

Noise and Vibration Mitigation Scheme contains a provision for some commercial buildings and/or their occupants, which may be particularly sensitive to noise, to be subject to individual consideration by the Secretary of State or his agent. This is explained further in Information Paper D9, Crossrail Noise and Vibration Mitigation Scheme. On the basis of the concern raised by the petitioner regarding noise and vibration, the Promoter is undertaking a site-specific study into the potential construction noise impact on the market. The survey results will be made available to the Corporation of London before the start of the Select Committee. The study findings will be used by the Secretary of State to determine whether the market premises will be particularly sensitive to noise and vibration impacts and, if so, what mitigation would be required.

2. The Crossrail Construction Code includes provisions for the control and management of dust on construction sites (e.g. the requirement that lorries will be sheeted, where necessary, to avoid spillage and minimise dust nuisance, vehicle wash down points to clean vehicle wheels at each exit point onto the highway, the use of mechanical road sweepers combined with water sprays for the suppression of dust to clean site hardstandings and roads and footpaths in the vicinity of the site). This is explained further in Information Paper D1, Crossrail Construction Code. The Promoter will require the nominated undertaker to, where appropriate, prepare and implement dust management plans, including controls to limit dust emissions. A risk-based approach has been used in the ES to identify construction sites with potential to generate significant quantities of dust near sensitive receptors and which require additional levels of control. Three levels of control for dust effects are planned: Tiers 1, 2 and 3, with the standard level, Tier 1, as the minimum that will be implemented on any site.
3. The ES identified the construction works at the Billingsgate worksite as a high dust generation risk and that a correspondingly high level of mitigation (tier 3) in the form of construction site management practices will be employed. Details of the mitigation measures are presented in Appendix B1 of Volume 6a of the ES and in Chapter 6.3 of the Crossrail Construction Code. In addition to the mitigation provided for Tier 1 and Tier 2 sites, the highest standard of dust control reasonably achievable will be adopted for Tier 3 sites. This may include having personnel on site to monitor and manage dust emissions or techniques such as total enclosure of certain operations to protect vulnerable receptors. The measures taken at Tier 3 sites will be proportionate to the risk and will be site specific. With this mitigation in place, the ES concluded that there would be no significant impact due to construction dust. Further clarification of how dust will be controlled and managed on construction sites can be found in the latest draft of the Crossrail Construction Code. This is explained further in Information Paper D1, Crossrail Construction Code.
4. Also relevant are the various provisions in the Bill and outside it that seek to control the environmental impact of construction. Under the planning regime in the Bill, for example, a qualifying authority would have control over a range of detailed construction arrangements, such as the suppression of dust and mud on the highway. This is explained further in Information Paper B5, Main Provisions of the Planning Regime.

1. The Promoter will require the nominated undertaker to maintain vehicular access around the market at all times. Results of assessments of the proposed hoarding locations show that they would not impede access around the market for articulated vehicles nor affect the ability of vehicles to access the lock-on positions for the market. There would, however, be a loss of loading bays within Lindsey Street as a result of the establishment and operation of the Lindsey Street worksite. This would include the works to construct the escalator link under Lindsey Street, when the road would be restricted to a single lane. However the nominated undertaker will be required to maintain vehicular access through Lindsey Street at all times.
2. The Crossrail Construction Code has been developed using appropriate industry standards and deals with general site operations (including hours of working), public access and highways, noise and vibration, air quality (including dust), water resources, contaminated land, waste management and recycling, ecology and nature conservation, archaeology and heritage and settlement. This is explained in more detail in Information Paper D1, Crossrail Construction Code.
3. Under the Crossrail Construction Code the Promoter has committed the nominated undertaker to obtaining consents for surface works from local authorities under section 61 of the Control of Pollution Act 1974. This will include the detail of hours of working and noise mitigation at specific sites including Smithfield Market.
4. The Promoter's response to the petitioners paragraphs 38-42 provides further information on construction traffic issues, including the role of Traffic Liaison Groups and requirement on the nominated undertaker to produce Traffic Management Plans to minimise the impact on the City and the market. Further information on how traffic impacts are proposed to be mitigated set out in Information Papers D6, Construction Traffic, D20, Traffic Management During Construction and C7, Access to Residential and Commercial Property During Construction. The proposed variation to working hours at this location will be considered at the appropriate time in the context of the section 61 application that will be required of the nominated undertaker, the final scheme for the disposal of excavated material and the Traffic Management Plan for the area. Exceptionally, there will be occasions when access will be required outside those hours for specific construction activities (e.g. where railway possessions are required for constructing the bridge over the Circle line).
5. The reasons for the temporary loss of the loading bays have been outlined in Volume 8b of the Crossrail Environmental Statement (ES). The Promoter accepts that the loss of the loading bays, if unmitigated, has the potential to cause a significant impact on the operation of the market. The Promoter is committed to working with the Corporation of London to agree and implement appropriate mitigation. As described in Table 7.4 of Volume 8b of the ES, this would involve the assessment of local parking and loading demands and, if necessary, reprioritisation of kerb-side space, with priority given to the need to maintain market operation and residents' spaces. Any such modifications to parking and loading operations and controls do not form part of the works authorised by the Bill but the Promoter will work with the local highway authority and stakeholders to bring about the necessary changes.

**PROMOTER'S RESPONSE:**

1. The Crossrail Noise and Vibration Mitigation Scheme contains a provision for some commercial buildings and/or their occupants, which may be particularly sensitive to noise, to be subject to individual consideration by the Secretary of State or his agent. This is explained further in Information Paper D9, Crossrail Noise and Vibration Mitigation Scheme. On the basis of the concern raised by the petitioner regarding noise and vibration, the Promoter is undertaking a site-specific study into the potential construction noise impact on the market. The survey results will be made available to the petitioner before the start of the Select Committee. The study findings will be used by the Secretary of State to determine whether the market premises will be particularly sensitive to noise and vibration impacts and, if so, what mitigation would be required.
2. The Crossrail Construction Code includes provisions for the control and management of dust on construction sites (e.g. the requirement that lorries will be sheeted, where necessary, to avoid spillage and minimise dust nuisance, vehicle wash down points to clean vehicle wheels at each exit point onto the highway, the use of mechanical road sweepers combined with water sprays for the suppression of dust to clean site hardstandings and roads and footpaths in the vicinity of the site). This is explained further in Information Paper D1, Crossrail Construction Code. The Promoter will require the nominated undertaker to, where appropriate, prepare and implement dust management plans, including controls to limit dust emissions. A risk-based approach has been used in the ES to identify construction sites with potential to generate significant quantities of dust near sensitive receptors and which require additional levels of control. Three levels of control for dust effects are planned: Tiers 1, 2 and 3, with the standard level, Tier 1, as the minimum that will be implemented on any site.
3. The Crossrail Environmental Statement (ES) identified the construction works at Farringdon Station as a high dust generation risk and that a correspondingly high level of mitigation (Tier 3) in the form of construction site management practices will be employed. Details of the mitigation measures are presented in Appendix B1 of Volume 6a of the ES and in Chapter 6.3 of the Crossrail Construction Code. In addition to the mitigation provided for Tier 1 and Tier 2 sites, the highest standard of dust control reasonably achievable will be adopted for Tier 3 sites. This may include having personnel on site to monitor and manage dust emissions or techniques such as total enclosure of certain operations to protect vulnerable receptors. The measures taken at Tier 3 sites will be proportionate to the risk and will be site specific. With this mitigation in place, the ES concluded that there would be no significant impact due to construction dust. The Promoter can confirm that the nominated undertaker will be required to put in place Tier 3 mitigation at the Lindsey Street and East Basement worksites. In addition, the nominated undertaker will be required to put in place a total enclosure of the East Basement worksite and the western part of the Lindsey Street worksite.
4. Although incidents from the unplanned escape of dust are not expected, the strategy includes emergency control measures to be adopted through appropriate liaison with the local authority environmental health officers.