

# **Chapter 1**

## **Introduction**

## 1 Introduction

- 1.1.1 The Crossrail Bill was submitted to Parliament together with an Environmental Statement (ES) (hereafter referred to as 'the main ES') and an Addendum in February 2005. A Supplementary ES providing additional information on the works and environmental impacts relating to certain aspects of the Crossrail project in addition to those reported in the main ES was published in May 2005. A second Supplementary ES (SES2) was published in January 2006 providing additional information and environmental impacts related to utilities works.
- 1.1.2 Since the Bill's deposit, a number of revisions to the original Bill proposals have been identified as being necessary. In some cases these revisions involve the acquisition or use of land outside of the current limits of the Bill, additional access rights, or other extensions of the powers conferred by the Bill making it necessary to submit Amendment of Provisions to the Bill (<sup>(1)</sup>). These Amendment of Provisions (AP) are submitted to Parliament and are subject to a petitioning period in the same way as the Bill itself.
- 1.1.3 An Environmental Impact Assessment of the first tranche of AP has been undertaken and an ES (referred to as the AP ES) was published in January 2006. This AP ES covered Additional Provisions at Paddington station, Tottenham Court Road, Whitechapel station, Lowell Street Shaft, Isle of Dogs station, Stockley flyover, Hayes and Harlington station, Romford depot and Limmo Peninsula.
- 1.1.4 A second tranche of AP has now been assessed. It is the purpose of this ES (hereafter referred to as the 'AP2 ES') to provide an assessment of the environmental impacts arising from the revised proposals to which the second tranche of Amendments relate. The Amendments that require assessment are summarised in *Table 1.1*. Specifically, this AP2 ES describes the permanent and temporary works and/or requirements for the use of land arising from the revised proposals, and any consequent changes to the environmental baseline and assessment of significant environmental impacts from those reported in the main ES.
- 1.1.5 The measures that will be used to mitigate impacts during Crossrail's construction are described in *Appendix B1* of the main ES. Implementation of these measures has been assumed in this AP2 ES. The impacts reported in this AP2 ES are residual impacts, ie the significant impacts that will remain after the application of generic or specific measures to reduce or control them.
- 1.1.6 This AP2 ES is presented by route window, as in the main ES.

(<sup>1</sup>) This is the term used to describe an Amendment to the Bill to which the Private Business Standing Orders of Parliament are applicable.

Table 1.1 Main Elements of the Amendment of Provisions

Amendment of Provisions	Route	Description of the Original Works	Description of the Revised Scheme	Local Authority
Royal Oak Portal – Westbourne Park Sidings	Window C1	The original scheme comprised the creation of 235 m long sidings for a reinstated concrete batching plant at Westbourne Park.	The revised scheme comprises an extension of the sidings to the east so that they are 350 m long to enable a reinstated plant to continue to operate at its current capacity. Additional land is required to do this which was outside the limits of the Bill, the railway retaining wall will be moved to the north, and Westbourne Park Passage footbridge will be extended to span the new sidings.	City of Westminster and RB of Kensington and Chelsea
Farringdon Station and Liverpool Street Station (Amendment 1 – Farringdon Crossover)	C6 and C7	The original scheme consisted of the construction of a rail crossover between Farringdon and Liverpool Street stations, beneath the Barbican. The provision of the crossover was to ensure that Crossrail services can continue to run during emergencies and disrupted services. The crossover would have been constructed from a worksite in Aldersgate Street.	The crossover has been moved to a different location beneath the Barbican and will be constructed using a different method. Finsbury Circus worksite will be used as the main worksite for construction, removing the need for the Farringdon crossover worksite in Aldersgate Street.	City of London

Amendment of Provisions	Route Window	Description of the Original Works	Description of the Revised Scheme	Local Authority
(Amendment 2 – Finsbury Circus Gardens)	C7	The original scheme involved the use of the Finsbury Circus worksite for construction of the new Crossrail station at Liverpool Street, and as proposed, would have resulted in a loss of trees in the gardens.	The access point to the Finsbury Circus worksite has been amended (which requires an additional area of worksite) in order to reduce the impact on the trees.	City of London
(Amendment 3 – Moorgate Station Sewer)	C7	A sewer that runs through the middle of Moorgate station was to have been diverted southwards to connect into an existing sewer in Fore Street. These works would have required a worksite in Fore Street Avenue.	An alternative route for the diversion of the sewer was developed through the existing Moorgate worksite in order to avoid diversion of a major telecommunications duct route in Fore Street Avenue.	City of London
Mile End Park and Eleanor Street Shafts	C12	The Eleanor Street shaft is to be built in the eastern end of what is currently a gypsy and travellers site (hereafter known as a travellers' site) in an area known as the Bow Triangle located to the south of Bow Road and bounded by the District line and mainline railway viaducts. The travellers' site was to be relocated offsite and would not have been reinstated following the construction phase.	The travellers' site has been reconfigured to enable its residents to stay within the Bow Triangle during construction and operation. Additional land area is required to accommodate the travellers; the laundry building and units 1–3 of Bow Triangle Business Centre will be demolished.	LB of Tower Hamlets

Amendment of Provisions	Route	Description of the Original Works	Description of the Revised Scheme	Local Authority
<p>Pudding Mill Lane Portal and Abbey Mills – Hackney to Abbey Mills (HAM) and Wick Lane (WL) sewer diversions</p>	<p>C13 and C13A Window</p>	<p>To facilitate the development of Pudding Mill Lane portal, a number of enabling works were proposed, including the diversion of the HAM and WL sewers. The sewer was to be diverted to the east towards Abbey Mills pumping station. This required a new pumping station.</p>	<p>An alternative gravity-fed route has been identified, running in a north-south direction to the west of the Blackwall Way Northern Approach Road. The revised route will avoid conflicts with large piled foundations which would cause problems for the proposed tunnelling of the new sewer.</p>	<p>LB of Tower Hamlets and LB of Newham</p>
<p>Dog Kennel Bridge – Chequer Bridge</p>	<p>W15</p>	<p>A new bridge was to be constructed over Hollow Hill Lane to carry a new single relief line track, using piled abutments and plinths. This work would have required the diversion of three high pressure gas mains and two oil pipelines located in the vicinity of the eastern supports of the new bridge.</p>	<p>An amended construction method was developed which will extend Chequer Bridge on the north side of the railway as a concrete box structure, thereby avoiding the need for piled foundations and the diversion of the gas mains and oil pipelines. Hollow Hill Lane to the north of the railway will be realigned.</p>	<p>Slough BC</p>

Amendment of Provisions	Route Window	Description of the Original Works	Description of the Revised Scheme	Local Authority
Custom House Station	SE2	The Bill made provision for access for construction traffic along Western Gateway and Seagull Lane, private roads off Tidal Basin Road.	The section of Seagull Lane aligned north-south, over which the Bill provided access rights for construction, has been realigned to the north and west; consequently it is proposed to include the realigned Seagull Lane within the limits of land to be acquired or used for construction access.	LB of Newham
Plumstead Portal	SE6	An area of land to the south of Nathan Way was to be used as part of the worksite to construct the Plumstead portal and handle excavated material.	The worksite location has been moved to the east to avoid limiting the use of a London Borough of Greenwich-backed proposed redevelopment site.	LB of Greenwich