

1 INTRODUCTION

1.1.1 This document is an Addendum to the Environmental Statement (ES) for the Crossrail project as published in February 2005, and should be read in conjunction with that document.

1.1.2 This Addendum provides additional information on the works and environmental impacts related to certain aspects of the Crossrail project, in addition to those reported in the main body of the ES. This additional information was necessitated to ensure consistency and provide additional information that was not incorporated in to the ES and the Non Technical Summary (NTS).

1.1.3 The additional information relates to:

- some minor utilities diversion works;
- additional information on construction works and potential environmental impacts resulting from these works at a number of worksites;
- revisions to the environmental impact mapping; and
- revisions to the dust nuisance impact tables.

2.1.1

The ES identifies the likely environmental impacts of utilities diversions and related works. However, additional information is presented below which should be read after the following paragraphs 8.2.5, 9.2.11, 10.2.8 and 11.2.4 of the ES: 'Utilities works (including diversions) have been assessed in detail only where they are major works and where there will be potentially significant impacts from the works separately or in combination with other works. These are reported in the relevant route window. In addition to these works, there will be other utilities works that are likely to be more minor and will need to be carried out to accommodate the Crossrail works and to mitigate impacts of Crossrail upon utilities infrastructure that might otherwise arise. At the present stage of the design process it is not possible to identify the precise nature of these more minor works. It is possible that in carrying out these minor works some significant impacts will arise. The precise nature of such impacts cannot be determined at this stage. Any utilities works carried out under the general powers of the Bill which are likely to have significant environmental impacts which have not been assessed in this Environmental Statement will not have planning permission conferred by the powers in the Bill. There will need to be a separate application for planning permission accompanied by an Environmental Statement in due course in relation to these works.'

- 3.1.1 Assessment of environmental impacts, Western Section, Ecology, first paragraph, second sentence, delete: 'two' insert: 'three' instead. At end of second paragraph insert: 'Loss of a small section of Halkincroft Wood which is locally designated will constitute a significant impact.'

4.1 VOLUME 2 CHAPTER 8: CENTRAL ROUTE SECTION**Route Window C3: Hyde Park**

- 4.1.1 *Insert new paragraph after 8.5.19: 'The construction works will be focused within the western section of the worksite. The eastern stretch of the worksite will be used for minor works and access. All the park entrances will be retained during the construction works. Links to Clarendon Gate will be maintained across North Carriage Drive for pedestrians, cyclists and equestrians.'*

Route Window C8: Whitechapel Station

- 4.1.2 *Paragraph 8.10.64. Insert new bullet: '13-21 Fakruddin Street;'*
- 4.1.3 *Insert new paragraph after 8.10.88: 'Sections of the viaduct in the Pedley Street Worksite will be demolished including some that fall within the Spitalfields Viaduct SBI. There will be permanent loss of extensive and characteristic railway ballast vegetation at an inner-city location, giving rise to a significant impact. This impact constitutes a loss of characteristic species-rich railway-ballast vegetation and as such is covered in Chapter 7.'*
- 4.1.4 *Replace existing paragraph 8.10.84 with: 'Spitalfields Farm and Allen Gardens Site of Borough Importance (Grade 2) which includes a farmyard at the eastern end of Weaver Street, and fields to the west, will be slightly impinged by the works.'*
- 4.1.5 *Insert new paragraph after 8.10.88: 'South of the viaduct, the Pedley Street Worksite may affect a small area of hardstanding with fragmentary ruderal vegetation within the Spitalfields Farm and Allen Gardens SBI. However, it is not envisaged that the works will directly affect any part of the farm. This will not constitute a significant impact.'*

Route Window C13: Pudding Mill Lane

- 4.1.6 *Paragraph 8.16.31. Insert new sentence at end of first bullet: The section of the worksite to the east of City Mill River and to the north of the Great Eastern Mainline (GEML) will be used for the diversion of overhead electricity cables. The worksite to the east of City Mill River and to the south of the Docklands Light Railway (DLR) extends to the Waterworks River in the south including gaining access from High Street.'*

4.2 VOLUME 2 CHAPTER 9: WEST ROUTE SECTION

Route Window W24: Maidenhead Railway Bridge

- 4.2.1 *Insert new paragraph after 9.5.2: 'Site facilities will be contained within the southwest corner of the worksite (approximately 20 m²) and access to the railway bridge will be required via the footbridge to the north of the worksite and via boat to the south of the railway. A light scaffold tower or ladder access will be required to access the bridge parapets. It is anticipated that no other construction activity will take place within the worksite.'*

Route Window W21: Burnham Station

- 4.2.2 *Insert new sentence at the end of paragraph 9.8.3. 'The construction works will be principally focused within the section of worksite to the east of Station Road.'*
- 4.2.3 *Insert new paragraph after 9.8.6: 'There may be a loss of a small number of parking spaces associated with the Burnham Lane worksite but this will not constitute a significant impact.'*

Route Window W20: Dover Road and Leigh Road Bridges

- 4.2.4 *Paragraph 9.9.2. Third sentence. Insert: 'northwest,' after ' northeast.'*
- 4.2.5 *Insert new paragraph after 9.9.2: 'The works will be largely confined to an area on or adjacent to the bridge, with the remainder of the site being used to access them.'*

Route Window W19: Stoke Poges Lane Bridge

- 4.2.6 *Insert new paragraph after 9.10.2: 'The worksite area to the northeast of Farnham Road will be used for access.'*

Route window W17: Middlegreen Road, St Mary's Road and Trenches Bridges

- 4.2.7 *Paragraph after 9.12.2. At end of paragraph insert: An additional temporary worksite will be used to the south of the Great Western Mainline (GWML) for gaining access to the railway from the south.'*
- 4.2.8 *Paragraph 9.12.10. Delete paragraph and replace with: 'The worksite for Middlegreen Road bridge impinges on Halkincroft Wood, a locally (and non-statutorily) designated wildlife heritage site. There will be temporary disturbance to wildlife, and the works may directly affect up to 10% of the wildlife heritage site. This will constitute a significant impact. Mitigation will involve minimising land required from the wildlife heritage site required for the works, and post-construction restoration of habitat. This may reduce the impact to non significant.'*

Route Window W13: West Drayton Station

- 4.2.9 *Insert new paragraph after 9.16.16: 'The worksite area to the north of the West Drayton Stabling Sidings and the worksite area to the south of the GWML will be used for the launch and removal of the TBM's for utilities diversion works. However, it is anticipated that there will be no significant construction activities in the section of the worksite adjacent to the Frays River.'*

Route Window W12: Horton Road and Old Stockley Road Bridges

- 4.2.10 *Paragraph 9.17.4. Insert sentence at end of paragraph: 'The worksite along the southern boundary of the Hanson Aggregates Depot will be used for access to the bridge.'*

Route Window W8: Southall Station

- 4.2.11 *Paragraph 9.21.41. After first bullet insert: 'The small worksites to the south and the north of the Merrick Road footbridge will be used principally for access to the footbridge.'*

Route Window W7: Hanwell Station

- 4.2.12 *Insert new paragraph after 9.22.2: 'The western section of the Golden Manor worksite will be used for the construction works, with the eastern section being used principally for access. Similarly, the western section of the Churchfields Gardens worksite will be used for construction works, with the eastern section principally being used for access to the railway.'*

Route Window W4: Acton Main Line Station and Yard

- 4.2.13 *Paragraph 9.25.4. Second bullet. At end of sentence insert: 'and on residents at 182-200 Noel Road' to read 'visual impacts for residents at about 25 properties on Lowfield Road and on residents at 182-200 Noel Road.'*
- 4.2.14 *Paragraph 9.25.4. Fifth bullet. At end of sentence insert: 'The loss of allotments at the Noel Road worksite west will be a significant impact.'*
- 4.2.15 *Paragraph 9.25.17. Before seventh sentence insert: 'Works associated with the utilities diversions will be undertaken from the Noel road worksite west, located between the central line and the GWML.'*
- 4.2.16 *Paragraph 9.25.22. At end of paragraph insert: 'There will be a significant visual impact for properties at 182-200 Noel Road as a result of the worksite at Noel Road worksite west.'*
- 4.2.17 *Insert new paragraph after 9.25.23. 'The loss of allotments at the Noel Road worksite west will be a significant adverse impact.'*

- 4.2.18 *Paragraph 9.25.63. In the third sentence insert 'and west' after 'allotments to the north', to read 'The area is mainly residential with West Acton Primary School,*

a sports ground and allotments to the north and west and the Japanese School, some housing and the North Thames Gas Board Sports Ground to the south.

- 4.2.19 *Paragraph 9.25.64: Insert sentence at the end of the paragraph: ‘The loss of allotments at the Noel Road worksite west will have a significant adverse impact.’*

4.3 VOLUME 2 CHAPTER 10: NORTHEASTERN ROUTE SECTION

Route Window NE7: Chadwell Heath Station

- 4.3.1 *Paragraph 10.10.3. At end of second sentence insert: ‘This constitutes a small section of the worksite directly south of the railway and to the north east of the worksite. The remainder of the worksite will be used for access to this area.’*

Route Window NE8: Romford Depot (west)

- 4.3.2 *Paragraph 10.11.13. At end of third sentence insert: ‘The northern section of the worksite adjacent to St Edwards School will be used for sewer diversion works.’*

Route Window NE9: Romford Station and Depot (East)

- 4.3.3 *Paragraph 10.12.16. At end of paragraph insert: ‘The existing building between the Royal Mail sorting office and the gas works will be retained.’*

Route Window NE10: Gidea Park Station

- 4.3.4 *Paragraph 10.13.2. At end of second sentence insert. ‘It is expected that construction activity will be principally confined to the south east corner of the worksite. The remainder of the worksite will be used for access to the main working area.’*

4.4 VOLUME 2 CHAPTER 11: SOUTHEASTERN ROUTE SECTION

Route Window SE3: Connaught Tunnel

- 4.4.1 *Paragraph 11.6.14. At end of paragraph insert: ‘the triangle of land directly to the east of St Marks Church will be used to gain access to the retaining wall.’*

Route Window SE6: Plumstead Portal

- 4.4.2 *Insert new paragraph after 11.9.41: ‘There will be temporary landtake from the Ridgeway SBI amounting to almost 3% of its total area. Vegetation affected includes secondary woodland, rough grassland and scattered scrub, and there will be some loss of amenity. At Plumstead worksite west there will loss of transient ruderal vegetation. No significant residual impact will result following restoration of the temporarily lost habitat.*

Route Window SE6A: Manor Wharf

- 4.4.3 *Paragraph 11.10.5. Second sentence, delete: 'temporary' to read 'it's current width is too narrow to carry the expected number of lorry movements and therefore widening will be necessary.'*

4.5 VOLUME 8B APPENDICES. TRANSPORT ASSESSMENT: CENTRAL ROUTE SECTION

Route Window C3 Hyde Park and Park Lane shafts

- 4.5.1 *Paragraph 4.22. At end of second sentence insert: 'across North Carriage Drive.'*

Route Window C5 Tottenham Court Road station

- 4.5.2 *Paragraph 6.74 delete first sentence and replace with: 'The main Fisher Street worksite will be bounded on three sides by Southampton Row, Catton Street and Fisher Street, with secondary worksites located in the tram tunnel beneath Southampton Row.'*

4.6 VOLUME 8C APPENDICES. TRANSPORT ASSESSMENT: WESTERN ROUTE SECTION

Route Window W21 Burnham Station

- 4.6.1 *Paragraph 6.22 Delete and replace with: 'The Burnham station worksite will be located to the north of the GWML each side of Station Road as shown in Map W21 (ii).'*

Route Window W19 Stoke Poges Lane bridge

- 4.6.2 *Paragraph 8.14 Delete and replace with: 'Farnham Road Bridge worksite north will be located to the north of the GWML each side of Farnham Road as shown in Map W19 (ii). Part of the worksite is shown in Figure 8.3 of the Transport Assessment Rerpot (TAR).'*

- 4.6.3 *Paragraph 8.26 Delete first and second sentences and replace with: 'Stoke Poges Lane Bridge worksite north will be located to the north of the GWML each side of Stoke Poges Lane as shown in Map W19 (ii). The area of land to the east of Stoke Poges Lane is currently used as a car park for adjacent businesses (refer to Figure 8.6 of the TAR) and the works will occupy some 60 car parking spaces for approximately eight months.'*

Route Window W18 Slough Station

- 4.6.4 *Paragraph 9.62 delete first sentence and replace with: 'Slough station worksite north will be located to the north of the station as shown in Map W18 (ii)'. At beginning of second sentence insert: 'Part of .'*

4.6.5 *Paragraph 9.68 At start of paragraph add new sentence: 'Wexham Road Bridge worksite north will be located to the north of the GWML each side of Wexham Road as shown in Map W18 (ii).' Delete first sentence and replace with: 'The western part of the worksite will occupy part of a car park, leading to the temporary loss of approximately 150 parking spaces for 10 months.'*

4.6.6 *Paragraph 9.75 Delete first sentence and replace with; 'Uxbridge Road bridge worksite north will be located in four areas around Uxbridge Road bridge.'*

Route Window W17 Middlegreen Road, St Mary's Road and Trenches bridges

4.6.7 *Paragraph 10.19 Delete first and second sentences and replace with: 'The location of Middlegreen Road bridge worksite north is shown in Map W19 (ii) and part of the worksite is shown in Figure 10.1 of the TAR.'*

Route Window W16 Langley station

4.6.8 *Paragraph 11.17 Delete first sentence and replace with: 'The Langley station worksite will be located to the north of the station as shown in Map W16(ii); part of the worksite is shown in Figure 11.2 of the TAR.'*

Route Window W12 Kingston Lane bridge and Old Stockley Road bridge

4.6.9 *Paragraph 15.33 Delete first sentence and replace with: 'The Stockley Road bridge worksite will be located to the north of the GWML as shown in Map W12(ii); part of the worksite is shown in Figure 15.3 of the TAR.'*

Route Window W8 Southall station

4.6.10 *Paragraphs 19.24 & 25. Merrick Road worksite has been incorporated in Southall station worksite and these paragraphs should be read following paragraph 19.22.*

Route Window W4 Acton Main Line station and yard

4.6.11 *After paragraph 23.23 insert:*

'Noel Road worksite west

4.6.12 *This worksite will be located to the west of Noel Road and north of the GWML as shown in Map W4(ii).'*

4.7 VOLUME 8D APPENDICES. TRANSPORT ASSESSMENT: EASTERN ROUTE SECTION

Route Window NE10 Gidea Park

4.7.1 *Paragraph 11.21. first sentence delete 'a small area of' Insert at beginning of second sentence: 'However, the majority of the parking spaces will be retained and only....'*

Route Window NE17 Shenfield station

- 4.7.2 *Paragraph 18.25. First sentence delete 'take over' and replace with 'include'. At end of sentence insert: 'as shown in Map NE17(ii).'*

Route Window SE7 Church Manorway bridge

- 4.7.3 *After paragraph 27.20 insert:*

'Monttisfont/Bracondale Road Sewer Reconstruction worksite

- 4.7.4 *The worksite comprises three areas for sewer works as shown in Map SE7 9 (ii).'*

Route Window C8: Whitechapel Station

- 5.1.1 Map C8 (ii) Whitechapel Station. Insert: 'temporary adverse visual impacts at 13-21 Fakruddin Street (properties facing west towards the worksite).'

Route Window W4: Acton Mainline station and Yard

- 5.1.2 *Map W4 (ii) Acton Main Line Station and yard. Insert: 'Temporary adverse community and visual impacts at Noel Road worksite west.'*

Route Window W17: Middlegreen Road, St Mary's Road and Trenches Bridges

- 5.1.3 *Map W17 (ii) Middlegreen Road, St Mary's Road and Trenches Bridges. Insert: 'temporary adverse ecological impact at worksite at Halkincroft Wood.'*

6.1 INTRODUCTION

6.1.1 The following tables replace those set out in Appendix B4 of the ES.

6.2 CENTRAL ROUTE SECTION

Route Window C1: Royal Oak Portal

Table 1.1 *Potential Dust Nuisance: Royal Oak Worksite – Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	181	269	1165	1147	
Care homes	0	0	0	1	
Educational	0	0	1	2	
Hospitals	0	1	0	0	
Designated areas	1	0	1	0	
Other	7	20	8	106	
Total	189	290	1175	1256	2 910
Weighting	4	3	2	1	
Weighted total	756	870	2350	1256	5 232
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
demolition, excavation, materials handling,	High	3	31	93	
construction	Medium	2	42	84	
Weighted total					177
Worksite score					926064

6.2.1 Delete *Table 1.2* Potential Nuisance: Westbourne Park Bus Depot – Cumulative Adjusted Impact.

Route Window C2: Paddington Station

Table 1.4 *Potential Dust Nuisance: Paddington Central Worksite– Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	4	19	195	179	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Other	15	5	35	45	
Total	19	24	230	224	
Weighting	4	3	2	1	
Weighted total	76	72	460	224	832
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
demolition, excavation, materials handling,	High	3	31	93	
construction	Medium	2	47	94	
Weighted total					187
Worksite score					155 584

Route Window C3: Hyde Park Vent Shaft & Park Lane Vent Shaft

Table 1.8 *Potential Dust Nuisance: Hyde Park Worksite - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	1	8	150	179	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	1	0	0	0	
Other	1	1	1	2	
Total	3	9	151	181	
Weighting	4	3	2	1	
Weighted total	12	27	302	181	522
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
excavation, materials handling	high	3	12	36	
construction	medium	2	22	44	
Weighted total					80
Worksite score					41 760

Route Window C5: Tottenham Court Road Station and Fisher Street Vent Shaft

Table 1.14 *Potential Dust Nuisance: Goslett Yard Worksite – Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	1	10	16	23	
Care homes	0	0	0	0	
Educational	1	7	2	2	
Hospitals	0	0	0	0	
Designated areas	0	0	1	0	
Other	17	88	72	169	
Total	19	105	91	194	
Weighting	4	3	2	1	
Weighted total	76	315	182	194	767
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
demolition, excavation, materials handling	high	3	42	126	
construction	medium	2	34	68	
Weighted total				194	
Worksite score				148 798	

Route Window C6: Farringdon Station

Table 1.17 *Potential Dust Nuisance: Farringdon Road Worksite – Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	60	247	1046	534	
Care homes	0	0	1	0	
Educational	0	0	0	2	
Hospitals	0	0	0	1	
Designated areas	0	0	0	0	
Other	26	22	51	37	
Total	86	269	1098	574	
Weighting	4	3	2	1	
Weighted total	344	807	2196	574	3921
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
demolition, excavation, materials handling	high	3	41	123	
construction	medium	2	48	96	
Weighted total				219	

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Worksite score					858 699

Route Window C7: Liverpool Streeter Station

Table 1..21A Potential Dust Nuisance: Liverpool Street Worksite – Cumulative Adjusted Impacts

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	7	0	0	1	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	1	0	1	
Other	23	7	34	63	
Total	30	8	34	65	
Weighting	4	3	2	1	
Weighted total	120	24	68	65	277
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
demolition, excavation, materials handling	high	3	7	21	
construction	medium	2	12	24	
Weighted total					45
Worksite score					12 465

Route Window C12: Mile End Park and Eleanor Street Shaft

Table 1..37 Potential Dust Nuisance: Eleanor Street Worksite – Cumulative Adjusted Impacts

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	0	45	159	352	
Care homes	0	0	0	0	
Educational	0	2	1	2	
Hospitals	0	0	0	0	
Designated areas	3	0	0	0	
Other	5	14	12	21	
Total	8	61	172	375	
Weighting	4	3	2	1	
Weighted total	32	183	344	375	934
Construction Activity	Dust raising	Weighting	Duration	Weighted dust raising	

	No of receptors				Total
	20 m	50 m	100 m	150 m	
	potential		potential		
demolition, excavation, material handling	high	3	18	54	
construction	medium	2	33	66	
Weighted total					120
Worksite score					112080

Route Window C13: Pudding Mill Lane Portal

Table 1.39 *Potential Dust Nuisance: Pudding Mill Lane - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	0	21	85	427	
Care homes	0	0	0	0	
Educational	0	0	0	1	
Hospitals	0	0	0	0	
Designated areas	1	0	0	0	
Other	24	37	105	71	
Total	25	58	190	499	
Weighting	4	3	2	1	
Weighted total	100	174	380	499	1153
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
demolition, excavation, materials handling	high	3	60	180	
construction	medium	2	37	74	
Weighted total					254
Worksite score					292 862

Route Window C13a: Abbey Mills

Table 1.43 *Potential Dust Nuisance: Claypole Road Green Utilities Worksite - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	114	76	146	38	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	0	1	13	13	

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Total	114	77	159	51	
Weighting	4	3	2	1	
Weighted total	456	231	318	51	1056
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
demolition, excavation, materials handling	High	3	3	9	
construction	low	1	2	2	
Weighted total					11
Worksite score					11616

Table 1.44 *Potential Dust Nuisance: Abbey Mills Sewer Diversion Worksite - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	12	43	37	0	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	0	3	6	8	
Total	12	46	43	8	
Weighting	4	3	2	1	
Weighted total	48	138	86	8	280
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
excavation, materials handling	High	3	13	39	
construction	low	1	12	12	
Weighted total					51
Worksite score					14280

*Route Window W20: Dover Road and Leigh Road Bridges***Table 2.8** *Potential Dust Nuisance: Stoke Poges Bridge to Farnham Road Bridge - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	13	168	212	329	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	9	16	25	9	
Total	22	184	237	338	
Weighting	4	3	2	1	
Weighted total	88	552	474	338	1452
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
construction	Low	1	4	4	
Weighted total					4
Worksite score					5808

Table 2.9 *Potential Dust Nuisance: Dover Road Bridge - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	0	0	0	0	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	5	6	7	25	
Total	5	6	7	25	
Weighting	4	3	2	1	
Weighted total	20	18	14	25	77
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
construction	Low	1	1.3	1.3	
Weighted total					1.3
Worksite score					100

Route Window W18: Slough Station

Table 2.12 Potential Dust Nuisance: Slough Station – Cumulative Adjusted Impacts

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	0	14	39	133	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	4	6	15	5	
Total	4	14	54	138	
Weighting	4	3	2	1	
Weighted total	16	45	108	138	304
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
Demolition	Medium	2	0.75	1.5	
Excavation	High	3	2	6	
Trackworks	Low	1	6	6	
construction	Low	1	1.10	10	
Weighted total					23.5
Worksite score					7144

Table 2.14 Potential Dust Nuisance: Uxbridge Road Bridge – Cumulative Adjusted Impacts

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	0	18	56	96	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	0	3	4	3	
Total	0	21	60	99	
Weighting	4	3	2	1	
Weighted total	0	63	120	99	282
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
Demolition	Medium	2	0.3	0.2	
construction	Low	1	6.5	6.5	
Weighted total					7.1
Worksite score					2002

Route Window W17: Downs, St Mary's Road and Trenches Bridges

Table 2.16 *Potential Dust Nuisance: Trenches Bridge Worksite – Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	0	39	29	49	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	4	9	0	1	
Total	4	48	29	50	
Weighting	4	3	2	1	
Weighted total	16	144	58	50	268
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
construction	Low	2	0.3	0.2	
Demolition	Medium	2	0.1	0.2	
Weighted total					1.7
Worksite score					455.6

Route Window W16: Langley Station

Table 2.20 *Potential Dust Nuisance: Langley Station – Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	0	0	20	29	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	5	7	15	9	
Total	5	7	35	38	
Weighting	4	3	2	1	
Weighted total	20	21	70	38	149
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
Excavation	High	3	1	3	
Construction	Low	1	3	3	
Weighted total					6
Worksite score					894

Table 2.22 *Potential Dust Nuisance: Hollowhill Lane to Dog Kennel Bridge Worksite - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	0	4	18	9	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	0	3	5	1	
Total	0	7	23	10	
Weighting	4	3	2	1	
Weighted total	0	21	46	10	77
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
Excavation/Grading	High	3	0.5	1.5	
Demolition	Medium	2	0.2	0.4	
Construction	Low	1	2	2	
Weighted total					3.9
Worksite score					300

Route Window W12: Horton Road and Old Stockley Road Bridges

Table 2.30 *Potential Dust Nuisance: West Drayton Station to Horton Bridge - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	5	8	21	46	
Care homes	0	0	0	0	
Educational	0	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	1	3	10	17	
Total	6	11	31	63	
Weighting	4	3	2	1	
Weighted total	24	33	62	63	182
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
Demolition	Medium	2	0.1	0.2	
Construction	Low	1	2.5	2.5	
Weighted total					2.7
Worksite score					491

Route Window W7: Hanwell Station

Table 2.39 *Potential Dust Nuisance: Hanwell Station- Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	11	32	97	199	
Care homes	0	0	0	0	
Educational	0	0	2	1	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other		1	10	1	
Total	11	33	109	201	
Weighting	4	3	2	1	
Weighted total	44	96	218	201	562
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
construction	low	1	3.5	3.5	
Weighted total					3.5
Worksite score					1967

Route Window W4: Acton Mainline and Yard

Table 2.46 *Potential Dust Nuisance: Action Main Line Station, Diveunder and Trackworks towards Ealing Broadway Station - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	90	259	450	436	
Care homes	0	0	0	0	
Educational	0	1	1	1	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	3	3	3	3	
Total	93	263	454	440	
Weighting	4	3	2	1	
Weighted total	372	789	908	440	2509
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
Demolition	medium	2	0.2	0.4	
Excavation	high	3	12	36	
Construction	low	1	22	22	
Trackworks	low	1	11	11	
Weighted total					69.4
Worksite score					174124

*Route Window NE1: Stratford Station***Table 3.1** *Potential Dust Nuisance: Stratford Station – Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	0	22	201	261	
Care homes	0	0	0	0	
Educational	0	1	0	1	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	6	6	14	18	
Total	6	29	215	280	
Weighting	4	3	2	1	
Weighted total	24	87	430	280	821
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
demolition, excavation	high	3	0.5	1.5	
construction	low	1	2.25	2.25	
Weighted total					3.75
Worksite score					3079

*Route Window NE2: Forest Gate Station***Table 3.3** *Potential Dust Nuisance: Forest Gate Station Worksite – Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	7	135	228	252	
Care homes	0	0	0	0	
Educational	0	1	4	2	
Hospitals	0	0	0	0	
Designated areas	0	1	1	0	
Other	22	20	17	31	
Total	29	157	250	285	
Weighting	4	3	2	1	
Weighted total	116	471	500	285	1 372
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
excavation	high	3	0.5	1.5	
construction	low	1	1.0	1.0	
realignment of lines around platform	medium	2	2.0	4.0	

	No of receptors				Total
	20 m	50 m	100 m	150 m	
extensions - minor excavation					
Weighted total					6.5
Worksite score					8 918

Route Window NE4: Ilford Station

Table 3.7 *Potential Dust Nuisance: Aldersbrook Sidings Worksite- Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	5	58	187	195	
Care homes	0	0	0	0	
Educational	0	0	1	1	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	3	4	9	9	
Total	8	62	197	205	
Weighting	4	3	2	1	
Weighted total	32	186	394	205	817
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
demolition	medium	2	2	4	
earthworks	high	3	3	9	
trackworks	low	1	14	14	
Weighted total					27
Worksite score					22059

Route Window NE5: Seven Kings Station

Table 3.10 *Potential Dust Nuisance: Seven Kings Worksite - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	6	20	92	159	
Care homes	0	0	1	0	
Educational	1	0	0	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	1	
Other	28	13	20	16	
Total	35	33	113	176	
Weighting	4	3	2	1	

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Weighted total	140	99	226	176	641
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
excavation	high	3	0.50	1.50	
construction	low	1	1.25	1.25	
Weighted total					2.75
Worksite score					1763

Route Window NE17: Shenfield Station

Table 3.28 *Potential Dust Nuisance: Shenfield Station and Turnback Sidings - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	51	175	217	255	
Care homes	0	0	0	0	
Educational	0	0	1	1	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	4	6	22	11	
Total	55	181	240	267	
Weighting	4	3	2	1	
Weighted total	220	543	480	267	1 510
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
excavation	high	3	1	3	
construction	low	1	4	4	
material handling	high	3	3	9	
Weighted total					16
Worksite score					24 160

*Route Window SE3: Connaught Tunnel***Table 4.7** *Potential Dust Nuisance: Silvertown Worksite - Cumulative Adjusted Impacts*

	No of receptors				Total
	20 m	50 m	100 m	150 m	
Residential	38	58	199	60	
Care homes	0	0	0	0	
Educational	0	0	1	0	
Hospitals	0	0	0	0	
Designated areas	0	0	0	0	
Other	5	2	11	16	
Total	43	60	211	76	
Weighting	4	3	2	1	
Weighted total	172	180	422	76	850
Construction Activity	Dust raising potential	Weighting	Duration	Weighted dust raising potential	
demolition	medium	2	2	4	
Weighted total					4
Worksite score					3400