



CROSSRAIL INFORMATION PAPER

D2 – CONTROL OF ENVIRONMENTAL IMPACTS

This paper sets out the controls that will be put in place, both in the Bill and outside it, to control the environmental impact of the construction of Crossrail.

It will be of particular relevance to those in the vicinity of the proposed Crossrail works.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

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D2 – CONTROL OF ENVIRONMENTAL IMPACTS

1. Introduction

- 1.1 The Crossrail hybrid Bill (if enacted) will provide powers for the construction and operation of Crossrail. Schedule 1 of the Bill describes the 'scheduled works' that the nominated undertaker will be authorised to carry out. The descriptions provide a description of the type of work and their location, for example:

'Work No 1/4A - A railway (5,378 metres in length, in tunnel) commencing by a junction with Work No 1/3A at its termination, passing south-eastwards and terminating at a point 75 metres south-east of the junction of Bridgeland Road with Victoria Dock Road.'

- 1.2 The Bill provides for these works to be constructed on land within the lateral limits of deviation (LoD) for the work concerned shown on the deposited plans and provides for an upwards limit of deviation of 3 metres from the levels shown on the deposited sections for most works, and 6 metres in the case of certain specified parts of other works, subject to any maximum level for any station, depot or shaft shown on the sections (see Information Paper B2, Limits of Deviation). The deposited plans also show a further limit of land to be acquired or used outside the limits of deviation, which may be used for ancillary purposes.
- 1.3 The Environmental Statement¹ (ES) (see Chapter 3 of Volume 1 of the main ES for an explanation of the Environmental Impact Assessment (EIA) process) identifies the likely significant effects that will arise from the construction and operation of Crossrail (and takes account of the practicable scope for variation within the limits described above), and identifies the range of mitigation measures that could be used to reduce or eliminate these effects in accordance with the Environmental Impact Assessment Directive (85/337/EEC, as amended). The assessment is however of the likely significant effects and based on a number of assumptions about design and construction practices. As the project is taken forward to detailed design and actual construction there may be some changes to assumed working practices and design.
- 1.4 It is important however that reassurance is provided that the nominated undertaker will not simply be free to change the design and working practices at will or without any control. There are therefore a number of mechanisms within the Bill and supporting the Bill that will control changes to the project and therefore provide reassurance as to the extent of the actual impacts of the construction and operation of Crossrail.

¹ The term 'Environmental Statement' refers to the Environmental Statement deposited with the Crossrail Bill in February 2005, the four Environmental Statements accompanying the Additional Provisions, the four Supplementary Environmental Statements submitted during the passage of the Bill, and their Non-Technical Summaries and errata, which together comprise the Crossrail Environmental Statement. The term 'the Main ES' refers specifically to the Environmental Statement produced (with its Non-Technical Summary) in February 2005. See <http://billdocuments.crossrail.co.uk/>.

1.5 There are three distinct components that taken together will effectively control the environmental impacts of the construction and operation of Crossrail, they are:

- arrangements within the Bill for approving detailed design and construction arrangements;
- policies, commitments and undertakings entered into outside of the Bill; and
- Existing legislation, unless expressly or impliedly disapplied or modified by the Crossrail Bill.

2. Statement of Intent

2.1 It is the intention of the Secretary of State to carry out the project so that its impact is as assessed in the ES.

2.2 This paper sets out the controls contained in the Bill and in general legislation which, along with undertakings given by the Secretary of State, will ensure that impacts which have been assessed in the ES will not be exceeded unless this:

- results from a change in circumstances which was not likely² at the time of the ES; or
- would not be likely to have significant environmental effects (meaning significant adverse effects where the change is a modification to the current project; or
- would be subject to a separate consent process (and therefore further EIA if required).

2.3 This will ensure that where EIA is legally required, works will not take place unless they have been assessed already as part of the Crossrail ES or are subject to a further EIA and consent process.

2.4 Any nominated undertaker will be contractually bound to comply with the controls set out in this paper and as may be developed during the passage of the Bill through Parliament.

2.5 In addition, the Secretary of State gave an undertaking to Parliament on 17 January 2006 that “insofar as the Environmental Minimum Requirements are not directly enforceable against any person appointed as a nominated undertaker or to whom the powers of the Bill are devolved under clause 53 [now 60] of the Bill, he will take such steps as he considers are reasonable and necessary to secure compliance with those requirements”.

3. Controls within the Bill

Planning Conditions (Schedule 7)

3.1 The Bill (by virtue of clause 10) deems planning permission to be granted for the works authorised by it, subject to the conditions set out in Schedule 7. Schedule

² ‘Likely’ for this purpose is to be construed in the context of the requirements of Directive 85/337/EEC, as amended by 97/11/EC and 2003/35/EC, for the assessment of likely significant effects

7 includes conditions requiring various matters to be subject to the approval of the local planning authority, and the extent of these depends on whether or not any local authority becomes a qualifying authority, that is to say one that “has, on or before the day on which the Bill ... was reported from Select Committee in the House of Lords, given him undertakings with respect to the handling of planning matters arising under the Schedule which he considered satisfactory ...”. This note assumes that any particular local authority is a qualifying authority (in the case of the Channel Tunnel Rail Link, all local planning authorities along the route except one became a qualifying authority, and that one did not do so as it had no significant works in its area).

- 3.2 It should be noted that in relation to works which are supplementary works rather than the scheduled works listed in Schedule 1 to the Bill, the planning permission conferred by the Bill does not apply if they are works which would require assessment under the 1999 EIA Regulations (ignoring any applicable Schedule 2 thresholds) and the relevant environmental effects were not assessed in the ES.

FOR DEVELOPMENT WITHIN THE AREA OF A UNITARY AUTHORITY

- 3.3 The following planning conditions apply to any development under the permission conferred by the Bill. These conditions are enforceable under the Town and Country Planning Act 1990 in the ordinary way.

Operation and Works

- 3.4 To the extent that development consists of any operation or works as specified in column (1) of the table in Schedule 7, paragraph 6(4) of the Bill, i.e. construction works, minor construction works, fences and walls, artificial lighting, waste and spoil disposal and borrow pits, they are to be carried out in accordance with plans and specifications approved by the local planning authority. The grounds on which the local planning authority can refuse to approve, or impose conditions upon such plans or specifications are specified in column (2) of the table. These provisions do not apply to works of a temporary nature (see the comments on construction arrangements below for those), to anything underground except any part of a station available for use without a ticket, nor to any tunnel, earthwork or railway track bed.

Construction Arrangements

- 3.5 Development is also to be carried out in accordance with arrangements approved by the local planning authority on certain matters specified in column (1) of the table in paragraph 7(2) of Schedule 7 of the Bill, i.e. routing of large goods vehicles, handling of re-useable spoil and top soil, storage sites, construction camps, screening, artificial lighting, suppression of dust and mud on the highway. Again, the grounds on which the local planning authority can refuse to approve such arrangements are those specified in column (2) of the table or the ground that the arrangements relate to development which for the purposes of regulating the matter in question, ought to be and can reasonably

be considered in conjunction with other development permitted by the Bill which is to be carried out in the authority's area.

- 3.6 No approvals are required in relation to transportation on a special road or trunk road, or in relation to a site where the number of large goods vehicle movements (whether to or from) does not exceed 24 on any day (see paragraph 7(3) of Schedule 7 of the Bill).

Waste/Spoil Disposal and Excavation (paragraph 8 of Schedule 7)

- 3.7 The nominated undertaker is not to commence any development that consists of the disposal of waste or spoil or the excavation of bulk material from borrow pits unless a scheme for the restoration of the land on which the development is to be carried out has been approved by the local planning authority. The ground on which the local authority can refuse to approve, or impose conditions on a scheme is that the scheme ought to be modified and is reasonably capable of being modified.

Bringing into use of Scheduled Works (paragraph 9 of Schedule 7)

- 3.8 Before bringing into use any scheduled work, except for stations and any work constructed in a tunnel that is at least 9 metres below the surface, the bringing into use must be approved by the local planning authority. Approval is to be granted if the local planning authority considers that there are no reasonably practicable measures which need to be taken for the purposes of mitigating the impacts of the work or its operation or if it has approved a mitigation scheme submitted by the nominated undertaker. The local authority cannot refuse or impose conditions upon such a scheme unless it is satisfied that it is expedient to do so on the grounds that the scheme ought to be modified and is reasonably capable of being so modified in order to preserve the local environment, local amenity, a site of archaeological or historic interest or in the interests of nature conservation.

Restoration of Construction Sites (paragraph 11(2) of Schedule 7)

- 3.9 Where a site is used for construction purposes (that is, "for operations ancillary to the construction of any of the scheduled works") the site is to be restored in accordance with a scheme agreed with the local planning authority, or if no such scheme is agreed within six months of the completion of the relevant scheduled work, in accordance with a scheme determined by the appropriate Ministers.

Programming of Requests for Approval (paragraph 25 of Schedule 7)

- 3.10 Planning authorities are not required to entertain a request for approval required by the Bill unless the nominated undertaker has deposited with the authority a document setting out its proposed programme with respect to the making of requests or if the request is not accompanied by a document explaining how the matters to which the request relates fits into the overall scheme of the works authorised by the Bill.

FOR DEVELOPMENT NOT IN THE AREA OF A UNITARY AUTHORITY

3.11 The district planning authority has a similar role to that of a unitary authority as described above, except that any required approvals relating to the following are given by the county planning authority:

- approvals in relation to development consisting of the disposal of waste or spoil and the excavation of bulk materials for borrow pits;
- approvals of the routing of large goods vehicles.

Control of non-scheduled works (clause 10(2))

3.12 In the case of any development authorised by the Bill which consists of the carrying out of a work other than a scheduled work (that is to say, the work is one not described in Schedule 1 to the Bill), planning permission is only granted by the Bill if:

- The development is not of a kind in relation to which it is necessary to take environmental information into account before granting planning permission (i.e. it is not development mentioned in Schedule 1 to the EIA regulations, nor development mentioned in column (1) of the table in Schedule 2 to those regulations, ignoring any applicable Schedule 2 thresholds, which is likely to have significant effects on the environment by virtue of factors such as its nature, size or location, and is not exempt development within the meaning of those regulations), or
- It is development in relation to which an assessment has been carried out within the ES.

3.13 Any required works which do not benefit from the general deemed planning permission by virtue of not complying with the above criteria would have to be the subject of a new application for planning permission which would be subject to further environmental impact assessment.

Construction of replacement buildings (clause 14)

3.14 Although the Bill does not authorise the erection of buildings to replace those which require to be demolished for the construction of such things as new underground stations or vent shafts, it provides in clause 14 that when planning applications for such replacement buildings are submitted they must be accompanied by an environmental statement (even if one would not otherwise be required by the 1999 EIA Regulations) if:

- the application is for the replacement of any of the major buildings to be demolished as listed in that clause; or
- is for the replacement of any other building if there would be likely to be significant effects on the environment as a result of the replacement building.

3.15 Further undertakings proposed to be given with respect to replacement buildings are also mentioned below.

Accesses to highways affecting traffic (paragraph 2 of Schedule 2)

3.16 This provision allows the nominated undertaker to form and lay out means of access, and improve existing means of access. However where this would require the opening of an access onto, or the alteration of, a highway used by vehicular traffic at a place shown on the deposited plans, various controls apply under paragraph 2 of Schedule 2. First, the works must be carried out in accordance with plans and specifications approved by the highway authority, and such approval may be refused on certain grounds. Secondly, prior notice must be given to the authority, in response to which notice it can on certain grounds require the access to be moved elsewhere within the Bill limits where that is reasonably capable of being done. If an access is laid out at a location other than that shown on the deposited plans, the consent of the highway authority is required, and plans and specifications are subject to the approval of the highway authority.

Stopping up, diversion and interference with a highway (paragraph 5 of Schedule 3)

3.17 This provision allows the nominated undertaker temporarily to stop up or alter or divert any highway, and for a reasonable time prevent any traffic (including pedestrians) from passing along a highway. It also allows the nominated undertaker to interfere with any highway including any sewer, drain or tunnel in it. Where a highway is specified within the Bill, the nominated undertaker must consult the highway authority about the exercising of the powers before doing so. Where the powers are to be exercised in relation to a highway not specified within the Bill the nominated undertaker must obtain the consent of the highway authority.

Completion of highways (paragraph 9 of Schedule 3)

3.18 Where the nominated undertaker constructs a new or alters an existing highway (other than by carrying out street works within the meaning of Part 3 of the New Roads and Street Works Act 1991), the construction or alteration must be completed to the reasonable satisfaction of the highway authority, who shall certify that fact in writing to the nominated undertaker.

Construction and realignment of carriageways (paragraph 10 of Schedule 3)

3.19 Where the nominated undertaker constructs or realigns a highway that is constituted or comprises a carriageway, it must be carried out in accordance with plans, sections and specification approved by the highway authority.

Other supplementary provisions concerning highways (Part 1 of Schedule 17)

3.20 Paragraph 3 of Part 1 of Schedule 17 requires that the nominated undertaker in exercising the powers in the Bill in relation to highways to have regard to the potential disruption of traffic and to seek to minimise such disruption so far as reasonably practicable.

3.21 Paragraph 4 of Part 1 of Schedule 17 states that the nominated undertaker shall not without the consent of the highway authority, construct any part of the works authorised by the Bill under and within 8 metres of the surface of any highway

which comprises a carriageway, except in accordance with plans submitted to the highway authority.

- 3.22 Paragraph 5 of Part 1 of Schedule 17 states that in the construction of any part of the works under a highway, no part of it shall be constructed in a way that interferes with the provision of proper means of drainage of the surface of a highway or be nearer than two metres to the surface of the highway without the consent of the highway authority.
- 3.23 Paragraph 6 of Part 1 of Schedule 17 states that any works in connection with a bridge which involves interference with a highway must be carried out in accordance with plans, drawings and particulars submitted to and approved by the highway authority.
- 3.24 Paragraph 8 of Part 1 of Schedule 17 states that the highway authority has rights to inspect any part of the works authorised by the Bill that are in, over or under a highway or which may affect any highway or property of the highway authority. Where the construction of the works is attended with danger to any highway or property of the highway authority, the nominated undertaker shall adopt such measures and precautions as may be reasonably practicable for the purpose of preventing any damage or injury to the highway.
- 3.25 Paragraph 9 of Part 1 of Schedule 17 states that disturbance with the property of the highway authority or access to it requires the consent of the highway authority, not to be unreasonably withheld.
- 3.26 Paragraph 12 of Part 1 of Schedule 17 states that consent of the highway authority required to the deposit of soil or materials or standing of any plant in a highway so as to obstruct it or render it less safe.
- 3.27 Paragraph 13 of Part 1 of Schedule 17 states that consent of the highway authority is required to the erection or retention of any scaffolding or other structure on or over a highway to which the public continues to have access where that obstructs the highway, unless it comprises screening approved under Schedule 7.
- 3.28 Paragraph 14 of Part 1 of Schedule 17 states that the highway authority can require temporary bridges and ramps to prevent undue interference with the flow of traffic in the highway.
- 3.29 Paragraphs 15 and 16 of Part 1 of Schedule 17 requires a highway to be reinstated to the reasonable satisfaction of the highway authority and damage to be made good.

Overhead lines (Schedule 4)

- 3.30 The installation or keeping of any electric line above ground under the Bill must have consent granted by the Secretary of State for Business, Enterprise & Regulatory Reform and the Secretary of State for Transport acting jointly. As part of the consent process, Ministers are required to invite the relevant planning authority to make representations. Where Ministers consider the application affects nature conservation, the conservation of natural beauty or amenity of the

countryside or a site of archaeological or historic interest, representations will also be invited from the relevant bodies listed in the schedule.

Restoration of land following temporary possession and use (paragraph 2 of Schedule 5)

3.31 Before giving up land of which the nominated undertaker has taken temporary possession as provided for by the Act, the nominated undertaker shall return the land to a condition in accordance with a scheme agreed with the owners of the land and the relevant planning authority.

Protection of other matters (Parts 2 and 4 to 6 of Schedule 17)

3.32 These Parts contains various provisions dealing with utility apparatus, communications networks, inland waterways and navigation on (and other matters relating to) the River Thames.

Protection of land drainage, flood defence, water resources and fisheries (Part 3 of Schedule 17)

3.33 Paragraph 2 of Part 3 of Schedule 17 states that before beginning to construct any "specified work" (in the main, those affecting drainage, flood storage and flood defence, the flow or purity of water, the passage of fish and conservation of water resources), the nominated undertaker is to submit to the Environment Agency plans of the works and any such works are not to be constructed except in accordance with the plans approved in writing by them (or through the dispute mechanism provided for in the Bill). Consent is deemed to have been given if it is neither given nor refused within 28 days of the submission of plans for approval.

3.34 The Environment Agency may, amongst other matters, make conditions requiring the nominated undertaker at its own expense to construct such protective works as are reasonably necessary to safeguard any drainage work against damage or to secure that its efficiency for flood defence purposes is not impaired during the construction of the specified works.

Statutory undertakers' works in consequence of Crossrail (clause 15 and Schedule 8)

3.35 If the environmental impacts of utilities' and similar bodies' works to their apparatus made necessary in consequence of Crossrail have been assessed in the published Crossrail Environmental Statements, then under clause 15 of the Bill the utilities' permitted development rights under the General Permitted Development Order would generally be available to them, subject to the terms of any direction by the Secretary of State under Schedule 8 to the Bill.

3.36 The Secretary of State is given power by Schedule 8 to give directions to a utility having effect as conditions of the permitted development for the purpose of avoiding a breach of any undertaking given to the Select Committee in the House of Commons or the House of Lords or securing that the environmental effects of carrying out the permitted development are not materially different from those assessed. Under Schedule 8 the Secretary of State is also given

power to determine whether in any given case the development concerned has been so assessed.

Reinstatement of facilities (Schedule 16)

3.37 Schedule 16 to the Bill confers power on the nominated undertaker to reinstate facilities whose operation or use is discontinued by virtue of the construction of Crossrail. Where that power is exercised, greater controls may be required over the construction or use of the reinstated facilities than is provided by Schedule 7 by itself. Accordingly, under paragraph 2 of Schedule 16 the Secretary of State may direct that the planning permission conferred by clause 10 is to be subject to such conditions as are specified in the direction, either in addition to or in substitution for any of the conditions in Schedule 7.

Controls within the Bill - disputes

3.38 Where the controls within the Bill which have been referred to above require consents or approvals from local authorities and similar regulatory bodies, these are generally not to be unreasonably withheld and the Bill provides various dispute resolution procedures where disagreements arise. The Bill sets these out in more detail.

4. Controls outside the Bill

4.1 In addition to the many controls provided for in the Act itself, there are a number of other mechanisms that will support the control of construction impacts. They are described below.

Environmental Minimum Requirements

4.2 This is a suite of documents that is being developed in consultation with local authorities and other relevant stakeholders in relation to the environmental impacts of the design and construction of Crossrail. Any nominated undertaker will be contractually bound to comply with the controls set out in the EMRs. However, where it is considered necessary, these documents will be supplemented or varied in site specific undertakings in order to deal with specific issues around a particular site. The EMRs comprise:

- a number of specific requirements, including that the nominated undertaker will in any event, and apart from the controls and obligations set out in this paper, use reasonable endeavours to adopt mitigation measures that will further reduce any adverse environmental impacts caused by Crossrail, insofar as these mitigation measures do not add unreasonable costs to the project or unreasonable delays to the construction programme;
- the undertakings and assurances given by the Secretary of State (see paragraph 4.9 below); and
- the three documents mentioned in paragraphs 4.3 to 4.7 below.

Planning and Heritage Memorandum

- 4.3 The Planning and Heritage Memorandum will set out in detail the responsibilities and requirements on planning matters in relation to those authorities that choose to become qualifying authorities. It will also contain details in relation to heritage issues such as archaeology, listed buildings and conservation areas as described below.
- 4.4 Where the construction of Crossrail requires the demolition or alteration of a listed building (i.e. those buildings included in Schedule 9), it is proposed that a site specific agreement detailing the appropriate arrangements for the works and any mitigation will be entered into by the nominated undertaker and/or the Secretary of State with the relevant local authority and other stakeholders such as English Heritage.
- 4.5 Where buildings playing a significant role in the local streetscape, namely those specified in the table in clause 14(2) of the Bill, are to be demolished, the Over Site Development Undertaking (see below) provides for the appropriate consultation arrangements with the local authority and English Heritage. In the case of buildings specified in the table which are also in a conservation area, it also provides that the baseline for the new development will be the site pre-demolition and not the cleared site, so helping bring the approval process back into line with normal planning practice applying in conservation areas, where demolition would not normally be allowed before the replacement development had been approved.

Construction Code

- 4.6 The Construction Code sets out specific details and working practices in relation to site preparation (including site investigation and remediation, where appropriate), demolition, material delivery, excavated material disposal, waste removal and all related engineering and construction activities. These will be the arrangements by which the nominated undertaker and any sub-contractors will be required to work.

Environmental Memorandum

- 4.7 An environmental memorandum relating to the environmental aspects of the design, construction and operation of Crossrail will be developed in consultation with local authorities and other stakeholders such as the Environment Agency, English Heritage etc.

Property Mitigation Policies

- 4.8 In order to provide reassurance to property owners, policies have been developed to provide for noise mitigation and for the prevention or repair of damage caused by settlement. There is also a policy in respect of hardship, which caters for specific requirements that are not encapsulated within the noise and settlement policies.

Undertakings and Assurances

4.9 During the passage of the Bill, the Secretary of State has entered into a range of undertakings and assurances that will be made contractually binding on any nominated undertaker. A register of all undertakings and assurances is being compiled – drafts have been published (see Information Paper B3, Compliance with Undertakings and Assurances) - and the register will be finalised after Royal Assent. Undertakings range from being generic to the entire project to being site specific. Below are examples of the undertakings given.

Control of Pollution Act 1974: construction noise and hours of working

4.10 The nominated undertaker will be required to obtain consent under s.61 of the Control of Pollution Act 1974 in relation to control of working hours and noise (further information is available in Information Paper D1, *Crossrail Construction Code*).

Over site development³

4.11 The Bill seeks powers for the works which relate to the construction of the Crossrail railway, and the structures necessary for the operation of the railway. There are a number of locations where the Bill seeks powers to demolish buildings playing a significant role in the local streetscape, but does not seek powers for the replacement of those buildings above or around the operational (including station) works. These locations effectively fall into two categories:

- those where operational works are to take place, such as the construction of stations or shafts; and
- those where demolition is required for use as a work site, but there are no permanent operational works on the land.

4.12 In all such instances the Bill does not seek permission for any non-operational development above the stations or structures (referred to as over-site development, or OSD). The intention is that the form of OSD should be applied for and determined through the normal planning process by the appropriate local planning authority (subject to call-in by, or appeal to, the Secretary of State for Communities and Local Government). The Bill contains provisions that modify the 1999 EIA Regulations and which require that any OSD which does not at present enjoy a planning permission will either require an EIA (where the works are integral to the new works) or will require it where the local planning authority determines that such development is likely to have significant environmental impacts.

4.13 Although the Bill does not give powers for OSD, there is a very clear assumption, and indeed an overwhelming likelihood, that in these cases some form of OSD will take place at the same time as the construction of Crossrail, or very soon thereafter. It is unlikely, for the reasons set out below, that the only physical development on these sites will be the operational works authorised by the Bill.

³ See also Chapter 3, Section 3.8 of Volume 1 of the main Environmental Statement (February 2005)

4.14 Two undertakings have been given in respect of OSD. The first applies to OSD, except that provided in the Royal Arsenal Woolwich conservation area, for buildings specified in the table in clause 14(2) of the Bill, and was given by the Secretary of State to Parliament on 15 February 2006. The undertaking will ensure that there is full consultation with the local planning authorities regarding OSD sites and that planning applications and accompanying environmental statements are submitted as soon as reasonably practicable and in any event no later than 2 years after the commencement of construction of the Crossrail works on the site unless the planning authority agrees to a deferral or that an application is not required. The second undertaking applies solely to OSD on land to the east of Arsenal Way in the Royal Arsenal Woolwich conservation area and was given by the Secretary of State to Parliament on 10 July 2007. It will ensure that the same requirements as to consultation with the planning authority and the bringing forward of planning applications apply to the conservation area at Woolwich, but that the back stop date for submission of planning applications and environmental statements is two years from when a decision is made about whether the station box at Woolwich is to be fitted-out. These specific arrangements are required because of the funding conditions that the Secretary of State has stipulated need to be met before fit-out of the station could take place – namely that sufficient contributions are received from developers and businesses that stand to benefit from a Crossrail station at Woolwich, and that no additional public funds will be made available.

Private Landowner Undertakings

4.15 Undertakings concerning the use or protection of land will be given to private landowners in order to meet their specific concerns.

5. Existing Legislation

5.1 Unless a piece of legislation will be expressly or impliedly disapplied or modified by the Crossrail Bill it will continue to apply as normal to the design and construction of Crossrail. For example, waste management licences or discharge consents will still be required.