proximity to Fisher Street Vent Shaft.	Potential settlement damage slight to moderate; building sensitivity score 1; therefore overall potential impact is significant. Buildings at Risk register indicates that building is under repair and there is no significant distress.	Sig	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
Settlement damage categories range from negligible to very severe.
Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
* - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 36 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
545	11 & 12 Red Lion Square (Summit House)	II	Bored twin segmental lined tunnels- rear of building lies over south tunnel.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
544	14-17 (consec) Red Lion Square	II	Bored twin segmental lined tunnels- rear of buildings lie over south tunnel.	Potential settlement damage very slight; building sensitivity score 1 to 2; therefore overall potential impact is significant.	Sig	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.5		Crossrail Schedule of Impacts for Route Window C5					Sheet 37 of 37	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
540	31/32 Bedford Row (part of 29-32 Bedford Row)	II	Bored twin segmental lined tunnels- no. 32 lies on 10mm settlement line.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
538	33-36 (consec) Bedford Row	II	Bored twin segmental lined tunnels-building lies within 10mm settlement lines.	Potential settlement damage negligible to very slight; building sensitivity score 1 to 2; therefore overall potential impact is significant.	Sig	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 1 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
530	Jockey's Fields Wall	II	Bored twin segmental lined tunnels – part of the wall lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
531a	6&7 Bedford Row (part of 1-7 Bedford Row)	II	Bored twin segmental lined tunnels- no. 7 lies on the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 2 of 33		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
531b	8-13 (consec.) Bedford Row	II*	Bored twin segmental lined tunnels-the buildings lie within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
531c	14 Bedford Row	II	Bored twin segmental lined tunnels- the building lies within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	
526	4 (part of 1-6) Raymond Buildings, Gray's Inn	II	Bored twin segmental lined tunnels- the south of the building lies within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1 to 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 3 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
525	5 (part of 1-6) Raymond Buildings, Gray's Inn	II	Bored twin segmental lined tunnels- building lies over the north tunnel and within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
524	6 (part of 1-6) Raymond Buildings, Gray's Inn	II	Bored twin segmental lined tunnels- building lies between the tunnels.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 4 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
512	6 Gray's Inn Square (part of nos. 6, 7 and 8 Gray's Inn Square)	II*	Bored twin segmental lined tunnels- building lies within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
516	8 Gray's Inn Square (part of nos. 6, 7 and 8 Gray's Inn Square)	II*	Bored twin segmental lined tunnels- building lies on the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 5 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
517	7 Gray's inn Square (part of nos. 6, 7 and 8 Gray's Inn Square)	II*	Bored twin segmental lined tunnels- building lies on the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
510	Sun dial, Gray's Inn Square	II	Bored twin segmental lined tunnels- sundial lies over the south tunnel.	No significant impact.	NSig.	None needed.	No significant impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 6 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
502	14 Gray's Inn Square (part of 12, 13 & 14 Gray's Inn Square)	II*	Bored twin segmental lined tunnels- building lies on the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
504	13 Gray's Inn Square (part of 12, 13 & 14 Gray's Inn Square)	II*	Bored twin segmental lined tunnels- building lies over the south tunnel.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 7 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
506	12 Gray's Inn Square (part of 12, 13 & 14 Gray's Inn Square)	II*	Bored twin segmental lined tunnels- building lies between the two tunnels with the north-east of the building lying over the north tunnel.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
427	St. Alban's Church, Dorrington/Brooke Street	II*	Bored twin segmental lined tunnels- the church lies over the north tunnel.	Potential settlement damage negligible*; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 8 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
426	St. Alban's Clergy House, 18 Dorrington St	II	Bored twin segmental lined tunnels- building lies over the North tunnel.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
424a	10 & 11 Greville Street	II	Bored twin segmental lined tunnels- the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
424b	19, 20, & 21 Hatton Garden	II	Bored twin segmental lined tunnels- the north of the building lies on the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
420	25&27 Farringdon Road	II	Bored twin segmental lined tunnels- nos. 25 and 27 lie between the tunnels. Proximity to construction of deep concrete box for Cowcross Street ticket hall and adjoining ventilation/escape shaft.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When the precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 9 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
419	51-53 (consec.) Charterhouse St	II	Sprayed concrete lined platform tunnels and cross passage tunnel. The rear of Nos. 51-53 lies over the south tunnel and close to the cross passage tunnel. Proximity to construction of deep concrete box for new Cowcross Street ticket hall.	Potential settlement damage severe to very severe; building sensitivity score 1; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, structural strengthening and mechanical jacking may be carried out to the affected columns and walls to reduce the predicted impact to not significant levels. Note that these protective works are also intended to protect the (unlisted) plant in the building as well as the historic structure.	No significant residual impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 10 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
429	54-60 (consec.) Cowcross Street	II	Bored twin segmental lined tunnels and sprayed concrete lined platform tunnels- nos. 54-60 lie within the 10mm settlement lines. Close proximity to construction of deep concrete box for new Cowcross Street ticket hall.	Potential settlement damage moderate; building sensitivity score 2; therefore overall potential impact is particularly significant due to proximity to deep concrete box and bored tunnel.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from the excavation for the Cowcross Street ticket hall and/or from a shaft to the rear of 67 Cowcross Street to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 11 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
428	Farringdon Station. incl. 36-38 (consec.) and 40-42 (consec.) Cowcross Street	II	Proximity to deep concrete box for new Cowcross Street ticket hall. Sprayed concrete lined platform tunnels-The front of the station lies within the 10mm settlement contours.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 12 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
430	101-102 Turnmill Street & 32-35 (consec.) Cowcross Street	II	Sprayed concrete lined platform tunnels- nos. 32-35 lie within the 10mm settlement lines. Proximity to secant piling/excavation Cowcross Street end ticket hall box.	Potential settlement damage slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 13 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
431	26-27 Cowcross Street	II	Sprayed concrete lined platform tunnels- nos. 26-27 lie on the 10mm settlement line.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
433	9-13 (consec) Cowcross Street	II	Sprayed concrete lined platform tunnels- the buildings lie on the 10mm settlement line.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 14 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
432	14-16 (consec.) Cowcross Street	II	Sprayed concrete lined platform tunnels- nos. 14-16 lie on the 10mm settlement line.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 15 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
434	94 Cowcross Street	II	Sprayed concrete lined platform tunnels- no. 94 lies just north of the south.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
435	3&5 St John Street	II	Sprayed concrete lined platform tunnels- nos. 3 & 5 lie between the tunnels. Proximity to sprayed concrete lined cross passage tunnel	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 16 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
436	2-6 (even) St John Street (incl. 89 Charterhouse Street) EC1	II	Sprayed concrete lined platform tunnels- the buildings lie between the tunnels. Proximity to sprayed concrete lined passage tunnel and escalator tunnels.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
Settlement damage categories range from negligible to very severe.
Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
* - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 17 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
437	16 St John Street	II	Sprayed concrete lined platform tunnels- no.16 lies over the north tunnel.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
438	18 and 20 St John Street	II	Sprayed concrete lined platform tunnels- the building lies within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
439	24 St John Street	II	Sprayed concrete lined platform tunnels- no.24 lies on the 10mm settlement line.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 18 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
414	22 St John Street	II	Sprayed concrete lined platform tunnels- no.22 lies within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 19 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
412	26 St John Street	II	Sprayed concrete lined platform tunnels- the building lies on the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
410	115 Charterhouse Street	II	Sprayed concrete lined platform tunnels- no. 115 lies on the 10mm settlement line. Proximity to Lindsey Street secant piled station box and shafts. Proximity to new emergency escape shaft at Fox and Knot Street.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 20 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
410a	119 Charterhouse Street	II	<p>Sprayed concrete lined platform tunnels- the building lies on the 10mm settlement line.</p> <p>Proximity to Lindsey Street secant piled station box and shafts.</p> <p>Proximity to new emergency escape shaft at Fox and Knot Street.</p>	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 21 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
409	109-113 (odd) Charterhouse Street	II	Sprayed concrete lined platform tunnels- nos. 109-113 lie between the 10mm settlement line and the north tunnel. Proximity to Lindsey Street secant piled station box and shafts. Proximity to new emergency escape shaft at Fox and Knot Street	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 22 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
408e	67-77 (odd) Charterhouse Street	II	Sprayed concrete lined platform tunnels- 67-77 lies between the north tunnel and the 10mm settlement lines	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 23 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
454	Charterhouse Square - Railings around New Church Hawe and gates on south side of square	II	Sprayed concrete lined platform tunnels- part of railings lies on 10mm settlement line. Proximity to Fox and Knox Street shaft.	No significant impact.	NSig.	None needed.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 24 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
408	West/East building Smithfield Market	II*	Sprayed concrete lined platform tunnels and cross passage tunnels- the market building lies partly within the 10mm settlement contours.	Potential settlement damage moderate; building sensitivity score 1; market in close proximity to proposed excavation for Lindsey Street ticket hall therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in Fox and Knot Street and/or Smithfield Market basement to reduce the predicted impact to not significant levels. Reduction of settlement due to the construction of the secant piled box is intended to be achieved by appropriate construction techniques and sequencing.	No significant residual impact.	NSig.

Cont...

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Cont...

CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
408 cont...			A new secant piled box will be built underneath the East Market Building basement to house the lower end of the Lindsey Street ticket hall escalators. This will involve the local demolition of the car park basement mezzanine floor in order to construct the secant piled walls. The East Market columns and walls over the secant piled box will be underpinned and re-supported on new beams, which will bridge between the walls of the excavation. A new concrete walled box at basement level will be constructed as part of the Lindsey Street ticket hall. This box will extend under Lindsey Street and will require the demolition of some of the original vaults to the East Market building. Proximity to new shafts at Fox and Knot Street and between and to the south of the existing LUL and Thameslink tracks.	Underpinning to some existing walls and columns.	Sig.	It is intended to use appropriate construction techniques and sequencing to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 25 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
405a	74 & 75 Long Lane	II	Bored twin segmental lined tunnels- no. 74 lies on the 10mm settlement line. Proximity to Lindsey Street secant piled station box and shafts.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 26 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
401	133-134 Aldersgate Street	II	Bored twin segmental lined tunnels- nos. 133-134 lie on the 10mm settlement line. Proximity to Barbican crossover access shaft.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig
338a	Lauderdale Tower, Barbican	II	Sprayed concrete lined crossover tunnel. The tower lies on the 10mm settlement line. Proximity to segmental lined and sprayed concrete lined crossover tunnel access shaft.	Potential settlement damage moderate; building sensitivity score 0; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 27 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
338b	Defoe House, Barbican	II	Defoe House lies directly over the crossover tunnel. Proximity to segmental lined and sprayed concrete lined crossover tunnel access shaft.	Potential settlement damage severe to very severe; building sensitivity score 0; therefore overall potential impact is particularly significant.	PSig.	The adoption of the Variation crossover construction using two pairs of turnouts below Gilbert and Willoughby Houses will reduce the potential settlement impact to significant (Sig.). When precise construction techniques for the tunnelling below Defoe House have been confirmed, further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 28 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
338c	Shakespeare Tower, Barbican	II	Sprayed concrete lined crossover tunnel. Building lies partially within the 10mm settlement lines.	Potential settlement damage slight*, building sensitivity score 0; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 29 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
338d	Arts and Conference Centre, Barbican	II	Sprayed concrete lined crossover tunnel. The south of the centre lies over the 10mm settlement line.	Potential settlement damage slight*; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
338e	Gilbert House, Barbican	II	Bored twin segmental lined tunnels-Gilbert House lies perpendicular and over the tunnels.	Potential settlement damage moderate; building sensitivity score 0; therefore overall potential impact is significant. Adoption of the Variation crossover proposal is likely to increase the potential impact to particularly significant.	PSig.	It is intended that the settlement from tunnelling, including the construction of the trumpet-shaped turnout tunnel below Gilbert House, will be reduced to not significant levels by selection of appropriate construction techniques and sequencing (in-tunnel methods).	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 30 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
338f	Willoughby House, Barbican EC1	II	Bored twin segmental lined tunnels-Willoughby House lies perpendicular and over the tunnels	Potential settlement damage moderate; building sensitivity score 0; therefore overall potential impact is significant. Adoption of the Variation crossover proposal is not expected to change the potential impact from significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
338g	Andrewes House, Barbican	II	Bored twin segmental lined tunnels- north-east corner of building lies within the 10mm settlement lines.	Potential settlement damage very slight*; building sensitivity score 0; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 31 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
338h	John Trundle Court	II	Sprayed concrete lined crossover tunnel-John Trundle Court southern area lies partly within the 10mm settlement lines. Close proximity to segmental lined and sprayed concrete lined crossover tunnel access shaft.	Potential settlement damage slight*; building sensitivity score 0; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
338i	Guildhall School of Music and Drama	II	Bored twin segmental lined tunnels- Guildhall School of Music and Drama lies partially on the 10mm settlement line.	Potential settlement damage negligible*; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 32 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
338j	Lambert Jones Mews Barbican	II	Sprayed concrete lined crossover tunnel. Lambert Jones Mews lies partly within the 10mm settlement lines.	Potential settlement damage moderate; building sensitivity score 0; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
338k	Brandon Mews Barbican	II	Bored twin segmental lined tunnels-Brandon Mews lies perpendicular and over the tunnels.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.6		Crossrail Schedule of Impacts for Route Window C6					Sheet 33 of 33	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig
338l	Podium, Barbican	II	Bored twin segmental lined tunnels and sprayed concrete lined crossover tunnel – structure lies within the 10mm settlement lines and over the tunnels. Proximity to segmental lined and sprayed concrete lined crossover tunnel access shaft.	Potential settlement damage moderate; building sensitivity score 0; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
338m	The Lake, Barbican	II	Bored twin segmental lined tunnels and sprayed concrete lined crossover tunnel. The lake lies directly over the tunnels.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.7		Crossrail Schedule of Impacts for Route Window C7					Sheet 1 of 16		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
327	137-141 (odd) Moorgate	II	Sprayed concrete lined platform tunnels- nos. 137-141 lie within the 10mm settlement lines. Proximity to new Moorgate ticket hall deep secant piled box.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
325	Britannic House 1-6 (consec.) Finsbury Circus	II*	Sprayed concrete lined platform tunnels-Britannic House lies within the 10mm settlement lines. Proximity to new Moorgate ticket hall deep secant piled box.	Potential settlement damage slight*; building sensitivity score 2; close proximity to open excavation; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from within the Moorgate box excavation to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.7		Crossrail Schedule of Impacts for Route Window C7					Sheet 2 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
326	76-92 (even) Moorgate	II	Sprayed concrete lined platform tunnels and cross passage tunnel- nos. 76-92 lie between the 10mm settlement lines.	Potential settlement damage slight*; building sensitivity score 1; close proximity to shaft; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building may be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from within the Moorgate box excavation to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
			Nos. 76-92 lie over the spheroidal graphite iron segmental lined escalator tunnel	Proximity to new Moorgate ticket hall deep secant piled box.	Temporary diversion of a sewer pipe laid to the east side of Moorgate between two diversion chamber shafts and behind a contiguous piled wall.	Potential settlement damage to pavement vaults slight; building sensitivity score 1; therefore potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Crossrail								
Table 6.7		Schedule of Impacts for Route Window C7					Sheet 3 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
328	87 Moorgate	II	Sprayed concrete lined platform tunnels- no.87 lies between the 10mm settlement lines. Directly next to new deep secant piled box for Moorgate ticket hall.	Potential settlement damage very slight*; building sensitivity score 1; close proximity to open excavation; therefore overall potential impact is particularly significant.	PSig.	It is intended that the movement associated with the station box will be reduced through design and appropriate construction methods and techniques to restrict the predicted impact to not significant levels.	No significant residual impact.	NSig.
329	83 Moorgate	II	Sprayed concrete lined platform tunnels- no. 83 lies between the 10mm settlement lines. Close proximity to new deep secant piled box ticket hall at Moorgate.	Potential settlement damage slight*; building sensitivity score 2; close proximity to open excavation; therefore overall potential impact is particularly significant.	PSig.	It is intended that the movement associated with the station box will be reduced through design and appropriate construction methods and techniques to restrict the predicted impact to not significant levels.	No significant residual impact.	NSig.
332	8 Moorfields	II	Sprayed concrete lined platform tunnels- no. 8 lies between the 10mm settlement lines. Directly next to new deep secant piled box for Moorgate ticket hall.	Potential settlement damage very slight*; building sensitivity score 1; close proximity to open excavation; therefore overall potential impact is particularly significant.	PSig.	It is intended that the movement associated with the station box will be reduced through design and appropriate construction methods and techniques to restrict the predicted impact to not significant levels.	No significant residual impact.	NSig.

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<p style="text-align: center;">Crossrail Schedule of Impacts for Route Window C7</p>								
Table 6.7							Sheet 4 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
331	4 Moorfields	II	Sprayed concrete lined platform tunnels- no.4 lies between the 10mm settlement lines. Close proximity to new deep secant piled box ticket hall at Moorgate.	Potential settlement damage slight*; building sensitivity score 1; close proximity to open excavation; therefore overall potential impact is particularly significant.	PSig.	It is intended that the movement associated with the station box will be reduced through design and appropriate construction methods and techniques to restrict the predicted impact to not significant levels.	No significant residual impact.	NSig.
330	118 London Wall	II	Sprayed concrete lined platform tunnels- no. 118 lies between the 10mm settlement lines. Proximity to new deep secant piled box ticket hall at Moorgate.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
333	59 - 73 (odd) Moorgate EC2	II	Sprayed concrete lined platform tunnels- nos. 69-73 lie within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Crossrail								
Table 6.7		Schedule of Impacts for Route Window C7					Sheet 5 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
334	2 Moorfields/ 118a London Wall EC2	II	Sprayed concrete lined platform tunnels- the building lies within the 10mm settlement lines. Proximity to new deep secant piled box ticket hall at Moorgate.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
335	Armourers Hall, 81 Coleman Street	II* SAM	Bored twin segmental lined tunnels- the north of the building lies within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
323a	Gazebo, Finsbury Circus	II	Sprayed concrete lined platform tunnels- the Gazebo lies within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Table 6.7		Crossrail Schedule of Impacts for Route Window C7					Sheet 6 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
322	16 & 18 Finsbury Circus	II	Sprayed concrete lined platform tunnels- the south of the building lies within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
321	22 & 23 Blomfield Street	II	Sprayed concrete lined platform tunnels- nos. 22 & 23 lie within the 10mm settlement lines. Proximity to Blomfield Street deep piled shaft.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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Table 6.7		Crossrail Schedule of Impacts for Route Window C7					Sheet 7 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
321a	25 Finsbury Circus, London Wall Buildings	II	Sprayed concrete lined platform tunnels and cross passage tunnel- no.25 lies within the 10mm settlement lines. Proximity to Finsbury Circus Temporary Construction Shaft. Proximity to Blomfield Street deep piled shaft.	Potential settlement damage slight*; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
326a	28-30 (consec.) Salisbury House, Finsbury Circus	II	Sprayed concrete lined platform tunnels and cross passage tunnel- nos. 28-30 lie within 10mm settlement lines. Nos. 28-30 lie over the spheroidal graphite lined escalator tunnel. Proximity to Finsbury Circus Temporary construction shaft.	Potential settlement damage slight*; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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Table 6.7		Crossrail Schedule of Impacts for Route Window C7					Sheet 8 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
320	Church of All Hallows On The Wall	I SAM	Sprayed concrete lined platform tunnels- the church lies within the 10mm settlement lines.	Potential settlement damage slight*; building sensitivity score 3; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in New Broad Street to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
319	56-60 and 62 New Broad Street	II	Bored twin segmental lined tunnel and sprayed concrete lined platform tunnels- these buildings lie within the 10mm settlement lines. Proximity to Blomfield Street deep piled shaft.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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Table 6.7		Crossrail Schedule of Impacts for Route Window C7					Sheet 9 of 16		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
318	76-80 (Consec) Old Broad Street	II	Bored twin segmental lined tunnels- nos. 76-80 lie directly over the north tunnel. Proximity to Liverpool Street End piled box link tunnel from existing LUL to Crossrail platforms.	Potential settlement damage slight*; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
339	Great Eastern Hotel, Liverpool Street Station	II	Bored twin segmental lined tunnels- the south of the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	

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Table 6.7		Crossrail Schedule of Impacts for Route Window C7					Sheet 10 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
313	Church of St Botolph Bishopsgate	II*	Bored twin segmental lined tunnels- the church lies within the 10mm settlement lines.	Potential settlement damage negligible*; building sensitivity score 3; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
316	Police call box, Liverpool Street Station	II	Bored twin segmental lined tunnels- the telephone box lies on the 10mm settlement lines.	No significant impact.	NSig.	None needed.	No significant impact.	NSig.
315	Church of St Botolph, Bishopsgate Church Hall	II	Bored twin segmental lined tunnels- the Hall lies on the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
317	8 Bishopsgate Churchyard (old Turkish Baths)	II	Bored twin segmental lined tunnels- the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Crossrail								
Table 6.7		Schedule of Impacts for Route Window C7					Sheet 11 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
314 / 312	Bishopsgate Churchyard Drinking Fountain, overthrows and lanterns	II	Bored twin segmental lined tunnels- the objects lie within the 10mm settlement lines.	No significant impact.	NSig.	None needed.	No significant impact.	NSig.
310	162&164 Bishopsgate	II	Bored twin segmental lined tunnels- nos. 162 & 164 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
309	Rear 4-18 (even) Devonshire Row	II	Bored twin segmental lined tunnels- nos. 4-14 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
308	5-7 (consec.) New Street	II	Bored twin segmental lined tunnels- nos. 5-7 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
304	24 & 25 Widegate Street	II	Bored twin segmental lined tunnels- nos. 24 & 25 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Crossrail								
Table 6.7		Schedule of Impacts for Route Window C7					Sheet 12 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
301	16 New Street	II	Bored twin segmental lined tunnels- no. 16 lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
245	4A, Sandy's Row	II	Bored twin segmental lined tunnels- no. 4a lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
244	15 &16 Artillery Passage	II	Bored twin segmental lined tunnels- the buildings lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
243	2 Artillery Passage	II	Bored twin segmental lined tunnels- no.2 lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
242	13 &14 Artillery Passage	II	Bored twin segmental lined tunnels- nos.13 &14 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Table 6.7		Crossrail Schedule of Impacts for Route Window C7					Sheet 13 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
241	3 Artillery Passage	II	Bored twin segmental lined tunnels- no. 3 lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
240	4 Artillery Passage	II	Bored twin segmental lined tunnels- no. 4 lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
239	5 Artillery Passage	II	Bored twin segmental lined tunnels- no.5 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
238	41 Artillery Lane	II	Bored twin segmental lined tunnels- no. 41 lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
237	6 & 7 Artillery Passage	II	Bored twin segmental lined tunnels- nos. 6 & 7 lie on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Crossrail								
Table 6.7		Schedule of Impacts for Route Window C7					Sheet 14 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
235	9 & 10 Artillery Passage	II	Bored twin segmental lined tunnels- no. 9 and 10 lie within the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
233	11 Gun Street	II	Bored twin segmental lined tunnels- no.11 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
232	40 Brushfield Street	II	Bored twin segmental lined tunnels- no.40 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
231	42 Brushfield Street	II	Bored twin segmental lined tunnels- no. 42 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
230a	56 Artillery Lane	I	Bored twin segmental lined tunnels- no. 56 lies outside the 10mm settlement contours.	No significant impact.	Nsig.	None needed.	No significant impact.	NSig.

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Crossrail								
Table 6.7		Schedule of Impacts for Route Window C7					Sheet 15 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
229	52 Brushfield Street	II	Bored twin segmental lined tunnels- no. 52 lies directly over the north tunnel.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
226	Spitalfields Market, Commercial Street	II	Bored twin segmental lined tunnels- nos. 53-73 Brushfield Street and 103-109 Commercial Street lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
225	84 Commercial Street	II	Bored twin segmental lined tunnels- no.84 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
224	1 & 3 Fournier Street	II	Bored twin segmental lined tunnels- no. 1 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
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Crossrail									
Table 6.7		Schedule of Impacts for Route Window C7						Sheet 16 of 16	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact		
							Description	Sig.	
223	4-7 (consecutive) Puma Court	II	Bored twin segmental lined tunnels- nos. 4-7 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	
220	17-25 (odd) Wilkes Street	II	Bored twin segmental lined tunnels- nos.17-25 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	
219	11a & 15 Wilkes Street	II	Bored twin segmental lined tunnels- nos.15 and 11a lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.	
246	Christ Church Spitalfields	I	Bored twin segmental lined tunnels-the church lies outside the 10mm settlement lines.	No significant impact.	NSig.	None needed.	No significant impact.	NSig.	

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Table 6.8		Crossrail Schedule of Impacts for Route Window C8					Sheet 1 of 10	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
218	6 Wilkes Street	II	Bored twin segmental lined tunnels- no. 6 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
216	10 Wilkes Street	II	Bored twin segmental lined tunnels- no. 10 lies directly over the north tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
215	16 Wilkes Street	II	Bored twin segmental lined tunnels- no. 16 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
214	2&4 Princelet Street	II	Bored twin segmental lined tunnels- nos. 2&4 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
214a	12 Princelet Street	II	Bored twin segmental lined tunnels-the front of the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Crossrail								
Table 6.8		Schedule of Impacts for Route Window C8					Sheet 2 of 10	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
214b	14 Princelet Street	II	Bored twin segmental lined tunnels. The front of the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
214c	16 Princelet Street	II	Bored twin segmental lined tunnels. The front of the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
214d	18 Princelet Street	II	Bored twin segmental lined tunnels. The front of the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
214e	20 Princelet Street	II	Bored twin segmental lined tunnels. The front of the building lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
214f	22 Princelet Street	II	Bored twin segmental lined tunnels. The front of the building lies on the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Crossrail								
Table 6.8		Schedule of Impacts for Route Window C8					Sheet 3 of 10	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
213	3&5 Princelet Street	II	Bored twin segmental lined tunnels- nos. 3 and 5 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
212	9 Princelet Street	II	Bored twin segmental lined tunnels- no. 9 lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
211	13 Princelet Street	II	Bored twin segmental lined tunnels- no.13 lies directly over the south tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
211a	11 Princelet Street	II BAR	Bored twin segmental lined tunnels- no.11 lies directly over the south tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant. Buildings at Risk register indicates slow decay and lack of maintenance, but no significant distress.	NSig.	None needed.	No significant impact.	NSig.

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Crossrail								
Table 6.8		Schedule of Impacts for Route Window C8					Sheet 4 of 10	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
210	24&26 Hanbury Street	II	Bored twin segmental lined tunnels- the rear of the buildings lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
209	15 Princelet Street	II	Bored twin segmental lined tunnels- the front and the rear of the buildings lie directly over the tunnels.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
209a	17 Princelet Street	II	Bored twin segmental lined tunnels- no.17 lies directly over the south tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
208	19 Princelet Street	II* BAR	Bored twin segmental lined tunnels- no.19 lies directly over the south tunnel.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant. Buildings at Risk register indicates slow decay and lack of maintenance, but no significant distress.	NSig.	None needed.	No significant impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
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<p style="text-align: center;">Crossrail Schedule of Impacts for Route Window C8</p>								
Table 6.8							Sheet 5 of 10	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
208a	21 Princelet Street	II	Bored twin segmental lined tunnels- no.21 lies directly over the south tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
208b	23 Princelet Street	II	Bored twin segmental lined tunnels- the middle of the building lies directly over the south tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
208c	25 Princelet Street	II	Bored twin segmental lined tunnels- the rear of the building lies directly over the south tunnel.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
207	34-38 (even) Hanbury Street	II	Bored twin segmental lined tunnels- the buildings lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
207a	114-122 (even) Brick Lane	II	Bored twin segmental lined tunnels- nos. 114-122 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

<p style="text-align: center;">Crossrail Schedule of Impacts for Route Window C8</p>								
Table 6.8							Sheet 6 of 10	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
202	35 Buxton Street E1	II	Pedley Street temporary running tunnel- no.35 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact.	NSig.
200a	261 & 263 Whitechapel Road	II	Sprayed concrete lined platform tunnels-the rear of the building lies within the 10mm settlement lines. Proximity to secant piled box for interchange with LUL and possible alternative ticket hall.	Potential settlement damage slight*; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.8		Crossrail Schedule of Impacts for Route Window C8					Sheet 7 of 10	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
200b	265 & 267 Whitechapel Road	II	Sprayed concrete lined platform tunnels- the rear of the building lies within the 10mm settlement lines. Proximity to secant piled box for interchange with LUL and possible alternative ticket hall.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.8		Crossrail Schedule of Impacts for Route Window C8					Sheet 8 of 10	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
200	333-335 (odd) Whitechapel Road	II	<p>Sprayed concrete lined platform tunnels and cross passage tunnel- the rear of the building lies directly over the south tunnel and close to the cross passage tunnel.</p> <p>Proximity to new spheroid graphite iron segmental lined escalator</p> <p>Proximity to new spheroid graphite iron segmental lined escalator tunnel.</p> <p>Proximity to new Whitechapel station ticket hall box shaft (Cambridge heath end).</p> <p>Proximity to new access shaft for Cambridge Heath ticket hall.</p>	Potential settlement damage moderate; building sensitivity score 1; building in close proximity to open excavation; therefore overall potential impact is particularly significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building may be undertaken and the potential impact reviewed. If found necessary, compensation grouting may be undertaken from a shaft in the proposed worksite behind Nos. 333-335 Whitechapel Road to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
199	Outside Entrance block to Albion Brewery- Telephone Kiosk	II	Sprayed concrete lined platform tunnels- the telephone kiosk lies on the 10mm settlement line.	No impact.	NSig.	None needed.	No significant impact.	NSig.

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Crossrail								
Table 6.8		Schedule of Impacts for Route Window C8					Sheet 9 of 10	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
198	Outside No 21 Mile End Road, north side- Bust of William Booth	II	Bored twin segmental lined tunnels- the statue lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
197	Mile End Road, north side: 1-10 Trinity Green & 22- 30 Trinity Green	I	Bored twin segmental lined tunnels- nos. 1-8 and 25-30 lie within the 10mm settlement lines.	Potential settlement damage slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
197b	29 Mile End Road	II	Bored twin segmental lined tunnels- no. 29 lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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Crossrail								
Table 6.8		Schedule of Impacts for Route Window C8					Sheet 10 of 10	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action required and mitigation	Residual Impact	
							Description	Sig.
196	outside 39 Mile End Road- Bust of Edward VII	II	Bored twin segmental lined tunnels- the statue lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
195	Mile End Road, south side- Drinking Fountain	II	Bored twin segmental lined tunnels- the fountain lies on the 10mm settlement lines.	No significant impact.	NSig.	None needed.	No significant impact.	NSig.
194	82- 84 (even) Mile End Road	II	Bored twin segmental lined tunnels- nos. 82-84 lie within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
193	90-110 (even) Mile End Road	II	Bored twin segmental line tunnels- nos. 90-108 lie on the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.9		Crossrail Schedule of Impacts for Route Window C9					Sheet 1 of 5		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact		
							Description	Sig.	
192	Church of St Dunstan and All Saints, Stepney High Street	I	Bored twin segmental lined tunnels with step-plate junction. The Church lies between the northern tunnel branches and across the 10mm settlement lines.	Potential settlement damage very slight*; building sensitivity score 3; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.	
192a	Baptist Chapel Walls	No grade	Bored twin segmental lined tunnel with step-plate junction The walls lie between the 10mm settlement lines and adjacent to the crossover.	Potential settlement damage moderate; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact	NSig.	

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Crossrail								
Table 6.9		Schedule of Impacts for Route Window C9					Sheet 2 of 5	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
192b	Congregational Church walls	No grade	Bored twin segmental lined tunnel with step-plate junction- the walls lie within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.
191	1-10 (consec.) Mercers' Cottages, Whitehorse Road	II	Bored twin segmental lined tunnel- nos. 3-10 lie within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.
190	34-40 (even) Belgrave Street	II	Bored twin segmental lined tunnel-the building lies between the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.
189	50-52 (even) Belgrave Street	II	Bored twin segmental lined tunnel-the building lies between the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.
187	19-31 (odd) Barnes Street, west side	II	Bored twin segmental lined tunnel- nos. 23-31 lie between the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.

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Crossrail								
Table 6.9		Schedule of Impacts for Route Window C9					Sheet 3 of 5	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
186	12-22 (even) Barnes Street	II	Bored twin segmental lined tunnel-the building lies between the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.
184	1-8 (consec.) York Square	II	Bored twin segmental lined tunnel- Nos. 1-5 lie between the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.
183	9-16 (consec.) York Square	II	Bored twin segmental lined tunnel-the building lies between the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.
182	1A Flamborough Street	II	Bored twin segmental lined tunnel-the building lies partly on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed	No Significant impact	NSig.
181	3-7 Flamborough Street	II	Bored twin segmental lined tunnel-the building lies between the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed	No Significant impact	NSig.

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Crossrail								
Table 6.9		Schedule of Impacts for Route Window C9					Sheet 4 of 5	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
181a & 181b	Hawthorn Cottage, 1 Flamborough Walk and Rose Cottage, Flamborough Walk	II	Bored twin segmental lined tunnel-No. 1 lies between the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed	No Significant impact	NSig.
181c	Devonshire Cottage, Flamborough Walk	II	Bored twin segmental lined tunnel-Devonshire Cottage lies within the 10mm settlement contours.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed	No Significant impact	NSig.
181d	Durham Villa, Flamborough Walk	II	Bored twin segmental lined tunnel-Durham Villa lies directly above the north tunnel.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.
180	8 Flamborough Street	II	Bored twin segmental lined tunnel- no. 8 lies partly on the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.
178	16-21 (consec.) Flamborough Street	II	Bored twin segmental lined tunnel- no. 21 lies partly on the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.

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Crossrail								
Table 6.9			Schedule of Impacts for Route Window C9				Sheet 5 of 5	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
178a	22-24 (consec.) Flamborough Street	II	Bored twin segmental lined tunnel- no. 22 lies on the 10mm settlement line.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed	No significant impact	NSig.

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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.10		Crossrail Schedule of Impacts for Route Window C10					Sheet 1 of 4		
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Committed Mitigation	Residual Impact		
							Description	Sig.	
175, 176, 177	604-608 (even) Commercial Road	II	Bored twin segmental lined tunnels- nos. 604-608 lie directly over the north tunnel. Proximity to Lowell Street ventilation and intervention shaft.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	
177a	683-691 (odd) Commercial Road	II	Bored twin segmental lined tunnels- the buildings lie within the 10mm settlement lines. Proximity to Lowell Street ventilation and intervention shaft.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.	

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 Settlement damage categories range from negligible to very severe.
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 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.10		Crossrail Schedule of Impacts for Route Window C10					Sheet 2 of 4	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Committed Mitigation	Residual Impact	
							Description	Sig.
177b	699-711 (odd) Commercial Road	II	Bored twin segmental lined tunnels- the buildings lie within the 10mm settlement contours. Proximity to Lowell Street ventilation and intervention shaft.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

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 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.10		Crossrail Schedule of Impacts for Route Window C10					Sheet 3 of 4	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Committed Mitigation	Residual Impact	
							Description	Sig.
174	Commercial Road Bridge	II	Bored twin segmental lined tunnels-the bridge lies within 10mm settlement lines Proximity to Lowell Street ventilation and intervention shaft.	Potential settlement damage slight*; building sensitivity score 2; close proximity to shaft; therefore overall potential impact is significant.	PSig.	When precise construction techniques have been confirmed, further settlement analysis and inspections of the building will be undertaken and the potential impact reviewed. If found necessary, the bridge bearings may be checked to see they are capable of accommodating the predicted movements. Structural modifications may then be made as necessary. The type and condition of existing bridge piers will also be investigated. The predicted impact will be reduced to not significant levels.	No significant residual impact.	NSig.
173	DLR Viaduct, Commercial Road	II	Bored twin segmental lined tunnels- the viaduct has piers directly above and in close proximity to both tunnels. Close proximity to Lowell Street ventilation and intervention shaft.	Potential settlement damage negligible*; building sensitivity score 0; close proximity to shaft; therefore overall potential impact is particularly significant.	PSig.	It is intended that the predicted ground movements will be reduced through design and appropriate construction methods and techniques to restrict the predicted impact to not significant levels. It is also intended to use instrumentation to monitor the movements and repair the bridge locally where necessary.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.10		Crossrail Schedule of Impacts for Route Window C10					Sheet 4 of 4	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Committed Mitigation	Residual Impact	
							Description	Sig.
172	Mill Place Accumulator Tower West Side	II	Bored twin segmental lined tunnels- the tower lies between the 10mm settlement lines. Close proximity to Lowell Street ventilation and intervention shaft.	Potential settlement damage slight; building sensitivity score 0; therefore overall potential impact is significant.	NSig.	None needed.	No significant impact.	NSig.
171	Library on Commercial Road	II	Bored twin segmental lined tunnels-the library lies partially above the north tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Crossrail								
Table 6.11		Schedule of Impacts for Route Window C11					Sheet 1 of 2	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
168	Cannon Workshop, East Block & Entrance, 3-5 (odd) Cannon Drive	II	Bored twin segmental lined tunnel. The south of the block lies within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
167	Cannon Workshop, South and West Wings, 92-116 (even) Cannon Drive	II	Bored twin segmental lined tunnel- the centre of the building lies over the south tunnel.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact	NSig.
167a	Cannon Workshop, Central Warehouse, 135-167 (odd) Cannon Drive	II	Bored twin segmental lined tunnel - the building lies directly over the north tunnel.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
166	West India Docks, North Import Dock Walls, Isle of Dogs	I	Construction of Isle of Dogs station box- the station will lie within the dock walls. An alternate station entrance may be provided to the north of the dock walls.	Potential settlement damage slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.11		Crossrail Schedule of Impacts for Route Window C11					Sheet 2 of 2	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
164	Preston's Road Poplar Dock	II	Bored twin segmental lined tunnel. The northern end of the dock walls lie within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact	NSig.
163	Preston's Road Hydraulic Accumulator	II	Bored twin segmental lined tunnel- the accumulator lies within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Crossrail								
Table 6.12		Schedule of Impacts for Route Window C12					Sheet 1 of 1	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
1134	35-49 Arnold Road (consec) including railings	II	Bored twin segmental lined tunnel- nos. 45-49 lie within the 10mm settlement lines.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
1102	Drapers Almshouses, Railway Way (formerly Priscilla Road)	II	Bored twin segmental lined tunnel- the building lies between the two tunnels and partially over the 10mm settlement line.	Potential settlement damage very slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
1101	110 Bow Road	II	Bored twin segmental lined tunnel- no. 110 lies directly above the north tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 6.13		Crossrail Schedule of Impacts for Route Windows C13					Sheet 1 of 1	
CR. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
1103	2-22 (even) Fairfield Road	II	Bored twin segmental lined tunnel- no. 2 lies within the 10mm settlement lines.	Potential settlement impact very slight; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant impact.	NSig.
1104	163 Bow Road	II	Bored twin segmental lined tunnel- no. 163 lies on the 10mm settlement lines.	Potential settlement impact slight; building sensitivity score 2; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and/or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 7.1		Crossrail Schedule of Impacts for Route Window SE1 to SE8					Sheet 1 of 3	
C.R. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
1440 (SE2)	Warehouse K, Royal Victoria Dock	II BAR	The north-west corner of the curtilage of the warehouse is assumed to lie within the settlement zone of influence of the sewer diversion tunnel. The tunnel will be of segmental concrete lined construction.	The area of the warehouse within the zone of influence is on deep piled foundations, except for a ground bearing floor slab. There may be some slight settlement effects on the floor slab, but this is of recent construction and not of historical significance, so potential settlement damage is assumed to be negligible; building sensitivity score 1; therefore overall potential impact is not significant. Buildings at Risk register indicates slow decay but repairs are now complete and concern has been removed.	NSig.	None needed.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Table 7.1		Crossrail Schedule of Impacts for Route Window SE1 to SE8					Sheet 2 of 3	
C.R. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
1442 (SE4)	North Woolwich Station, Pier Road	II	The station (including the listed station building, lampposts and railway turntable) lie over the proposed bored twin running tunnels. The platforms, which form part of the curtilage of the listed building, also lie over the tunnels.	Potential settlement damage slight; building sensitivity score 1; therefore overall potential impact is significant.	Sig.	When precise construction techniques have been confirmed further settlement analysis and /or inspection of the building will be undertaken where appropriate and the potential impact reviewed. If found necessary, appropriate protective measures (as described in Chapter 5) will be adopted to reduce the predicted impact to not significant levels.	No significant residual impact.	NSig.
1444 (SE5)	Royal Brass Foundry, Plumstead Road.	I	The Royal Brass Foundry lies directly over the proposed bored twin running tunnels.	Potential settlement damage negligible; building sensitivity score 2; therefore overall potential impact is not significant.	NSig.	None needed.	No significant residual impact.	NSig.
1446 (SE5)	Main Guard Room, Plumstead Road	II	The main guard room lies to the south of the twin tunnels and within the 10mm settlement lines.	Potential settlement damage very slight; building sensitivity score 0; therefore overall potential impact is not significant.	NSig.	None needed.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Crossrail								
Table 7.1		Schedule of Impacts for Route Window SE1 to SE8					Sheet 3 of 3	
C.R. No	Address	Grade	Proposed Works	Potential Impact	Sig.	Action Required and Mitigation	Residual Impact	
							Description	Sig.
1447 (SE5)	Verbruggen's House, Plunstead Road	II	Verbruggen's House lies over the southern tunnel.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant.	NSig.	None needed.	No significant residual impact.	NSig.
1448 (SE5)	Officer's Quarters, Plumstead Road	II BAR	The Officer's Quarters lies to the north of the twin tunnels.	Potential settlement damage negligible; building sensitivity score 1; therefore overall potential impact is not significant. Buildings at Risk register indicates slow decay and lack of maintenance, but no significant distress.	NSig.	None needed.	No significant residual impact.	NSig.

Note: See Table of Cross-References for corresponding Phase 3 Iteration 1 Report numbers.
 Building sensitivity scores range from 1 (Low) to 4 (High) - See Chapter 4 for details of scores and methodology.
 Settlement damage categories range from negligible to very severe.
 Significance means: **NSig.** = Not Significant; **Sig.** = Significant; **PSig.** = Significant Impact of Particular Importance.
 * - Requires further settlement analysis to confirm score, meanwhile assume settlement impact is significant (Sig.) - See Chapter 4 for details.
 Buildings are generally listed in order, running west to east, and descending Crossrail Reference Number (CR No.).

Crossrail

Table of Cross-References

Extracted from Mott MacDonald's
Phase 3 Iteration 1 Status Listing

City of Westminster

Address	CR Ref	MM Ref
18-24 Hyde Park Gardens	701	WES-L-10001
25-28 Hyde Park Gardens (22-28 Stanhope Terrace)	710	WES-L-10002
129 Park Lane (24 Dunraven Street)	6103	WES-L-10005
32 Green Street	699	WES-L-10009
10 Green Street	689	WES-L-10010
23 Lees Place	687	WES-L-10011
61 Green Street	686	WES-L-10012
1 Green Street/ 29 North Audley Street	679-684	WES-L-10013
11-12 North Audley Street	677	WES-L-10017
St Marks Church North Audley Street	676	WES-L-10018
Brown Hart Gardens	675	WES-L-10019
71 & 73 Duke Street	669 & 670	WES-L-10020
Ukranian Catholic Church (Duke Street)	667	WES-L-10021
75-83 Duke Street	666	WES-L-10022
Westbourne Bridge	740	WES-L-10023
Paddington Station- MacMillan House	731	WES-L-10024
Great Western Hotel. Praed Street	730	WES-L-10025
Spring Street. W2	726	WES-L-10026
5-7 Craven Road	727	WES-L-10027
193-209 (odd) Sussex Gardens	714	WES-L-10028
194-196 Sussex Gardens	723	WES-L-10030
184-190 (even) Sussex Gardens	722	WES-L-10031
1 Cleveland Terrace	734	WES-L-10033
Paddington Station- Brunel Shed	731	WES-L-10034
Paddington Station- Span 4	731	WES-L-10035
Paddington Station- Lawn	731	WES-L-10036
14 North Audley Street	676a	WES-L-10037
Paddington Underground Station, Praed Street	796	WES-L-10038
15 Hanover Street	6111	WES-L-20001
14-16 South Molton Street	639	WES-L-20036

Address	CR Ref	MM Ref
229-223 Regent Street	608	WES-L-20002
235-241 Regent Street	607	WES-L-20003
225 & 227 Regent Street (21 Hanover Street)	601	WES-L-20005
223 Regent Street (4 Maddox Street)	602	WES-L-20006
224 -244 Regent Street	5235	WES-L-20007
210-222 Regent Street/ 45 Kingly Street	5234	WES-L-20008
25 Great Marlborough Street	5230	WES-L-20010
1-4 Argyll Street	5233	WES-L-20012
7-8 Argyll Street. London Palladium	5231	WES-L-20013
19-21 Great Marlborough Street	5228	WES-L-20014
48 Great Marlborough Street	5218	WES-L-20015
15 Poland Street/ 5 Noel Street	5214	WES-L-20016
67 Berwick Street/ 21a Noel Street	5205	WES-L-20018
13 D'Arblay Street	5209	WES-L-20020
1-2 Duke's Yard & 85 Duke Street	664	WES-L-20021
27 Gilbert Street	661	WES-L-20022
51 & 53 Davies Street & 66 Brook Street	653	WES-L-20023
58 Davies Street	645	WES-L-20024
50 Davies Street	637	WES-L-20025
52-54 Davies Street	637	WES-L-20026
1-7 Davies Mews & 28-30 South Molton Lane	636	WES-L-20027
40-46 Brook Street (North Side)	635	WES-L-20028
26 South Molton Street	647	WES-L-20029
24-25 South Molton Street	646	WES-L-20030
21 South Molton Street	644	WES-L-20031
19-20 South Molton Street	643	WES-L-20032
50 South Molton Street	642	WES-L-20033
18 South Molton Street	641	WES-L-20034
17 South Molton Street	640	WES-L-20035
5 Carlisle Street	5180	WES-L-30049

10-12 South Molton Street	638	WES-L-20037
63 South Molton Street	634	WES-L-20038
20 Brook Street	625	WES-L-20039
103 New Bond Street	624	WES-L-20040
74 New Bond Street	623	WES-L-20041
20 Hanover Square	618/619	WES-L-20043
21 Hanover Square	617	WES-L-20044
Statue of William Pitt	615	WES-L-20046
24 Hanover Square. Mayfair. W1	611	WES-L-20048
16 Hanover Square	616	WES-L-20049
9 Dering Street. W1	622	WES-L-20050
360-366 Oxford Street	657	WES-L-20051
46 Berwick Street	5207	WES-L-20052
47 Berwick Street	5201	WES-L-20053
48 Berwick Street	5202	WES-L-20054
7 Hanover Street	6111a	WES-L-20055
41 South Molton Street	648	WES-L-20056
68 Brook Street	6172	WES-L-20057
5 Noel Street	5200	WES-L-30037
187 Wardour Street	5199	WES-L-30038
2-4 D'Arblay Street	5195	WES-L-30039
105-109 Oxford Street (& 16 - 18 Hollen Street)	5189	WES-L-30042
152-160 Wardour Street	5188	WES-L-30043
17 Carlisle Street	5183	WES-L-30047
6 Carlisle Street	5182	WES-L-30048

4 Carlisle Street	5179	WES-L-30050
90 Dean Street	5181	WES-L-30051
89 Dean Street	5178	WES-L-30052
88 Dean Street	5177	WES-L-30053
4-6 Soho Sq/ 6 Dean Street	5173	WES-L-30054
3 Soho Sq/ 7 Dean Street	5172	WES-L-30055
2 Soho Sq/ 8 Dean Street	5171	WES-L-30056
38/38a Soho Square	5170	WES-L-30057
37 Soho Square	5168	WES-L-30058
10 & 10a Soho Sq.	5167	WES-L-30059
8/9 Soho Sq.	5169	WES-L-30060
19 Carlisle Street	5166	WES-L-30061
36 Soho Square	5165	WES-L-30062
13 Soho Sq.	5160	WES-L-30063
15 Soho Sq.	5159	WES-L-30064
21 Soho Sq.	5154	WES-L-30065
St Patrick's Presbytry	5152	WES-L-30066
St Patricks RC Church, Soho Square	5145	WES-L-30067
29 & 30 Soho Square The Hospital For Women	5155	WES-L-30071
26 Soho Sq.	5150	WES-L-30072
3 Greek Street	5153	WES-L-30073
1 Greek Street	5143/5 147	WES-L-30074
14 Manette Street	5142	WES-L-30075
16/17 Manette Street	5139	WES-L-30076
Soho Square, Shelter	5198	WES-L-30079

Camden

Pheonix Theatre, 110 Charing Cross Road	5128	CAM-L-30001
12 Flitcroft Street	5128A	CAM-L-30002
59 St Giles High Street	5129	CAM-L-30003
1-5 Flitcroft Street	5124	CAM-L-30004
21 Monmouth Street	5113	CAM-L-30005
55 Neal Street	5105	CAM-L-30006
64 Neal Street	5102	CAM-L-30007
23 Macklin Street	567	CAM-L-30017
25 Macklin Street (24 Strukely Street)	566	CAM-L-30018

51-53 Endell Street	589	CAM-L-30008
Shaftsbury Theatre, 210 Shaftsbury Ave.	593	CAM-L-30010
22 Endell Street	587	CAM-L-30011
197-198 High Holborn (Holborn Town Hall)	574	CAM-L-30013
199-201 High Holborn (199-206?)	570	CAM-L-30014
17a Macklin Street	575	CAM-L-30015
8a Smarts Place	579	CAM-L-30016
11-12 Red Lion Square, Summit House	545	CAM-L-40006
14-17 Red Lion Square	544	CAM-L-40007

207 High Holborn	563	CAM-L-30019
208 High Holborn	560	CAM-L-30020
212 High Holborn	554	CAM-L-30021
14-15 Southampton Place	564	CAM-L-30022
127-129 High Holborn	561	CAM-L-30023
7-8 Southampton Place	557	CAM-L-30024
17-23 Southampton Row/ Kingsway	553	CAM-L-30025
27 Denmark St	5130	CAM-L-30029
9/10 Denmark St	5134	CAM-L-30030
20 Denmark Street & 16 Denmark Place	5135	CAM-L-30035
Southampton Row, Kingsway Tram Subway	551A	CAM-L-30036
Centrepoint Tower	5138A	CAM-L-30077
26 Denmark Street	5131	CAM-L-30078
Centrepoint House	5138A	CAM-L-30080
7 Denmark Street	5132	CAM-L-30081
Central School of Arts and Crafts, S. Row	551	CAM-L-40002
Façade to Carlisle House, 8-10 Southampton Row	550	CAM-L-40003
Kingsgate House, 3 Catton Street	547	CAM-L-40004
2 - 6 Southampton Row	549	CAM-L-40005

31-32 Bedford Row	540	CAM-L-40008
33-36 Bedford Row	538	CAM-L-40009
4-15 Bedford Row	531	CAM-L-40012
4 Raymond Buildings, Jockey's Fields	526	CAM-L-40013
5 Raymond Buildings, Jockey's Fields	525	CAM-L-40014
6 Raymond Buildings, Jockey's Fields	524	CAM-L-40015
6 Gray's Inn Square	512	CAM-L-40016
7 Gray's Inn Square	517	CAM-L-40017
8 Gray's Inn Square	516	CAM-L-40018
12 Gray's Inn Square	506	CAM-L-40020
13 Gray's Inn Square	504	CAM-L-40021
14 Gray's Inn Square	503	CAM-L-40022
St Alban's Church	427	CAM-L-40023
St Alban's Clergy House	426	CAM-L-40024
10-11 Greville Street	424a	CAM-L-40025
19-21 Hatton Gardens	424b	CAM-L-40026
Painting Works, 25-27 Farringdon Road	420	CAM-L-40027
21 Ely Place	421	CAM-L-40028
Jockey's Fields Wall	530	CAM-L-40029

Islington

Farringdon Stn. Incl 36-38 and 40-42 Cowcross St	428	ISL-L-50002
101-102 Turnmill St & 32-35 Cowcross St	430	ISL-L-50003
26-27 Cowcross St	431	ISL-L-50004
9-13 (consec) Cowcross St	433	ISL-L-50005
14-16 Cowcross St	432	ISL-L-50006
94 Cowcross St	434	ISL-L-50007
3&5 St John St	435	ISL-L-50008
2-6 St John St (incl 89 Charterhouse street)	436	ISL-L-50009
16 St John St	437	ISL-L-50010
18 and 20 St John St	438	ISL-L-50011

24 St John St	439	ISL-L-50012
22 St John St	414	ISL-L-50013
26 St John St	412	ISL-L-50014
51-53 Charterhouse St	419	ISL-L-50015
115 Charterhouse St	410	ISL-L-50016
119 Charterhouse St.	410a	ISL-L-50017
22 Charterhouse Sq.	410b	ISL-L-50018
109-113 Charterhouse St	409	ISL-L-50019
67-77 Charterhouse St	408e	ISL-L-50020
54-60 Cowcross Street	429	ISL-L-50021

City of London

West/East building Smithfield Market	408	CIT-L-50022
74 Long Lane	405A	CIT-L-50027

24 & 25 Widgegate Street	304	CIT-L-60008
137-141 Moorgate	327	CIT-L-60051

Lauderdale Tower, Barbican	338a	CIT-L-50030
Defoe House, Barbican	338b	CIT-L-50031
Shakespeare Tower, Barbican	338c	CIT-L-50032
Arts and Conference Centre, Barbican	338d	CIT-L-50033
Gilbert House, Barbican	338e	CIT-L-50034
Willoughby House, Barbican	338f	CIT-L-50035
Andrews House, Barbican	338g	CIT-L-50036
Guildhall School of Music and Drama, Barbican	338i	CIT-L-50037
1-8 Lambert Jones Mews, Barbican	338j	CIT-L-50038
Brandon Mews, Barbican	338k	CIT-L-50039
Podium, Barbican	338l	CIT-L-50040
The Lake, Barbican	338m	CIT-L-50041
133-4 Aldersgate St	401	CIT-L-50042
John Trundle House, Barbican	338h	CIT-L-50043
St Botolphs Church	313	CIT-L-60001
St Botolphs Church Hall	315	CIT-L-60002
162 & 164 Bishopsgate	310	CIT-L-60003
Rear of 4-18 Devonshire Row	309	CIT-L-60004
5-7 New Street	308	CIT-L-60005
16 New Street	301	CIT-L-60006

1-6 Finsbury Circus	325	CIT-L-60052
76-92 Moorgate	326	CIT-L-60053
87 Moorgate	328	CIT-L-60054
83 Moorgate	329	CIT-L-60055
8 Moorfields	332	CIT-L-60056
4 Moorfields	331	CIT-L-60057
118a London Wall	330	CIT-L-60058
67-73 Moorgate	333	CIT-L-60059
2 Moorfields/ 118 London Wall	334	CIT-L-60060
Armours Hall, 81 Coleman Street	335	CIT-L-60061
Centre Finsbury circus	323a	CIT-L-60062
16 & 18 Finsbury Circus	322	CIT-L-60063
22 & 23 Blomfield St	321	CIT-L-60064
25, London wall Buildings, Finsbury Circus	321a	CIT-L-60065
28-30, Salisbury House, Finsbury Circus,	326A	CIT-L-60066
Church of All Hallows on the Wall	320	CIT-L-60067
56-60 and 62 New broad St	319	CIT-L-60068
76-80 (Consec) old Broad St	318	CIT-L-60069
Great Eastern Hotel, Liverpool St Station	339	CIT-L-60070
8 Bishopsgate Churchyard	317	CIT-L-60073

Tower Hamlets

Sandy Row Synagogue, 4a Sandy Row	245	TOW-L-60009
15 & 16 Artillery Passage	244	TOW-L-60010
13 & 14 Artillery Passage	242	TOW-L-60011
9 & 10 Artillery Passage	235	TOW-L-60012
2 Artillery Passage	243	TOW-L-60013
3 Artillery Passage	241	TOW-L-60014
4 Artillery Passage	240	TOW-L-60015
5 Artillery Passage	239	TOW-L-60016
41 Artillery Lane	238	TOW-L-60017
6 & 7 Artillery Passage	237	TOW-L-60018
8 Artillery Passage	236	TOW-L-60019
10 Wilkes Street	216	TOW-L-60034
16 Wilkes Street	215	TOW-L-60035
2 & 4 Princelet Street	214	TOW-L-60036

11 Gun Street	233	TOW-L-60023
40 Brushfield Street	232	TOW-L-60024
42 Brushfield Street	231	TOW-L-60025
52 Brushfield Street	229	TOW-L-60026
Spitalfields Market	226	TOW-L-60027
84 Commerical Street	225	TOW-L-60028
1 & 3 Fourier Street	224	TOW-L-60029
4 - 7 Puma Court	223	TOW-L-60030
11a & 15 Wilkes Street	219	TOW-L-60031
17 & 25 Wilkes Street	220	TOW-L-60032
6 Wilkes Street	218	TOW-L-60033
Church of St Dunstan and All Saints, Stepney High St.	192	TOW-L-70017
Mercer's Almhouses, Whitehorse Road	191	TOW-L-70018
34 Belgrave Street	190	TOW-L-70019

3 & 5 Princelet Street	213	TOW-L-60037
9 Princelet Street	212	TOW-L-60038
13 Princelet Street	211	TOW-L-60039
11 Princelet Street	211a	TOW-L-60040
24 & 26 Hanbury Street	210	TOW-L-60041
15 Princelet Street	209	TOW-L-60042
17 Princelet Street	209a	TOW-L-60043
19 Princelet Street	208	TOW-L-60044
21 Princelet Street	208a	TOW-L-60045
23 Princelet Street	208b	TOW-L-60046
25 Princelet Street	208c	TOW-L-60047
34 - 38 Hanbury Street	207	TOW-L-60048
114-122 Brick Lane	207a	TOW-L-60049
35 Buxton Street	202	TOW-L-60050
56 Artillery Lane	230a	TOW-L-60074
12-16 & 20-22 Princelet Street	214a - 214f	TOW-L-60075
333-335 Whitechapel Rd	200	TOW-L-70001
Bust of William Booth, Mile End Road, North side	198	TOW-L-70002
Trinity Green, Mile End Road	197	TOW-L-70003
29 Mile End Road	197B	TOW-L-70004
Bust of Edward VII, outside 39 Mile End Rd	196	TOW-L-70005
82- 84 Mile End Road	194	TOW-L-70006
90 Mile End Road	193	TOW-L-70007
92 Mile End Road	193	TOW-L-70008
94 Mile End Road	193	TOW-L-70009
96 Mile End Road	193	TOW-L-70010
98-100 Mile End Road	193	TOW-L-70011
102 Mile End Road	193	TOW-L-70012
104 Mile End Road	193	TOW-L-70013
106 Mile End Road	193	TOW-L-70014
108 Mile End Road	193	TOW-L-70015
110 Mile End Road	193	TOW-L-70016
163 Bow Road, E3	1104	TOW-L-90009
116 Bow Road, E3	1100	TOW-L-90010
110 Bow Road, E3	1101	TOW-L-90011
DrapersAlmshouses, Railway Way	1102	TOW-L-90012

36-40 Belgrave Street	190	TOW-L-70020
50-52 Belgrave Street	189	TOW-L-70021
19 - 31 Barnes Street, West side	187	TOW-L-70023
12 - 22 Barnes Street, E14	186	TOW-L-70024
1-8 York Square	184	TOW-L-70025
9-16 York Square	183	TOW-L-70026
1 & 1A Flamborough St. E1	182	TOW-L-70027
3-7 Flamborough Street	181	TOW-L-70028
1-2 Flamborough walk	181a	TOW-L-70029
3-4 Flamborough walk	181c	TOW-L-70030
5-6 Flamborough walk	181d	TOW-L-70031
8 Flamborough Street	180	TOW-L-70032
16-21 Flamborough Street	178	TOW-L-70034
22-24 Flamborough Street	178a	TOW-L-70035
261-263 Whitechapel Rd	200a	TOW-L-70036
265-267 Whitechapel Rd	200b	TOW-L-70037
Baptist Chapel Walls, Stepney Green	192a	TOW-L-70038
Stepney Meeting House Congregational Church Hall Ruins	192b	TOW-L-70039
604-608 Commercial Road	175- 177	TOW-L-80001
683-691 Commercial Road	177A	TOW-L-80004
699-711 Commercial Road	177B	TOW-L-80005
Commercial Road Bridge	174	TOW-L-80006
Commercial Road Viaduct	173	TOW-L-80007
Mill Place, (West side)	172	TOW-L-80008
Library on Commercial Road	171	TOW-L-80009
80 Three Colt Street	170	TOW-L-80010
Cannon Workshop, 3-5 Cannon Drive	168	TOW-L-80011
Cannon Workshop, 92-116 Cannon Drive	167	TOW-L-80012
Cannon Workshop, 135-167 Cannon Drive	167a	TOW-L-80013
Poplar Dock	164	TOW-L-90001
Accumulator Tower, Preston's Road	163	TOW-L-90002
2-22 Fairfield Road, E3	1103	TOW-L-90008

Import Dock	166	TOW-L-90013
35-49 Arnold Road	1134	TOW-L-90014

Newham

North Woolwich Station, Pier Road	1442	NEW-L-90003
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Greenwich

Royal Brass Foundry	1444	GRE-L-90004
Main Guard Room	1446	GRE-L-90005
Verbruggen's House	1447	GRE-L-90006
Officer's Quarters	1448	GRE-L-90007

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