

# **Chapter 33**

## **Additional Information**

## 33 Additional Information

### 33.1 Introduction

- 33.1.1 This section of the SES2 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 ES.
- 33.1.2 The additional information addressed in this section of the SES2 relates to the following route windows:
- western route section possessions;
  - route-wide: badgers;
  - Route Window W24: Maidenhead railway bridge (scaffolding);
  - Route Window C2: Paddington station (4–18 Bishops Bridge Road);
  - Route Window C5: Tottenham Court Road station (grout shafts at Charing Cross Road);
  - Route Window C6: Farringdon station (Smithfield Market loading bays);
  - Route Window C8: Whitechapel station (lorry movements at Whitechapel station);
  - Route Window NE8: Romford Depot (west) (noise barrier);
  - Route Window NE17: Shenfield station (possessions); and
  - Route Window SE6A: Manor Wharf (dredging).

### 33.2 Western Route Section Possessions

- 33.2.1 The main ES reported a number of significant residual impacts on passengers arising from the blockade at Paddington station (as reported in the main ES, *Volume 2, Chapter 7, (paragraphs 7.2.1 and 7.2.3)*). Localised impacts were also reported at Ealing Broadway and Acton Main Line (as reported in the main ES, *Volume 8c*).
- 33.2.2 Subsequently, additional locations where passengers will experience significant delays as a result of possessions on the western route section have been identified, as shown in *Figure 33.1*.
- 33.2.3 The Crossrail works at Maidenhead station (Route Window W25) require closure of the Bourne End branch line for approximately three weeks, along with numerous additional weekend closures. Whilst a bus replacement service will be provided, passengers using Marlow, Bourne End, Cookham and Furze Platt stations will experience a significant impact due to delay to their journeys during the possessions.
- 33.2.4 A significant number of weekend possessions will be required over a six year period in association with works on the Great Western Main Line. During possessions of the Great Western relief lines, services will stop at platforms on the main line.

- 33.2.5 However there are no main line platforms at Burnham, Taplow, West Ealing and Hanwell stations. During the possessions, Burnham and Taplow will be served by bus replacement services running between Slough and Maidenhead, whilst Ealing Broadway and Southall will be served by bus replacement services between Ealing Broadway and Southall. Weekend possessions will only affect passengers using Taplow, West Ealing and Hanwell stations on Saturdays as those stations do not have a Sunday service. However the use of replacement bus services will result in significant impacts for passengers of all of these stations.

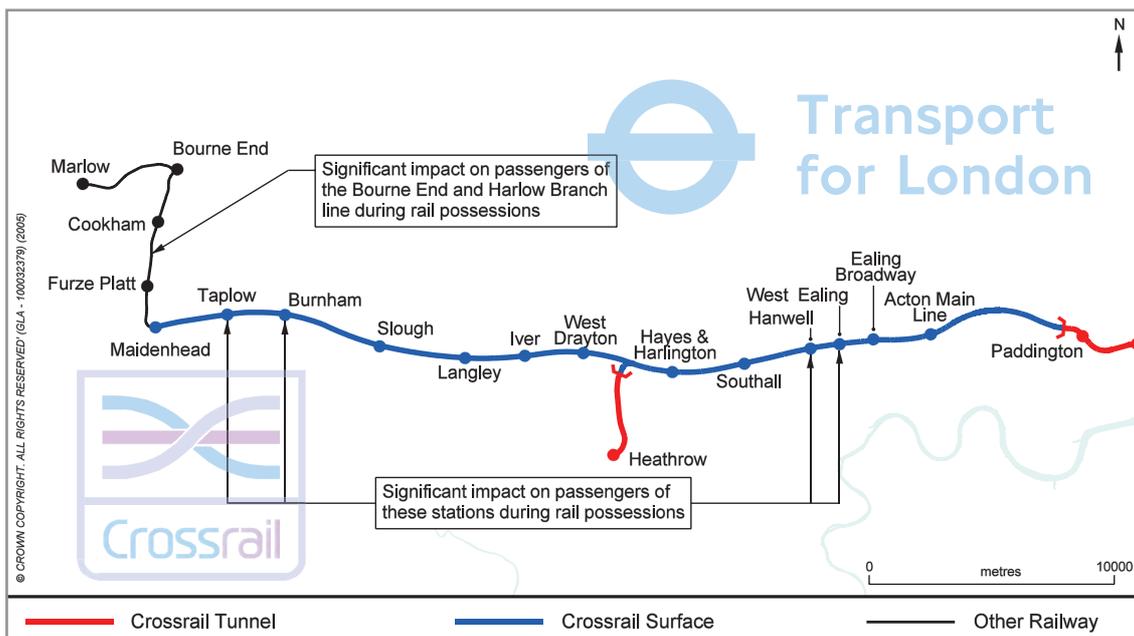


Figure 33.1 Significant residual impacts as a result of western route possessions

### 33.3 Route Wide: Badgers

- 33.3.1 The main ES reported that one badger sett (sett A) will be affected by the Crossrail scheme (*Volume 2, Chapter 7*). Subsequent surveys at a different location have found a second sett (sett B), which will be directly affected by the works. For confidentiality reasons, this information is not reported in a particular route window in order that its whereabouts remain confidential.
- 33.3.2 The closure of either sett will be carried out under licence from English Nature. The impact on badgers using the sett A is not significant because, given its location, it is predicted that an alternative sett can be found or created. However, there is limited potential for finding a location for an artificial sett to replace sett B that is more than 30 m from the works, close to foraging grounds and in the vicinity of the original sett. Discussions will be held with English Nature to develop an appropriate mitigation strategy. However, at this stage, a significant residual impact for the badgers at this location is predicted.

### **33.4 Route Window W24: Maidenhead Railway Bridge (Requirement for Scaffolding)**

33.4.1 The temporary works required for the installation of overhead line electrification on Maidenhead railway bridge will require the use of scaffolding to access the bridge parapets. The scaffolding will result in a significant temporary impact on the landscape as it will affect important views along the river and the character of the river corridor. It will also affect the setting of the adjacent conservation areas, the setting of the River Thames, the setting of the Grade II\* listed railway bridge and the setting of the Grade I listed road bridge. The impacts on archaeology, ecology, water resources, traffic and transport, air quality, contaminated land, noise and vibration, community and socio-economics reported in the main ES remain unchanged.

### **33.5 Route Window C2: Paddington Station (4–18 Bishops Bridge Road)**

33.5.1 The main ES reported the partial demolition of the GWML parcels office 4–18 Bishops Bridge Road. Due to a conflict between the tunnels and the foundations of this building, it is now considered likely that demolition of the whole building will be required and not just the two storey brick extension to the building as stated in the main ES, *Volume 2, Chapter 8 (paragraph 8.4.34)*.

33.5.2 When considered in addition to the significant impacts set out in the main ES, there are no additional significant environmental impacts arising from the demolition of this building.

### **33.6 Route Window C5: Tottenham Court Road Station (Grout Shafts at Charing Cross Road)**

33.6.1 The main ES, *Volume 8b (paragraphs 6.26 to 6.28)*, reports a temporary traffic and transport impact resulting from the compensation grouting shafts required in association with the Crossrail works in the Tottenham Court Road station area. In respect of Charing Cross Road, *paragraph 6.28* notes that a shaft may be needed on the western side which could be accommodated without significant transport impacts by a minor enlargement of the worksite, as shown on drawings C5(x) to (xii) within the main ES, *Volume 8b*.

33.6.2 It has now become apparent that the shaft will need to be placed entirely within the footway of Charing Cross Road, with the worksite extended to encompass the width of the footway. This assessment relates only to potential impacts arising from traffic and transport. The impacts on all the other environmental topics remain the same as reported in the main ES.

33.6.3 The pedestrian facilities and other traffic management in Charing Cross Road during stages d to f of the works (as described in the main ES, *Volume 8b*) would need to be adjusted to take account of the location of the shaft entirely within the footway of Charing Cross Road, and the extension of the worksite to encompass the width of the footway. This will result in an exacerbation of the significant impact of particular importance on bus, cyclist and pedestrian delays and diversions reported in the main ES.

### **33.7 Route Window C6: Farringdon Station (Smithfield Market Loading Bays and Car Parking)**

- 33.7.1 An overview of the proposed construction is outlined in the main ES, *Volume 3, Chapter 8*. The assessment of the works at the Lindsey Street worksite identified the loss of 10 market loading bays on the western side of the road in one stage of the works and 10 parking spaces on the eastern side of the road in another, as significant impacts. It was considered, however, that parking and loading spaces could be reorganised to mitigate these impacts such that they would not be significant. However, it has since been identified that the bays on the eastern side of the road are in fact loading bays for the market and not general parking bays. This precludes the mitigation identified in the main ES and consequently the works will result in a significant impact.
- 33.7.2 The sites occupied by the Cardinal House, Caxton House and Snow Hill car parks will be used for the construction of the western ticket hall and associated escalators, passages and shafts. The western ticket hall will be on the site of Cardinal House (to be demolished). This will extinguish Cardinal House car park (75 car spaces) and extinguish access to Caxton House car park from Cowcross Street. The basement car park areas of Caxton House and General Market (ie Snow Hill car park) will also be used as part of the worksite for the western ticket hall. These two car parks will be closed for the duration of the main works. Snow Hill will revert back to car park at the end of the main works assuming the general market site has not been redeveloped. Access to Caxton House car park could be provided through the Snow Hill car park, if the Caxton House and general market sites have not been redeveloped. The temporary loss of parking during construction was reported as a significant impact in the main ES, *Volume 8b*, but the permanent loss of car parking, which would be a significant impact, was omitted from the main ES.

### **33.8 Route Window C8: Whitechapel Station (Community Impacts Arising from Lorry Movements)**

- 33.8.1 The main ES, (*paragraph 8.10.8*) reported significant community impacts as a result of increases in the number of lorries at Greatorex Street, Hanbury Street, Spital Street, Buxton Street, Durward Street and two sections of Brady Street. At the time of the assessment, insufficient baseline data on the volume of lorry movements normally carried by these streets was available. As a result a conservative (ie tending toward the worst case) assessment of the potential community impacts arising from the increase in lorry movements was undertaken and reported in the main ES.
- 33.8.2 Additional baseline information has now been obtained (by survey) and the community impacts reviewed. The impacts on landscape/townscape, built heritage, visual amenity, archaeology, ecology, water resources, noise and vibration, traffic and transport, air quality, contaminated land, community and socio-economics reported in the main ES remain unchanged.

33.8.3 The review has confirmed that there will be significant community impacts arising from lorry movements on the following roads within Route Window C8:

- Buxton Street between Spital Street and Deal Street (including the section between Hunton Street and Deal Street that is currently closed to all traffic and which will be opened up for Crossrail's lorry traffic);
- Brady Street between Whitechapel Road and Durward Street; and
- Durward Street, between the bollards adjacent to Whitechapel Sports Centre and Brady Street.

33.8.4 However, there will no longer be any significant community impacts arising from lorry movements on the western end of Durward Street because whilst there will be increased lorry movements as a result of Crossrail, there will be a significant decrease in bus movements because of the removal of the bus stand on Durward Street and associated bus movements as described in the main ES, *Volume 2, Chapter 8*.

33.8.5 In addition, there will no longer be any significant community impacts on Greatorex Street, Hanbury Street, Spital Street and the eastern end of Buxton Street.

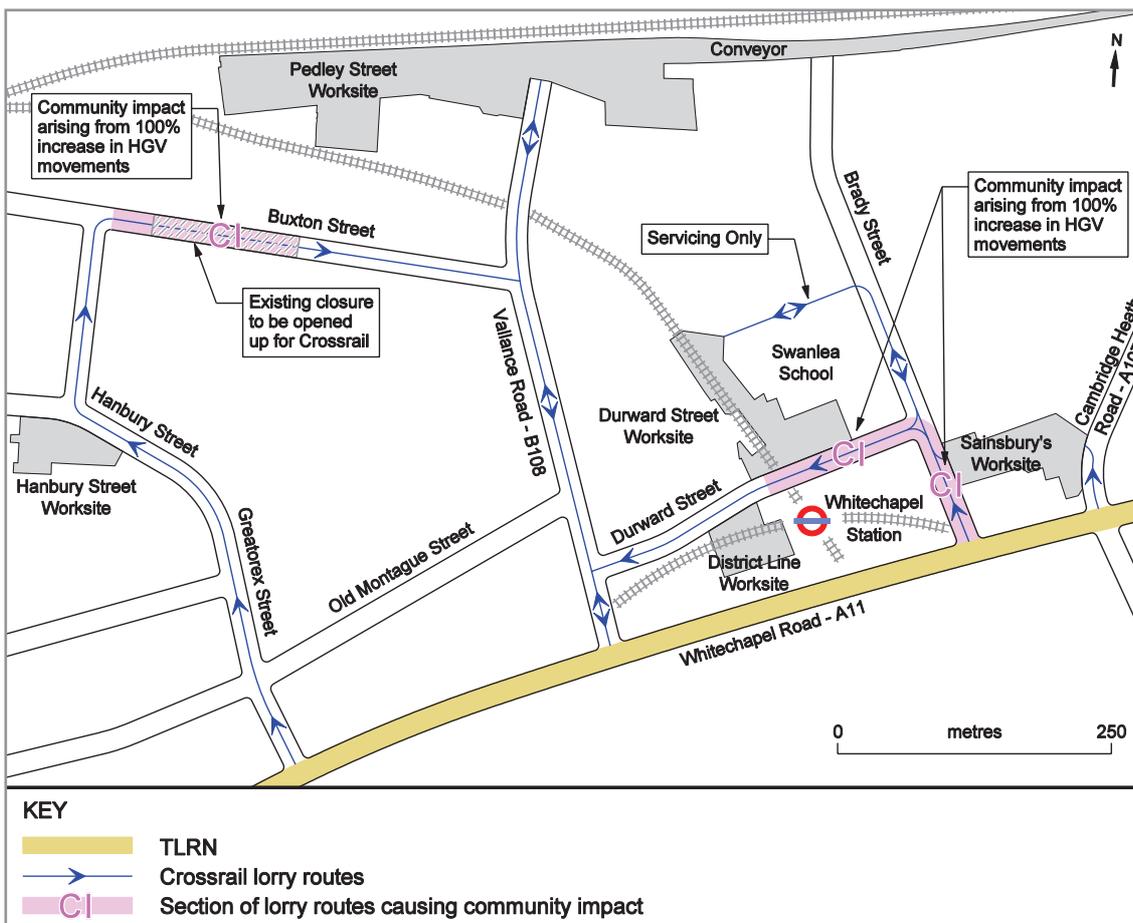


Figure 33.2 Community impacts from lorry routes

### 33.9 Route Window NE8: Romford Depot West (Noise Barrier)

- 33.9.1 The operational noise assessment undertaken for Romford Depot (west) reported in the main ES assumed the permanent installation of noise barriers as a mitigation measure. This was not assumed by the other specialist assessments. This section provides an overview of the noise barriers assumed and an assessment of the potential visual amenity impacts resulting from the installation of the noise barrier. The impacts on landscape/townscape, built heritage, archaeology, ecology, water resources, traffic and transport, air quality, contaminated land, community and socio-economics reported in the main ES remain unchanged.
- 33.9.2 An overview of the scheme is provided in the main ES, *Volume 3, Chapter 10*. In addition to the works described in this chapter, there will be a two metre high non-reflective noise barrier on both the north side and the south side of the railway at the locations described below and shown in additional information Map NE9(ii) contained in the SES2 mapping volume(2a):
- along the top of the north side of the railway embankment from the west of 145 Sheringham Avenue through to Waterloo Road; and
  - along the top of the south side of the railway embankment from 47 Beechfield Gardens eastwards following the new depot retaining wall to a point coinciding with the east side of the existing bend in Sandgate Close.
- 33.9.3 Terraced housing at these locations is at a lower level than the railway corridor and the upper floor windows of these properties generally overlook the railway. Occasional groups of trees and scrub in rear gardens and on the railway embankment serve to enclose and filter some of the views from these properties.
- 33.9.4 The permanent noise barriers will not result in any significant adverse visual impacts as any vegetation removed from the embankment will be replaced and supplementary tree and shrub planting will be provided on the railway embankment to enclose and soften views of the new structures.

### 33.10 Route Window NE17: Shenfield Station (Possessions)

- 33.10.1 Significant work on the railway in the vicinity of Shenfield station is required in association with the construction of the two sets of sidings and the works to the station. These works will involve a significant number of possessions of the track in this area at weekends. A review of the potential impacts of possessions was undertaken to establish the scale of likely delays to passengers. Whilst the final pattern of possessions is yet to be agreed with Network Rail, the review concluded that the possessions are likely to result in significant impacts on passengers due to increased journey times.

### **33.11 Route Window SE6A: Manor Wharf (Dredging)**

- 33.11.1 As described in the main ES, *Volume 3, Chapter 11*, an excavated material barge loading facility is proposed at Manor Wharf, requiring the refurbishment of an existing jetty and dredging works. The main ES identified no significant impact due to dredging in this location, however, further ecology and sediment contamination surveys were carried out during 2005.
- 33.11.2 Thames sediment surveys found that although in comparison to standard UK soil guidelines the sediment within the Thames is not particularly contaminated, the levels are slightly elevated in relation to Port of London Authority recommended guidelines for the protection of aquatic life, although consistent with that found throughout the Thames tideway.
- 33.11.3 None of the benthic invertebrate species are rare or of restricted distribution and they are considered to have high reproductive potential. No exceptional fish species were reported present. Dredging will cause temporary physical disturbance and there may also be indirect effects on these communities from re-suspension or mobilisation of material. There is a low possibility that contaminants entering the water column may become biologically available, however no exceedences of Environmental Quality Standards are predicted.
- 33.11.4 If practicable, dredging will be carried out in the winter months, leading to temporary impacts of low magnitude on these communities, and no significant impacts. However, if dredging works to prepare the site take place in June, July or August, sediment plumes due to dredging are likely to cause a significant impact on juvenile fish that may be present.

# **Glossary of terms**

## Glossary of terms

<b>Abbreviation/ Terminology</b>	<b>Explanation</b>
BT	British Telecom
CCZE	Congestion Charge Zone Extension
CLRLL	Cross London Rail Links Limited
CPZ	Controlled Parking Zone
DLR	Docklands Light Railway
EHV	Extra High Voltage
ES	Environmental Statement
ESW	Essex and Suffolk Water
GEML	Great Eastern Main Line
HGV	Heavy Goods Vehicle
HP	High Pressure
HV	High Voltage
LLAU	Limits of Land to be Acquired or Used
LP	Low Pressure
LU	London Underground
LV	Low Voltage
MP	Medium Pressure
NKL	North Kent Line
NLL	North London Line
PRS	Pressure Reduction Station
SES	Supplementary Environmental Statement
SMI	Site of Metropolitan Importance
SRI	Significant Residual Impact
RDS	Royal Docks Sewer
RDSWS	Royal Docks Surface Water Sewer
RDFWS	Royal Docks Foul Water Sewer
TfL	Transport for London
TLRN	Transport for London Road Network
TTZ	Time Travel Zone
TWUL	Thames Water Utilities Limited