

# **Responses to the consultation on the Crossrail Bill Environmental Statement**

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## **Introduction**

This document presents the representations made in response to the Environmental Statement (ES) accompanying the Crossrail Bill, a Hybrid Bill that seeks powers to construct and operate the Crossrail railway network.

This document provides a guide to the main issues raised by respondents to the ES. It is intended to inform debate at Second Reading about the principle of the Crossrail Bill. The document therefore contains a summary of the main themes covered by the responses to the ES. It is not intended to provide a detailed analysis of representations made (which are provided separately in Annex F).

A complete list of all respondents whose comments were received by the Department for Transport by the deadline set is at Annex A. Annex F to this document contains copies of all responses received. These can also be viewed on the Department for Transport website at [www.dft.gov.uk](http://www.dft.gov.uk).

## **Environmental Statement**

A full Environmental impact Assessment of the Crossrail project was carried out and a comprehensive ES published in February 2005 to accompany the Crossrail Bill. The Statement runs to nine volumes, including an Addendum, with many supporting specialist reports. There is also a Non-Technical Summary (NTS), of just over 55 pages, which sets out in non-technical language the main findings of the ES.

A copy of the ES and Non-Technical Summary, together with supporting specialist reports are available on the Department for Transport's website at [www.dft.gov.uk](http://www.dft.gov.uk) and on Cross London Rail Links' (CLRL) website at <http://billdocuments.crossrail.co.uk/>.

## **ES Consultation**

The Department of Transport invited comments on the ES in its Press Notice issued on introduction of the Bill on 22 February 2005. A copy of that Press Notice is attached at Annex B.

In April, when the Bill was carried over to the new Parliament, the Department issued a further Press Notice, reminding people of the invitation to comment on the ES and setting a deadline for those comments of 17 May. The same information was put on the DfT website. A copy of the Press Notice, dated 7 April 2005 is attached at Annex C.

Many of those who responded expressed concern about the arrangements for commenting on the ES and about the compatibility of the Hybrid Bill process with European Directives about Environmental Impact Assessments. The Department therefore decided to extend the consultation period to 10 June. This was publicised through a number of channels, including: on 23 May in a written statement by the Derek Twigg MP, Parliamentary Under Secretary of State for Transport to the House of Commons, in a written statement by Lord Davies to the House of Lords and in a reply to a written question by Lord Berkeley in the House of Lords; in newspaper notices on 26 May announcing the publication of the Supplementary Environmental Statement, and in a newsletter issued by CLRL to over eight thousand people who had either previously contacted CLRL or otherwise shown an interest in the project.

By 10 June the Department had received 391 representations.

## **Supplementary Environmental Statement**

The Supplementary Environmental Statement (SES) provides additional information on the works and environmental impacts related to certain aspects of the Crossrail project in addition to that reported in the ES. These are either matters where it is considered necessary to consider variations to the assumptions in the ES, or where further information is now available. The SES includes a Non-Technical Summary (NTS), Appendices and Errata to the main ES.

## Responses to the consultation on the Crossrail Bill Environmental Statement

The SES was published on 26 May. Although not formally covered by the Standing Orders that applied to the main ES with respect to service and publicity, consistent with established procedures associated with orders under the Transport & Works Act 1992, the SES was issued for public display and sale to the same bodies and locations that the Bill and main ES were lodged with in February, including local authority offices, libraries and Government Departments. The Department also published notices in The Times, Evening Standard and local newspapers up and down the route.

A copy of the Supplementary Environmental Statement, its Non-Technical Summary, Appendices and Errata are available on the Department for Transport's website at [www.dft.gov.uk](http://www.dft.gov.uk) and on Cross London Rail Links' (CLRL) website at <http://billdocuments.crossrail.co.uk>.

The Department for Transport has invited comments on the SES by 8 July. This invitation has been published on the Department's website at [www.dft.gov.uk](http://www.dft.gov.uk) and CLRL websites at [www.crossrail.co.uk](http://www.crossrail.co.uk) and <http://billdocuments.crossrail.co.uk>. The invitations are reproduced at Annex E below.

## Summary of responses

The responses to the Environmental Statement cover a wide range of issues, some generic to the project, such as the route chosen, others relating to specific locations, such as the siting of stations and shafts.

The following is a list of significant issues raised in response to the consultation. It is provided to guide the reader to those issues that appear, from the comments received, to be of most concern to those affected by the project. The reader can find the detailed comments in the actual responses themselves, which are set out in Annex F.

Many of the comments made were about the time given to make representations and the publicity given to the consultation. The Department believes it has addressed this in extending the consultation to 10 June and publicising anew the invitation to comment by the various means already described.

The Department received a total of 391 responses by the deadline. 281 responses were in the form of standard letters. These were from small businesses and residents located, with very few exceptions, in the Spitalfields and Whitechapel areas. Representative copies of the four forms of the letter received by the Department can be found in Annex F, numbered A1 to A4. The main issues covered by these letters were:

<b>Issues</b>	<b>Description of comments</b>
<b>Alternative alignment of central tunnel</b>	Evidence that alternative alignments have been considered. Relates mainly to the proposed alignment through the Spitalfields and Whitechapel areas.
<b>Location of shafts and worksites</b>	Relates mainly to the proposed construction sites at Hanbury Street and Pedley [S1]Street
<b>Compliance with EU Directives</b>	Level of detail in the ES not compliant with EIA Directives.
<b>Noise, pollution and quality of life impacts</b>	Evidence that these have not been sufficiently assessed.
<b>Accessibility of the ES</b>	Difficulty in obtaining copies of the ES; difficulty for majority of residents, including non-English speakers, to understand.
<b>Balance of economic benefits and environmental impacts</b>	No independent cost-benefit evaluation of the scheme.
<b>Compensation</b>	Rights of those who live outside the limits of compulsory purchase.
<b>Human Rights</b>	Bill appears to contravene the Human Rights Act 1998
<b>Timescale to comment on the ES</b>	Not enough time given to comment.

110 other responses were received, including from local authorities, individual businesses and industry associations, individual residents and community groups, railway stakeholders, promoters of alternative schemes, property developers and environmental interests.

The issues set out in the standard responses described above occur again in a number of individual responses but may be covered in more detail. Other significant issues raised by individual responses are set out below. All the individual responses can be found in full in Annex F.

<b>Issues</b>	<b>Description of comments</b>
<b>Alternative schemes</b>	Including Superlink and Crossrail Northern Interchange Route
<b>Other passenger and freight rail services</b>	A range of issues raised by freight and passenger operators: inadequate consultation; compliance with ODPM planning guidelines; Crossrail regulatory regime; impact on freight facilities; network possession during construction; network availability off-peak; loss of freight traffic to road; passenger service impacts beyond Crossrail route
<b>Regulatory Impact Assessment</b>	Insufficient detail with respect to the provisions of the Bill
<b>Spoil disposal</b>	Relates mainly to Mile End Park
<b>Ecological impacts</b>	Water resources; landscape impacts
<b>Heritage and archaeological impacts</b>	Listed building impacts, including Barbican; Paddington; Camden
<b>Construction Working Hours</b>	Local authorities seeking different construction working hours
<b>Geographical impacts</b>	Raised mainly by local authorities, residents and representative business and community groups in the following areas Paddington; Marylebone; Mayfair; Barbican; Spitalfields; Mile End; Billingsgate; Romford; Shenfield.

## **Annex A: List of Respondents**

### **Individual responses received**

Alternative Arts

BAA plc

Barbican Association

Billingsgate Seafood Training School

Bircham Dyson Bell - on behalf of:

- 1) Residents' Society of Mayfair & St. James's
- 2) The Spitalfields Society
- 3) Ms Pat Jones
- 4) Association of Train Operating Companies
- 5) Tarmac Ltd
- 6) London Concrete Ltd, Aggregates Industries & Plasmor Ltd
- 7) Derwent Valley Holdings plc
- 8) Alternative Mail & Parcels Ltd
- 9) Great Portland Estates plc
- Prudential Property Investment Managers
- 10) Ltd

Nicholas Bolton

Jacqueline Bradshaw-Price

Angela H Broome

Christopher R S Brown

Bruce T Campbell

Canary Wharf Group Plc

Guy Carpenter

Peter Chadburn

John Churchill

City of Westminster

Barbara Clarke and Tony Wheeler

Gavin Clarke

Corporation of London

Responses to the consultation on the Crossrail Bill Environmental Statement

Crossrail Action Group

DDB London

S P Derek

Diocese of London

DLA Piper Rudnick Gray Cary on behalf of  
Hutchison Ports (UK) Ltd

Dockland Fisheries Ltd

C G Ellis

English Nature

English Welsh & Scottish Railway Ltd

Environment Agency

Excel London

Fairfield Conservation Area Residents Association

Fishmongers' Company

Foster Yeoman Ltd

Freightliner

Freight on Rail

The Friends of Mile End Park

Health & Safety Executive

T P Hollaway

Indigo Planning Ltd on behalf of B&Q

Johnson Cars Ltd

Jones Lang LaSalle - on behalf of:

- 1) Old Park Lane Management Ltd.
- 2) Lloyds Bank Nominees Ltd.
- 3) Sortex
- 4) Japan Airlines International Co. Ltd
- 5) Hermes Property Asset Management
- 6) Gray's Waste Services Ltd.
- 7) M Laurier & Sons
- 8) Scottish Widows Investment Partnership

James Kelly

M Kotoh-Mortty

Land Securities Properties Ltd

Responses to the consultation on the Crossrail Bill Environmental Statement

Leaside Regeneration Ltd

LB Camden

LB Ealing

LB Havering

LB Islington

LB Newham

LB Tower Hamlets

London Fish Merchants Association (Billingsgate)  
Ltd

Cllr Janet Ludlow, LB Tower Hamlets

Martin Robeson Planning Practice

Mary Gilchrist & Sean McCavera

Mendip Rail Ltd

James Middleton

Mile End Old Town Residents Association

Carol Morris

Network Rail

Peter Mulvenney

Paddington Business Improvement District Ltd

John Payne

Dr A Pedretti

Martin Pepperell

Mia Forbes Pirie

PRACT - Paddington Residents Active Concern on  
Transport

Rail Freight Group

RB Kensington & Chelsea

Respect - The Unity Coalition, Tower Hamlets  
Branch

River Tram Transit Initiatives Ltd

Lucinda Rogers

Save Britain's Heritage

S J Berwin - on behalf of

1) Sun Life Assurance and Axa Sunlife

2) Muirgold Ltd

South West of England Regional Development Agency

Spitalfields Community Association (I)

Spitalfields Community Association (II)

Spitalfields Small Business Association Ltd

The Spitalfields Society

Superlink Ltd

The St Marylebone Society

Thames Water Utilities Ltd

Michael Tilson

Turnaround E1

Tony Valsamidis & Naomi Micklem

Marc Wilkinson

Padovani Wilkinson

Winbourne Martin French - on behalf of

1) Townbrae Ltd.

2) Arinpath Ltd

3) further comments for Townbrae & Arinpath

Woodseer and Hanbury Residents Association

Woodseer and Hanbury Residents Association - supplementary comments

Wragge & Co - on behalf of

1) British Telecom

2) Confederation of British Industry

**Total - 110**

### **Generic letters received from the following respondents**

**(Sample letter A1 refers)**

Aerolex (UK) Ltd.

Alamin Travels

Andrzej Blonski Architects

Antersite Ltd

Chey International (London) Ltd

## Responses to the consultation on the Crossrail Bill Environmental Statement

City Gateway Ltd  
Creative Enterprise Network (CEN)  
Darpon Media Service  
Dominic Ash Ltd  
Eastern Co-operative  
EM Jewellery  
Featherstone Associates  
Greenwall UK Ltd  
Hobbs Construction Ltd  
Hussain Tailoring  
Iqbal Gents Stylists  
Juice Communication  
KTP Printers Ltd  
Oriental Contracting Company Ltd  
Precious Kids Day Nursery Ltd (18 letters)  
Richard Learoyd  
Shahnan Employment & Training Bureau.  
Sunrise Wedding Services Ltd.  
The Map Squad  
The tea & coffee plant  
The7Samurai  
T H Barristers Chambers  
VOY

**Total - 45**

### **Generic letters received from various addresses**

**(Sample letters A2, A3 and A4 refer)**

Princelet St, E1	(36 letters)
Greatorex St, E1	(10 letters)
Chicksand St, E1	(13 letters)
Spelman St, E1	(7 letters)
Wilkes St, E1	(15 letters)
Hanbury St, E1	(31 letters)

Responses to the consultation on the Crossrail Bill Environmental Statement

Brick Lane, E1 (24 letters)

Various addresses (100 letters)

**Total - 236**

**Total responses received - 391**

## **Annex B: Department for Transport, Press Notice 22 February 2005**

### **Government delivers on pledge to introduce Crossrail Bill**

Alistair Darling, the Secretary of State for Transport, reaffirmed the Government's commitment to Crossrail by introducing a Hybrid Bill for the project today.

Alistair Darling said:

"The case for Crossrail is clear and the Government has long said that it is committed to the scheme. Last July, when I gave the go ahead for Crossrail, I said that we would be introducing a Bill for the project, and today sees that vital next stage."

The £10 billion Crossrail scheme linking Maidenhead in the West with Shenfield in the East and Abbey Wood in the South East will:

- bring in nearly twice as many benefits to the UK as it costs to build the project;
- support the development of London as a world city and its role as the financial centre of Europe and the UK;
- support the economic growth of London and its regeneration areas by tackling congestion and help to cope with future transport pressures on the existing network; and
- improve rail access to and within London.

Alistair Darling added:

"Crossrail will significantly improve travel into and across the centre of the capital. It will bring huge benefits to the British economy as a whole and be a catalyst for regeneration in the east of London.

"Introducing a Bill for the project after years of uncertainty represents a major step forward. It is also another example of the Government taking decisions now, not just for today but for generations to come. It will anticipate the pressures on our transport system in 10 or 20 years."

Ken Livingstone, the Mayor of London, said:

"I congratulate the Government on today's Crossrail announcement. This is a clear demonstration of their commitment to the project taking it a vital step forward.

Crossrail is the capital's most important transport development for 40 years and would create the backbone of a 21st century transport system giving London essential additional capacity, underpinning hundreds of thousands of jobs in London's financial district and sustaining the capital's position as the world's leading international financial centre.

"We are continuing to work with the Government to agree a funding package based on a combination of Government grant, additional fare revenues arising from the scheme, and a contribution from London businesses."

Adrian Montague, Chairman of Cross London Rail Links, said:

"We look forward to the progress of the Bill through Parliament. This is an exciting time for London and the South East as these proposals for a major transport boost to the capital move closer to obtaining permission to go ahead."

A comprehensive Environmental Statement (ES) has been prepared for Crossrail, and copies deposited with the Bill. The ES runs to nine volumes, with many supporting specialist reports. A non-technical summary is also available. Comments on the ES are welcomed.

Safeguarding directions for the route contained in the Bill were also issued today. These not only protect the route, but allow affected property-owners access to compensation via the statutory blight provisions. A policy on discretionary purchase in cases of hardship has been in effect since earlier this month.

Alistair Darling also announced, following a public consultation, that the route from Abbey Wood to Ebbsfleet would be safeguarded and that he is also now going to consult on the possibility of safeguarding the route to Reading in the west.

### Notes to editors

1. A copy of the Bill and accompanying Explanatory Notes can be found on the [UK Parliament Website](#). A copy of the Plans and Sections, Environmental Statement (ES) and ES Non-Technical Summary are available on the [DfT Website](#) and on the [Cross London Rail Website](#). CLRL is a Cross London Rail Links Ltd is a 50/50 joint venture company owned by Transport for London (TfL) and the Department for Transport. Anyone wishing to know more about the project and the Bill can also contact CLRL's 24-hour telephone helpline on 0845 602 3813.
2. The Bill contains six main elements relating to:
  - the power to construct and maintain works necessary to deliver Crossrail. These powers will be vested in a "nominated undertaker" (and, in the absence of a nominated undertaker, in the Secretary of State) and the Bill gives the Secretary of State the ability to nominate that undertaker. This will provide the Secretary of State important flexibility in determining how the project can be implemented most effectively and efficiently;
  - the acquisition of land and interests in land necessary for those works. The powers of compulsory purchase sought in the Bill are vested in the Secretary of State but could also be transferred to the Greater London Authority or Transport for London, again to provide flexibility in implementation. The compulsory purchase powers in the Bill would expire five years after Royal Assent, though they could be extended;
  - the establishment of a planning and heritage regime for the works. The former seeks to give local planning authorities and the various statutory bodies an appropriate degree of control over the planning aspects of the project (and will be augmented by other arrangements, such as a Planning Memorandum and a Construction Code of Practice, designed to sit alongside the legislative provisions). These provisions have been the subject of consultation with the bodies affected, and closely follow those established for the CTRL, which have generally worked well. Heritage issues will also be the subject of separate agreements with English Heritage and the local authorities;
  - the application of existing railway and other miscellaneous legislation to Crossrail. Chief amongst these are the provisions which seek to establish the railways regulatory regime which will apply to Crossrail and its interface with the existing network; the transfer by transfer scheme of property, rights and liabilities from CLRL or the Secretary of State, or their wholly-owned subsidiaries, or, with their consent, the GLA, TfL, the London Development Agency or any of their subsidiaries, that may be necessary to ensure that the nominated undertaker is capable of delivering the project; and
  - the devolution of control of the Crossrail project to the Greater London Authority or Transport for London (or a combination of the two).

3. The Crossrail Bill is a Hybrid Bill. A Hybrid Bill is a Public Bill promoted by the Government which is treated like a Private Bill for part of its passage through Parliament, in addition to being considered in the same way as any other Public Bill. This means that those who are especially and directly affected by the Bill may "petition" against it (a petition is a written description of the particular concerns and how these might be alleviated). Petitioners (or their representatives) may have the opportunity to present their arguments to Select Committee hearings in one or both Houses. [The House of Commons Information Office Factsheet on Hybrid Bills \(L5\)](#) and the [House of Commons guidance "How to Petition against a Hybrid Bill in the House of Commons"](#) can be found on the UK Parliament Website.
4. The Crossrail route included in the Bill has four main elements:
  - a new central tunnelled section with new sub-surface stations at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel and Isle of Dogs. Major construction works will be necessary at each station site, and at intermediate ventilation and emergency intervention shafts; and
  - three outlying sections of the scheme - western, north eastern and south eastern. These will largely run on existing track, or on land currently in railway use, and make use of modified existing stations:
    - the western section will run along the existing Great Western Main Line between Maidenhead and the entrance to the central tunnel at Royal Oak. A new junction will be constructed to allow for the increased number of trains accessing Heathrow from the Great Western Main Line;
    - the north eastern section will run on new track from the tunnel exit at Pudding Mill Lane, then on the Great Eastern Main Line between Stratford and Shenfield; and
    - the south eastern section will join what is currently the North London Line near Custom House, running through the existing Connaught Tunnel beneath the Royal Docks. A new Crossrail tunnel will then take the line to Plumstead where it will join the North Kent Line to Abbey Wood.
5. A full Environmental Statement (ES) has been prepared for Crossrail, and copies deposited with the Bill. The ES runs to nine volumes, with many supporting specialist reports. There is also a Non-Technical Summary (NTS), of just over 55 pages, which sets out in non-technical language the main findings of the ES. Comments on the ES should be sent to the Consultation Manager, Major Projects Division 3, Zone 2/08, 76 Marsham Street, London, SW1P 4DR (e-mail: [crossrail@dft.gsi.gov.uk](mailto:crossrail@dft.gsi.gov.uk)).
6. It is envisaged that implementation of the project may in due course be handed to the GLA (the Mayor of London) or Transport for London if appropriate risk transfer can be agreed. The Department is working closely with the Mayor and Transport for London on development of the project.
7. CLRL price the scheme contained in the Bill at £10.292 billion in Q1 2002 prices. There will need to be a substantial contribution to the cost of the project from those who benefit from it. The Treasury and Department for Transport with TfL are examining options and will consult London interests in the Summer. The Government will bring forward funding proposals during the passage of the Bill.

## **Annex C: Department for Transport, Press Notice 7 April 2005**

### **Crossrail Bill**

The Crossrail Bill - a Hybrid Bill that would authorise the construction and maintenance of Crossrail, a new East-West cross-London rail link from Maidenhead in the west to Shenfield and Abbey Wood in the east, including new tunnels under central London - was today carried over to the new Parliament.

Given the lengthy timescales associated with Hybrid Bills, they can be carried over from one session of Parliament to another, so that the Bill is not lost. Carry Over enables a Bill to continue in the next session or in a new Parliament at the same stage that it was at when it was carried over. Carry Over of the Crossrail Bill was secured through the passing of Carry Over Motions in both the House of Commons and the House of Lords.

Also a full Environmental Statement (ES) has been prepared for Crossrail, and copies deposited with the Bill when it was introduced in February. The Department has set a deadline of 17 May for comments on the ES, so that they can be presented to the House and published.

### **Notes to editors**

1. The Crossrail Bill was introduced into the House of Commons on 22 February. It had completed a number of essentially procedural hurdles when the General Election was called.
2. A Hybrid Bill is a Public Bill promoted by the Government which is treated like a Private Bill for part of its passage through Parliament, in addition to being considered in the same way as any other Public Bill.
3. A copy of the Bill and accompanying Explanatory Notes can be found on the UK Parliament's website at [www.parliament.uk](http://www.parliament.uk). A copy of the Plans and Sections, Environmental Statement (ES) and ES Non-Technical Summary are available on the Department for Transport's website at [www.dft.gov.uk](http://www.dft.gov.uk) and on Cross London Rail Links' (CLRL) website at [www.crossrail.co.uk](http://www.crossrail.co.uk). CLRL is a 50/50 joint venture company owned by Transport for London (TfL) and the Department for Transport. Anyone wishing to know more about the project and the Bill can also contact CLRL's 24-hour telephone helpline on 0845 602 3813.
4. Comments on the Environmental Statement should be sent to the Consultation Manager, Major Projects Division 3, Zone 2/08, 76 Marsham Street, London, SW1P 4DR (e-mail: [crossrail@dft.gsi.gov.uk](mailto:crossrail@dft.gsi.gov.uk)).

## **Annex D: Written Statements, 23 May 2005**

### **By the Parliamentary Under Secretary of State for Transport to the House of Commons**

**Parliamentary Under Secretary of State, Department for Transport (Derek Twigg):** The Secretary of State for Transport announced on 23 May that the period in which the public may comment on the Environmental Statement (ES) for Crossrail had been extended by three weeks, to 10 June, to give people a further opportunity to submit their views on the ES. Comments on the ES should be sent to Tim Neate, Consultation Manager, Major Projects Division 3, Zone 2/08, 76 Marsham Street, London, SW1P 4DR (e-mail: [crossrail@dft.gsi.gov.uk](mailto:crossrail@dft.gsi.gov.uk)) by **10 June 2005**. All comments received will be presented to the House and published.

A copy of the ES and Non-Technical Summary (together with supporting specialist reports) are available on the Department for Transport's website at [www.dft.gov.uk](http://www.dft.gov.uk) and on Cross London Rail Links' (CLRL) website at <http://billdocuments.crossrail.co.uk/>.

### **By the Lord Davies of Oldham to the House of Lords**

**Lord Davies of Oldham:** My honourable friend the Parliamentary Under-Secretary of State for Transport (Derek Twigg) has made the following Ministerial Statement.

The Department for Transport invited comments on the Environmental Statement for Crossrail when it was published in February. That comment period closed on 17 May, and we have received a substantial number of submissions. Given that we do not expect the Second Reading of the Bill to take place until after the Whitsun Recess, we have decided to extend the period for comment by three weeks, to 10 June, to give people a further opportunity to offer views on the ES.

Comments on the ES should be sent to Tim Neate, Consultation Manager, Major Projects Division 3, Zone 2/08, 76 Marsham Street, London, SW1P 4DR ([crossrail@dft.gsi.gov.uk](mailto:crossrail@dft.gsi.gov.uk)). All comments received will be presented to the House and published.

A copy of the ES and non-technical summary (together with supporting specialist reports) are available on the Department for Transport's website at [www.dft.gov.uk](http://www.dft.gov.uk) and on Cross London Rail Links' (CLRL) website at [billdocuments.crossrail.co.uk](http://billdocuments.crossrail.co.uk).

## **Annex E: Department for Transport and CLRL website announcements, 26 May 2005**

### **1. Department for Transport**

DfT website extract: Announcement of ES and SES consultation published on 26 May from the *Crossrail Hybrid Bill* section of the Department for Transport website; plus FAQ section of same webpage, including details of consultation. Available at:

[https://www.dft.gov.uk/stellant/groups/dft\\_railways/documents/page/dft\\_railways\\_038908.pdf](https://www.dft.gov.uk/stellant/groups/dft_railways/documents/page/dft_railways_038908.pdf)

### **2. Cross London Rail Links Ltd**

- CLRL website extract. Announcement published by CLRL on its website [www.crossrail.co.uk](http://www.crossrail.co.uk) on 26 May. Available at:

[https://www.dft.gov.uk/stellant/groups/dft\\_railways/documents/page/dft\\_railways\\_038909.pdf](https://www.dft.gov.uk/stellant/groups/dft_railways/documents/page/dft_railways_038909.pdf)

### **3. Crossrail Bill Supporting Documents**

- Website extract introducing the ES and the SES respectively on the Bill Supporting Documents website <http://billdocuments.crossrail.co.uk> on 26 May 2005. Available at:

[https://www.dft.gov.uk/stellant/groups/dft\\_railways/documents/page/dft\\_railways\\_038910.pdf](https://www.dft.gov.uk/stellant/groups/dft_railways/documents/page/dft_railways_038910.pdf)

## **Annex F: Responses to the Crossrail Environmental Statement Consultation**

### **Individual responses received**

- 1 Respect - The Unity Coalition , Tower Hamlets Branch
- 2 Canary Wharf Group Plc
- 3 British Telecom (Wragge & Co - on behalf of:)
- 4 City of Westminster
- 5 Superlink Ltd
- 6 Fairfield Conservation Area Residents Association
- 7 The Friends of Mile End Park
- 8 London Borough of Havering
- 9 Scottish Widows Investment Partnership (Jones Lang LaSalle - on behalf of:)
- 10 Old Park Lane Management Ltd (Jones Lang LaSalle - on behalf of:)
- 11 Lloyds Bank Nominees Ltd (Jones Lang LaSalle - on behalf of:)
- 12 Sortex (Jones Lang LaSalle - on behalf of:)
- 13 Japan Airlines International Co. Ltd (Jones Lang LaSalle - on behalf of:)
- 14 Hermes Property Asset Management (Jones Lang LaSalle - on behalf of:)
- 15 Gray's Waste Services Ltd (Jones Lang LaSalle - on behalf of:)
- 16 M Laurier & Sons (Jones Lang LaSalle - on behalf of:)
- 17 Residents' Society of Mayfair & St. James's (Bircham Dyson Bell - on behalf of:)
- 18 The Spitalfields Society (Bircham Dyson Bell - on behalf of:)
- 19 Ms Pat Jones (Bircham Dyson Bell - on behalf of:)
- 20 Corporation of London
- 21 Paddington Business Improvement District Ltd
- 22 Spitalfields Community Association (I)
- 23 Woodseer and Hanbury Residents Association
- 24 The Spitalfields Society
- 25 Bruce T Campbell
- 26 London Borough of Camden
- 27 Royal Borough of Kensington & Chelsea
- 28 BAA plc
- 29 Alternative Mail & Parcels Ltd (Bircham Dyson Bell - on behalf of:)

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- 30 Muirgold Ltd (S J Berwin - on behalf of:)
- 31 Excel London
- 32 Spitalfields Community Association (II)
- 33 London Concrete Ltd, Aggregates Industries & Plasmor Ltd (Bircham Dyson Bell - on behalf of:)
- 34 Tarmac Ltd (Bircham Dyson Bell - on behalf of:)
- 35 Derwent Valley Holdings plc (Bircham Dyson Bell - on behalf of:)
- 36 English Welsh & Scottish Railway Ltd
- 37 London Borough of Newham
- 38 Mendip Rail Ltd
- 39 Townbrae Ltd (Winbourne Martin French - on behalf of:)
- 40 Arinpath Ltd (Winbourne Martin French - on behalf of:)
- 41 Turnaround E1
- 42 Foster Yeoman Ltd
- 43 Freightliner
- 44 Rail Freight Group
- 45 Confederation of British Industry (Wragge & Co - on behalf of:)
- 46 Association of Train Operating Companies (Bircham Dyson Bell - on behalf of:)
- 47 Environment Agency
- 48 Freight on Rail
- 49 Diocese of London
- 50 Mary Gilchrist & Sean McCavera
- 51 Barbican Association
- 52 Mile End Old Town Residents Association
- 53 London Borough of Tower Hamlets
- 54 Cllr Janet Ludlow, London Borough of Tower Hamlets
- 55 Network Rail
- 56 London Borough of Ealing
- 57 Spitalfields Small Business Association Ltd
- 58 Dockland Fisheries Ltd
- 59 further comments for Townbrae & Arinpath (Winbourne Martin French - on behalf of:)
- 60 Peter Mulvenney
- 61 C G Ellis
- 62 Johnson Cars Ltd

Responses to the consultation on the Crossrail Bill Environmental Statement

- 63 Padovani Wilkinson
- 64 James Middleton
- 65 S P Derek
- 66 Michael Tilson
- 67 Jacqueline Bradshaw-Price
- 68 London Borough of Islington
- 69 T P Hollaway
- 70 Peter Chadburn
- 71 Angela H Broome
- 72 Land Securities Properties Ltd
- 73 Save Britain's Heritage
- 74 Martin Robeson Planning Practice
- 75 Dr A Pedretti
- 76 Nicholas Bolton
- 77 Great Portland Estates plc (Bircham Dyson Bell - on behalf of:)
- 78 Prudential Property Investment Managers Ltd (Bircham Dyson Bell - on behalf of:)
- 79 DLA Piper Rudnick Gray Cary on behalf of Hutchison Ports (UK) Ltd
- 80 London Fish Merchants Association (Billingsgate) Ltd
- 81 PRACT - Paddington Residents Active Concern on Transport
- 82 Indigo Planning Ltd on behalf of B&Q
- 83 James Kelly
- 84 Sun Life Assurance and Axa Sunlife (S J Berwin - on behalf of:)
- 85 DDB London
- 86 South West of England Regional Development Agency
- 87 The St Marylebone Society
- 88 Christopher R S Brown
- 89 Billingsgate Seafood Training School
- 90 Fishmongers' Company
- 91 Marc Wilkinson
- 92 Alternative Arts
- 93 Woodseer & Hanbury Residents Association - supplementary comments
- 94 Health & Safety Executive
- 95 Crossrail Action Group

## Responses to the consultation on the Crossrail Bill Environmental Statement

- 96 Barbara Clarke and Tony Wheeler
- 97 River Tram Transit Initiatives Ltd
- 98 Carol Morris
- 99 Mia Forbes Pirie
- 100 Thames Water Utilities Ltd
- 101 Martin Pepperell
- 102 Gavin Clarke
- 103 John Churchill
- 104 Lucinda Rogers
- 105 Leaside Regeneration Ltd
- 106 John Payne
- 107 English Nature
- 108 Tony Valsamidis & Naomi Micklem
- 109 Guy Carpenter
- 110 M Kotoh-Mortty

### **Representative copies of letters**

- A1
- A2
- A3
- A4