

CROSSRAIL BILL
AMENDMENT OF PROVISIONS

STATEMENT
ON BEHALF OF THE SECRETARY OF STATE
IN SUPPORT OF
THE APPLICATION FOR DISPENSATION WITH STANDING ORDERS

1. The Examiners of Petitions for Private Bills have reported that the Standing Orders have not been complied with as to dates in the case of the amendments to the Crossrail Bill deposited on 18 January 2006 ("AP1"), 9 May 2006 ("AP2"), 7 November 2006 ("AP3") and 16 May 2007 ("AP4") and referred to a Select Committee in the House of Commons.

2. The Bill, together with the Additional Provisions, attracted 466 petitions broken down as follows:-
 - Bill - 365 petitions
 - AP1 - 14 petitions
 - AP2 - 20 petitions
 - AP3 - 58 petitions
 - AP4 - 9 petitions.

Of those, 205 petitions were considered by the Select Committee in the House of Commons which commenced hearings on 17 January 2006 and spent 84 sitting days (including a number of additional evening sittings) considering them. Some 117 petitions were withdrawn and 146 petitioners did not appear, following, in most cases, discussions with the promoters.

3. The additional provision amendments arise largely as a result of negotiation with affected parties and the development of engineering design works or result from decisions reached by the Select Committee and announced on 25 July 2006. A copy of the announcement is at appendix A. Motions empowering the Select Committee to consider each tranche of amendments were passed in your Honourable House on 12 January 2006, 31 October 2006 and 25 April 2007. Copies of the motions are at appendix B.

4. The amendments concern the following matters: –

AP1 – January 2006

amendments to authorise revised proposals for the construction of works and acquisition of lands:

- (a) *In the City of Westminster* - land for the provision of access adjacent to the Grand Union Canal at Paddington Station;
- (b) *In the London Borough of Camden* - works and land for the realignment of the proposed running tunnel beneath Shorts Gardens, Camden;
- (c) *In the London Borough of Tower Hamlets* - works and land for a ticket hall at Whitechapel Station, Fulbourne Street; land for access at Basin Approach, Lowell Street and at Billingsgate Market; and works and land for the extension of a proposed conveyor and jetty at West India Docks South;
- (d) *In the London Boroughs of Tower Hamlets and Newham* - an area of the river Lea (or Lee) for barge loading, holding areas and mitigation works;
- (e) *In the London Borough of Bexley* - works and land for the realignment of a proposed conveyor, new roads and a working site at Manor Wharf;
- (f) *In the London Borough of Havering* - land for the temporary diversion of a gas main at Crow Lane, Romford; and
- (g) *In the London Borough of Hillingdon* - land for the provision of access off Swallowfield Way and Blyth Road, Hayes & Harlington.

AP2 – May 2006

Amendments to authorise revised proposals for the construction of works and acquisition of lands:

- (a) *In the City of Westminster* - works and land for the realignment of the proposed siding at Westbourne Park and for the extension of a footbridge carrying Westbourne Park Passage;
- (b) *In the City of London* -
 - (i) works and land for a tunnel for construction purposes in connection with the proposed crossover between Farringdon and Liverpool Street Stations and alteration in the proposals for that crossover;
 - (ii) land for access to the proposed working site at Finsbury Circus; and
 - (iii) works and land for the diversion of a sewer at Moorgate Station;
- (c) *In the London Borough of Tower Hamlets* - works and land for the provision of a new road and the reinstatement of the existing travellers' site at Eleanor Street and for the diversion of Hackney & Abbey Mills and Wick Lane sewers;
- (d) *In the London Borough of Newham* - land for the provision of access at Seagull Lane;
- (e) *In the London Borough of Greenwich* - land for the provision of a working site at Plumstead; and
- (f) *In the Borough of Slough, Berkshire* - works and land for the realignment of Hollow Hill Lane.

AP3 – November 2007

Amendments to authorise revised proposals for the construction of works and acquisition of lands:

- (a) *In the London Borough of Hammersmith & Fulham and the Royal Borough of Kensington & Chelsea* – works and land for the provision of improved depot facilities at Old Oak Common Depot and the realignment of the existing railway between Old Oak Common and Ladbroke Grove;
- (b) *In the London Boroughs of Ealing and Hammersmith & Fulham and the Royal Borough of Kensington & Chelsea* – works and land for the provision of improved depot facilities at North Pole Depot;
- (c) *In the Royal Borough of Kensington & Chelsea and City of Westminster* – works and land for the realignment of the existing railway between Westbourne Park and Royal Oak;
- (d) *In the City of Westminster* – works and land for the reconstruction of the footbridge carrying Westbourne Park Passage and for alterations at the entry to Bond Street Underground Station; works for the lowering of Eastbourne Terrace and Chilworth Street; and additional land at Hanover Square and at Newman Street;
- (e) *In the City of Westminster and London Borough of Camden* – works and land at Denmark Place and Centre Point in connection with the construction of the proposed new ticket hall at Tottenham Court Road Station;
- (f) *In the London Borough of Islington* – works and land for the relocation of the proposed shaft at Fox and Knot Street;
- (g) *In the City of London* – works and land at Liverpool Street Station (provision of a new ticket hall); and additional land at Charterhouse Square and at Lindsey Street, Hayne Street, and Long Lane;
- (h) *In the London Borough of Tower Hamlets* – works and land at the proposed Isle of Dogs station; and additional land for access at Essex Wharf, Whitechapel;
- (i) *In the London Boroughs of Tower Hamlets and Newham* – works and land at Instone Wharf;
- (j) *In the London Borough of Newham* – works and land for the provision of a train reversing facility at West Ham; and additional land for a working site at Cook's Road;
- (k) *In the London Borough of Greenwich* – additional land for a working site at Arsenal Way, Woolwich;
- (l) *In the London Borough of Redbridge* – works and land for the provision of improved depot facilities at Ilford Depot and additional land for a working site and access at Goodmayes Station;
- (m) *In the London Boroughs of Barking & Dagenham and Havering* – additional land and access at Westlands, Romford;
- (n) *In the London Borough of Havering* – additional land for access at Gidea Park sidings;
- (o) *In the Royal Borough of Windsor & Maidenhead, Berkshire* – additional land for access at Maidenhead Station;

- (p) *In the London Borough of Hillingdon –*
 - (i) alteration of the works proposed at West Drayton Yard; and
 - (ii) additional land for access at Stockley Close;
- (q) *In the London Borough of Ealing –* additional land for working space at Hanwell Station; and
- (r) *In the District of Tendring, Essex –* land for the provision of improved depot facilities at Clacton on Sea Depot.

AP4 – May 2007

Amendments to authorise revised proposals for the construction of works and acquisition of lands:

In the London Boroughs of Newham and Greenwich – works and land for the provision of a station at Woolwich and the realignment of running tunnels and associated works between North Woolwich and Plumstead.

5. In the light of the Select Committee's approval of the Promoter's revised depot strategy, a depot at Romford and stabling sidings at West Drayton Yard are no longer required and accordingly the amendments referred to in item (f) of API and items (m) and (p)(i) of AP3 have not been pursued. Similarly the decision of the Promoter, in the light of concerns of Petitioners, not to seek powers for a crossover at Farringdon has made it unnecessary to pursue the amendment in item (b)(i) of AP2.
6. The additional provisions also contain other non-works amendments extending other powers under the Bill:
 - (a) amendment of the provision in the Bill giving deemed planning permission for works assessed in the original Environmental Statement deposited in February 2005 so that it refers to works and changes assessed in each of the Supplementary Environmental Statements produced since the original deposit of the Bill. As well as the Supplementary Environmental Statements produced in relation to the works included in each of the APs, Supplementary Environmental Statements were produced and published in relation to changes in the scheme which did not require the extension of Bill powers;
 - (b) amendments to restore the permitted development rights of statutory undertakers in relation to development which has been assessed in the original Environmental Statement or any other subsequent Environmental Statement;
 - (c) amendments to authorise reinstatement of facilities whose operation is discontinued as a result of the Crossrail works, together with a power to impose conditions on the use of those reinstated facilities;

- (d) amendments to authorise agreements with landowners to make temporary use of their land as opposed to acquiring it outright and agreements with landowners accepting restrictions on the use of their land for the protection of Crossrail;
- (e) amendments to disapply, in respect of the construction of Crossrail works, the normal statutory regime which applies to abstraction of water in favour of specific arrangements provided under the Bill, including provision for compensation for interference with existing abstraction licences of other parties;
- (f) amendments to the provision regarding the application of provisions of the Bill to things authorised by an Order under the Transport and Works Act 1992; and
- (g) amendments to the provisions in the Bill concerning approvals by the highway authority in relation to new accesses to highways.

7. Those of the amendments comprising works or the use of additional land have been the subject of environmental assessment (as required by Standing Order 27A) and environmental statements have been prepared by way of supplements to the Environmental Statement deposited in February 2005. Copies of the non-technical summaries of the statements deposited for each of the additional provisions which explain the proposals are supplied with this statement.
8. Preparation of the amendments required to implement the Select Committee's decisions (with the exception of the amendments relating to a station at Woolwich) or those required as a result of discussions with third parties, together with plans, sections and Supplements to the Environmental Statement, commenced as soon as possible and immediately on the announcement of the decisions by the Committee or the reaching of agreement with the third party concerned. Considerable engineering work was required in order to formulate many of the amendments, in particular those relating to Liverpool Street and to the revised tunnelling and depot strategies. In the case of the amendments relating to a station at Woolwich, the considerable engineering work required followed further discussions with third parties to reduce the cost of providing a station at this site. In addition it was necessary to consult key affected stakeholders, carry out wider public consultation rounds on each of the key revised proposals and to reference or re-reference a total of 687 properties so that landowners could be served with notice of the new proposals.
9. Many of the amendments, and all the most significant of them, were by way of implementing or anticipating decisions of the Select Committee. Given that the

amendments largely cater for needs of particular petitioners it is not unexpected that they have largely been uncontentious. In relation to the revised scheme incorporating proposals for a station at Woolwich only 9 petitions were deposited and only one petitioner appeared before the Committee.

10. The only applicable Private Business Standing Orders which have not been complied with in relation to the amendments are the Standing Orders relating to the dates of publication and service of notices, and for deposit of plans and sections, books of reference to those plans, environmental statements and the estimates of expense. This non-compliance could not have been avoided without considerably lengthening the Select Committee proceedings and seriously delaying the project.
11. In these circumstances it is respectfully requested that the Standing Orders, insofar as they have not been complied with in relation to the amendments, may be dispensed with so that the Bill may proceed.

**Winckworth Sherwood
Parliamentary Agents**

**HOUSE OF COMMONS
SELECT COMMITTEE ANNOUNCEMENT**

25 JULY 2006

HOUSE OF COMMONS
MINUTES OF EVIDENCE

taken before the
COMMITTEE

on the

CROSSRAIL BILL

DAY FIFTY-SIX

Tuesday 25 July 2006

Before:

Mr Alan Meale, in the Chair
Mr Brian Binley
Mr Philip Hollobone
Kelvin Hopkins
Mrs Siân C James
Mr Ian Liddell-Grainger
Sir Peter Soulsby

Ordered: that Counsel and Parties be called in.

16553. **CHAIRMAN:** .

16554. This Select Committee started meeting 23 weeks ago in January, 2006. So far we have had 399 Petitioners to deal with since then, sitting up to eight times a week and there are still, at the moment, 145 further Petitioners remaining to be heard. As many of you know, the Government has already introduced two sets of amendments to the Bill which alter the proposed railway works so as to extend the impact of the Bill itself. These amendments are known as "additional provisions". As we are all aware, when a Bill like this is amended it can end up affecting people who were not affected by the original scheme or, in contrast, it can change the way in which people are affected. It is essential, therefore, that these people have an opportunity to petition against the Bill so that they can tell this Committee how the amendments will affect them.

16555. The Government is preparing to bring forward a third set of amendments to the Bill. Petitioners against these and any other amendments we ask to be made to the Bill must also be heard by this Committee before we can make our final decision and then report it to the House.

16556. Therefore, we have decided to make the following interim decisions of the Committee public at this time in order to allow the Government to undertake the necessary work to bring some amendments forward as we do not accept that the current proposals in the Bill as they are presently devised are sufficient for the success of this important scheme.

16557. Provision of information: at the outset, let me state on behalf of the Committee that we would like to ensure that each Petitioner against the Bill clearly understands what commitment have been offered to them through the general undertakings which have been described in Committee as information papers. The Committee has heard a great deal of assurances from the Promoters in the last seven months. Many of these have been helpful to the Committee and to the Petitioners. However, we are concerned that many Petitioners may not be clear which undertakings apply to their particular case. With this in mind, we ask the Promoters to write to every Petitioner whose property is affected on the route to state specifically which undertakings apply to their problem and what those undertakings mean. Understandably, many Petitioners have requested personal letters of comfort to explain their position. We feel that the Government should be as transparent in this process as possible and provide such letters where possible as a matter of course.

16558. On matters relating to compensation and compulsory purchase, we feel that the following guidance and instructions are necessary at this time.

16559. Smithfield Market Tenants Association: the Committee agreed that the tenants of Smithfield Market are not covered by the Compensation Code in an appropriate manner due to the exceptional and historic nature of their business. The Committee invites the Promoters to draw up an alternative provision which would provide the tenants with the right to claim compensation in circumstances where a specific level of loss is experienced.

16560. Charterhouse Street: following the Petition of Save Britain's Heritage, we would also ask the Promoter to explore and assess alternatives to the compulsory purchase of 33-37 Charterhouse Street.

16561. EMI Limited: the Committee has listened carefully to the case of EMI. We recognise that the increased value of the building would have to be built into any compulsory purchase order negotiation. Therefore, in order to keep the cost to the public purse as low as possible, we believe that the Petitioners should be subject to a CPO as soon as practicable after Royal Assent.

16562. Grand Central Sound Studios: Similarly, in the case of Grand Central Sound studios, the Committee agreed that the exceptional technical nature of the Petitioner's business required protection against potential disruption from the works. We ask that sound mitigation work is carried out before construction commences where possible.

16563. Shenfield: we will discuss the cases presented to us about Shenfield in detail in our report. At this stage, we wish the Promoters to demonstrate that they have worked closely with the local community to ensure that appropriate noise insulation is provided to those who will be affected by the additional noise of the Crossrail works. The Committee would also like the Promoter to look again at the possibility of using the existing sidings at Shenfield as highlighted by Mr Jardine on 29 March, paragraph 6145.

16564. London Borough of Havering: in the case of the London Borough of Havering, the Committee has found certain merit with the Petitioner's case. At this stage, we invite the

Promoters to find a way to provide appropriate access for mobility impaired people to the developed station in the location of the current ramp. In the same way we expect access to all Crossrail stations to be developed with awareness of the access needs of people with impaired mobility.

16565. Southend Arterial Action Group: we are aware that these Petitioners did not have the opportunity to fully finish their case. However, the Committee agreed with the Petitioner that the cul-de-sac was not appropriate for the level of access proposed. We believe that the Promoters must find either an alternative access to this worksite or an adequate solution to this particular problem.

16566. Freight: the Committee is persuaded that the freight industry faces an increasing challenge with current capacity insufficient for the needs of growth in the industry, and we believe that the Government should take steps to address this. However, the Committee believes that these issues are largely the responsibility of Network Rail and others and not wholly that of the Crossrail project. We will return to this issue in our full report. The Committee is concerned about the uncertainty regarding the Access Option and asks the Promoter to ensure that the Committee is updated on these issues later in the year.

16567. Ealing Broadway: the Committee asks the Promoter to demonstrate that a good cross platform interchange could be made available at Ealing Broadway between the Reading and Crossrail lines.

16568. Paddington: issues regarding Paddington Station will be dealt with in detail in our report. At this time, we ask the Promoters to replace the footbridge at Westbourne Terrace with one that fully complies with modern safety and disability standards for users. We would also like to thank the Promoters at this time for their helpful decisions on dust mitigation in their area.

16569. Christchurch, Spitalfields and Bow Bell Church Stepney: similarly, the Committee was pleased with the undertakings given by the Promoters to both these churches, however, we wish to clearly state for the record that these churches should receive top tier mitigation, they should not be expected to pay for the monitoring of any impact on the structures of the churches due to the tunnelling. We expect the Promoters to pay for independent assessment and monitoring of both these churches during the works.

16570. Spitalfields: the Committee heard a great deal of concern from the people in the Spitalfields area, especially those affected by the Hanbury Street shaft. This is something we will focus on in detail in our report. Needless to say, we do agree that the Hanbury Street shaft is the appropriate area for the shaft. At this stage, we are concerned that there has been a certain lack of clear information about the project in the area and we feel that a certain amount of action is necessary in the locality immediately. We are concerned that local residents feel that there are times when they have not been properly informed and times when they were poorly advised during the consultation process. This has led to huge concern and distress in the local area about the extent of the Crossrail project. We have heard all the evidence put to the Committee and wish to make it clear that the scale of the works and the length of construction in the area have been largely overstated. We believe that the Crossrail project must revisit the problems in the Spitalfields area. We want the Promoters to set up a monitoring body with Tower Hamlets Borough Council and representatives within the community, especially those from the local schools affected by the works. This body must meet monthly in order to provide up-to-date information to local residents about the project.

16571. We would also like Crossrail to open up a one-stop-shop in the area for the duration of the works to enable local people to report concerns and help ensure that the works by the contractor meets with dust and noise requirements set out by the Promoters in the same way as it has been very helpful in the Paddington area.

16572. In this respect, we would also like this office, working with appropriate Government agencies, to advertise how local individuals wishing to work on the project may apply for jobs connected with the project in Whitechapel and elsewhere.

16573. We understand that the Promoters have reached an agreement with Swanlea School regarding the hours the lorries in the area will operate. This agreement must apply to any road which a school faces onto in the area. We are particularly concerned with access to Buxton Road and the traffic entering Valance Road. We want the Promoter to ensure that it employs staff to enforce access rules 24 hours a day. We are concerned that the large number of asthma sufferers and those with other respiratory illnesses should be protected from sources of dust which we understand to be the highest indication of these particular illnesses in the UK. With this mind, we expect staff securing the roads to ensure that access is only given to lorries properly and securely covered and that access is only given to lorries strictly where necessary. We expect the safety and health of the children and local residents in that area to be the Promoters first priority.

16574. The Promoters must provide a regular liaison meeting with each school to monitor these arrangements and to support the schools during the full period of the work.

16575. We also expect the Promoter to work with other Government departments, particularly the DfES, to ensure that the schools in the area are in no way disadvantaged by the works.

16576. Historic buildings in Spitalfields: we also heard a great deal of evidence about listed buildings in the Princelet Street area. We want the Promoters to come back to the Committee in the autumn and demonstrate clearly that an individual assessment has been made of each listed and historic building in the area and that appropriate mitigation has been put in place.

16577. We also expect the Promoter to monitor these buildings throughout the tunnelling process and for a minimum of seven years thereafter following the completion of the process. Equally, we expect the Promoter to pay for the repair of any damage that occurs due to the tunnelling and associated works. These buildings must be repaired in a manner appropriate to the age of the building.

16578. In respect of the Petitioners who are the owners of flats within the building at 61 Princelet Street in Spitalfields, Alistair and Eleanor Ferguson, Ms Hamilton and Mr Collins and Ms Hatoum, we recognise that these people will be extraordinarily affected by the Hanbury Street shaft. We want the Promoters to take steps to ensure that these properties are compulsorily purchased and to provide the Petitioners with individual letters of comfort guaranteeing that the flats will be bought before the work begins.

16579. Liverpool Street Station: the Committee has been asked to consider a variety of issues at Liverpool Street Station. We are sympathetic to the argument for enhancing ticket hall facilities at Liverpool Street Station. We have carefully considered the three final options presented to the Committee and have decided to ask the Promoters to amend the Bill to enable options 3b and 7c with the extended gate line, removing the necessary retail units, to come

forward as an integral part of the Crossrail project at Liverpool Street station. We were not convinced that it was reasonable to pursue option 4a. Equally, we are not persuaded that the implementation of option 7c should be delayed.

16580. Greenwich: The major issue arising from Petitions in the Greenwich area was the need for a station at Woolwich. We will refer to this issue in detail in our report. At this time we wish to state that we have carefully examined all the evidence put before us and we are clearly convinced of the essential need for a Crossrail station in Woolwich, an area which includes some of the poorest wards in the United Kingdom.

16581. We noted that the Promoter's calculations of cost of this station showed that it would provide exceptional value for money and we require the Promoters to bring forward the necessary additional provision to add this to the Bill. We would also ask the Promoters to work with the local Council to ensure that the Crossrail station is fully integrated into the local transport infrastructure.

16582. As I conclude I would like to stress again that the Committee is not publishing a report at this stage. A transcript of these decisions will be made available later today in the usual places. The Committee will resume in the autumn to hear further cases – we will also hear one or two cases tomorrow morning in this room - to deliberate over possible subsequent amendments and then to deliver a full report on the Bill as soon as possible.

16583. **MS LIEVEN:** Thank you, Sir.

16584. **CHAIRMAN:** Thank you.

Adjourned until 10.00am tomorrow

**MOTIONS
EMPOWERING HOUSE OF COMMONS SELECT
COMMITTEE TO CONSIDER AMENDMENTS**



House of Commons
Thursday 12th January 2006
Votes and Proceedings

The House met at half-past Ten o'clock.

PRAYERS.

1 Crossrail Bill [Instruction] (No. 2).—A Motion was made, and the Question being put, That it be a further Instruction to the Select Committee to which the Crossrail Bill is committed—

(1) that it have power to consider—

- (a) the extension of permitted development under the Town and Country Planning (General Permitted Development) Order 1995 in relation to development which is the subject of environmental assessment in connection with the Bill;
- (b) additional power to carry out works for the purpose of reinstating facilities whose operation or use is discontinued because of the exercise of powers conferred by the Bill;
- (c) provision relating to the abstraction of water;
- (d) alterations to the provision which is now made in the Bill regarding planning permission for development authorised by the Bill which consists of a work other than a scheduled work;
- (e) alterations to the provision which is now made in the Bill regarding the application of provisions of the Bill to things authorised by an order under section 1 of the Transport and Works Act 1992;
- (f) alterations to the provision which is now made in the Bill regarding any of the following—
 - (i) a crossover at Farringdon;
 - (ii) sidings at Westbourne Park;
 - (iii) diversion of the Moorgate Station Sewer;
 - (iv) a jetty and conveyor at West India Docks South;
 - (v) use of the River Lea for barge loading and holding areas;
 - (vi) realignment of the Docklands Light Railway at Custom House;
 - (vii) facilities for handling excavated materials at Manor Wharf;
 - (viii) a shaft at Eleanor Street;
 - (ix) diversion of the Hackney to Abbey Mills Sewer and the Wick Lane Sewer;
 - (x) a bridge over Hollow Hill Lane, Langley;
- (g) realignment of the proposed running tunnel beneath Shorts Gardens, Camden;
- (h) alterations to a ticket hall at the proposed Whitechapel Station;

- (i) alterations to the provision which is now made in the Bill regarding approval in relation to highway accesses;
- (j) alterations to the provision which is now made in the Bill regarding the acquisition of land at Basin Approach, Lowell Street and land at Billingsgate Market;
- (k) alterations to the provision which is now made in the Bill regarding the creation and acquisition of easements or other rights over land;
- (l) alterations to the table in paragraph 1 of Schedule 8 to the Bill (disapplication and modification of heritage controls), so far as relating to the City of Westminster, the City of London and the London Borough of Tower Hamlets;
- (m) the inclusion of additional land within the limits of land to be acquired or used;

and, if it thinks fit, to make amendments to the Bill with respect to any of the matters mentioned above, and for connected purposes;

(2) that any Petition against Amendments to the Bill which the Select Committee to which the Crossrail Bill is committed is empowered to make shall be referred to that Select Committee if—

- (a) it is presented by being deposited in the Private Bill Office not later than the end of the period of four weeks beginning with the day on which the first newspaper notice of the Amendments was published or, if that period includes any time during which the House is adjourned for more than four days, not later than five weeks beginning with that day, and
- (b) it is one in which the Petitioners pray to be heard by themselves, their Counsel or Agents.

That these Orders be Standing Orders of the House.—(*Mr Secretary Darling.*)

The House divided.

Tellers for the Ayes, Gillian Merron, Mr Ian Cawsey: 390.

Tellers for the Noes, Mr Peter Kilfoyle, Mr George Howarth: 0.

So the Question was agreed to.



House of Commons
Tuesday 31st October 2006
Votes and Proceedings

10 Crossrail Bill [Instruction] (No. 4),—*Ordered*, That it be a further Instruction to the Select Committee to which the Crossrail Bill is committed in the next Session—

- (1) that it have power to consider—
 - (a) provision in connection with the reinstatement of facilities whose operation or use is discontinued because of the exercise of power conferred by the Bill;
 - (b) provision in connection with agreements relating to temporary possession and use of land subject to compulsory acquisition;
 - (c) provision in connection with prohibitions of or restrictions on the use of land imposed for purposes connected with Crossrail;
 - (d) alterations to the provision which is now made in the Bill regarding works at West Drayton Yard, London Borough of Hillingdon;
 - (e) works at Old Oak Common Depot, Ilford Depot and North Pole Depot, including realignment of the railway between Old Oak Common and Ladbroke Grove;
 - (f) realignment of the railway between Westbourne Park and Royal Oak;
 - (g) the footbridge at Westbourne Park;
 - (h) the lowering of Eastbourne Terrace and Chilworth Street, City of Westminster;
 - (i) alterations to the provision which is now made in the Bill regarding the acquisition of land at Hanover Square, City of Westminster;
 - (j) extension of the limits of deviation at Hanover Square, City of Westminster and at Charterhouse Square, Lindsey Street, Hayne Street and Long Lane, City of London;
 - (k) an additional ticket hall and other works at Bond Street Station;
 - (l) the construction of the works at Tottenham Court Road Station;
 - (m) alterations to the provision which is now made in the Bill regarding a shaft at Fox and Knot Street, London Borough of Islington;
 - (n) an additional ticket hall and enhancement of the existing ticket hall at Liverpool Street Station;
 - (o) the vertical alignment of the running tunnel beneath Stepney Green, London Borough of Tower Hamlets;

- (p) a train reversing facility at West Ham;
- (q) a barge loading facility at Instone Wharf, London Boroughs of Newham and Tower Hamlets, including a conveyor for construction purposes;
- (r) alterations to the proposed Isle of Dogs Station;
- (s) alterations to the tables in paragraphs 1 and 2 of Schedule No. 8 to the Bill (disapplication and modification of heritage controls);

and, if it thinks fit, to make amendments to the Bill with respect to any of the matters mentioned above, and for connected purposes;

(2) that any Petition against Amendments to the Bill which the Select Committee mentioned in paragraph (1) above is empowered by that paragraph to make shall be referred to that Select Committee if—

(a) it is presented by being deposited in the Private Bill Office not later than the end of the period of four weeks beginning with the day on which the first newspaper notice of the Amendments was published or, if that period includes any time during which the House is adjourned, or prorogued, for more than four days, not later than five weeks beginning with that day, and

(b) it is one in which the Petitioners pray to be heard by themselves, their Counsel or Agents;

(3) that, in its application to Amendments of which the first newspaper notice is published after the date of this Instruction, paragraph 2(a) of Instruction (No. 2) [12th January] shall have effect with the insertion after 'is adjourned' of ', or prorogued,'.

That these Orders be Standing Orders of the House.—(*Mr Tom Harris.*)



House of Commons
Wednesday 25th April 2007
Votes and Proceedings

5 Crossrail Bill [Instruction] (No. 5).—*Ordered*, That it be a further Instruction to the Select Committee to which the Crossrail Bill is committed—

(1) that it have power to consider—

- (a) the provision of a station at Woolwich, in the London Borough of Greenwich;
- (b) realignment of the running tunnels at or in the vicinity of the proposed Woolwich Station;
- (c) works associated with the realignment mentioned in paragraph (b) above:

and, if it thinks fit, to make amendments to the Bill with respect to any of the matters mentioned above, and for connected purposes;

(2) that any Petition against Amendments to the Bill which the Select Committee to which the Crossrail Bill is committed is empowered by paragraph (1) above to make shall be referred to that Select Committee if—

- (a) it is presented by being deposited in the Private Bill Office not later than the end of the period of four weeks beginning with the day on which the first newspaper notice of the Amendments was published or, if that period ends on a day on which the House does not sit, not later than the fifth day on which the House next sits, and
- (b) it is one in which the Petitioners pray to be heard by themselves, their Counsel or Agents.

(3) that, in their application to Amendments of which the first newspaper notice is published after the date of this Instruction, paragraph 2(a) of Instruction (No. 2) [12th January 2006] and paragraph 2(a) of Instruction (No. 4) [31st October 2006] shall have effect as if for the words from “that period” to the end there were substituted “ends on a day on which the House does not sit, not later than the fifth day on which the House next sits”.

That these Orders be Standing Orders of the House.—(*Mr Tom Harris.*)