

Twickenham Station

Twickenham

Addendum Note to the Site

Preparation and Construction

Environmental Chapter

1. **SITE PREPARATION AND CONSTRUCTION ENVIRONMENTAL CHAPTER**
ADDENDUM NOTE – (SMALLER SCHEME)

1.1 This Addendum Note has been prepared to respond to the London Borough of Richmond upon Thames' EIA Regulation 19 Request, in relation to the proposed development at Twickenham Station.

1.2 In relation to the site preparation and construction information the EIA Regulation 19 Request stated:

1. The programme (timings and duration), specifically to establish the start/finish dates and the duration of the operation of the existing station, and the construction activities in the phases.
2. Updated Gantt chart for the construction period – including Block C.
3. Details and implementation of bus stops and temporary transport facilities or works to the station itself and phased plans are required in terms of demonstrating the operation of the station during construction.
4. Information with regard to the activities involved in decommissioning, commuter parking, bay displacement and cycle space provision during construction as well as temporary ticket office and gantries.
5. Details of temporary land requirements for construction and compounds.
6. Details of raw materials and energy needed for construction and operation there is no quantification of energy required during construction, no information on the sourcing of raw materials or details relating to the recycling and transportation thereof i.e. what is happening with Platform 1 and the buildings being demolished?
7. Can we comment on any sub station removal or any other electricity demand from the station?
8. Site Waste Management Plan
9. Do we have an accident strategy to prevent and respond to such events and the impact on rail services if an accident were to occur?
10. Use of the railway for construction material movements?

1.3 Considering each point in turn in the following paragraphs.

Point 1

1.4 The programme (timing and duration) remain the same as was presented in the original chapter but it is delayed as a consequence of the time taken to obtain the planning permission. The updated summary programme is attached and assumes a start on site in the Spring of 2012 by which time the platform extension works will have been complete and the Travelodge redevelopment will be nearing completion.

Point 2

- 1.5 Updated Gantt chart – as Point 1 attached.

Point 3

- 1.6 Details of implementation of bus stops and temporary transport facilities – these will be agreed with the Train Operating Company and the Office of the Rail Regulator and be dealt with as part of the Station Change Document (which has been presented to the Office of the Rail Regulator).

Point 4

- 1.7 Information with regard to activities regarding decommissioning, computer parking, etc – again this is dealt with in the Station Change Document, see Point 3 above.

Point 5

- 1.8 Details of temporary land requirements for construction and compounds – this remains as the original chapter and is dealt with Appendix A – 5 of the original document.

Point 6

- 1.9 Details of raw materials and energy needed for construction and operation – details of the raw materials and energy needed for construction will be developed as the design progresses. Raw materials will wherever possible be sourced from renewable sources and a recycling regime will be implemented within the site establishment to include details of transportation. This will also include details of the recycling of the arisings from the demolished buildings and structures on the site.

Point 7

- 1.10 Existing sub station removal and electricity demand – an analysis has been carried out by the Services Engineer for the project to determine the required sub station load and electricity demand for the site and the station itself and the scheme design will be developed based on this analysis.

Point 8

- 1.11 Site Waste Management Plan – this remains as the original submission.

Item 9

- 1.12 Accident Strategy and response and any impact on rail services were an accident to occur – this will be dealt with in conjunction and to the approval and requirements of Network Rail and the Train Operating Company and will be developed with them during the detailed design phase of the scheme. See Clause 6.3.19 of the original chapter.

Item 10

- 1.13 Use of railway for construction material movements – consideration has been given to this, however due to the multiple use of the line by passenger, freight and engineering trains it is not possible to guarantee unimpeded use of the track for delivery of materials in order to ensure that the delivery programme of the development can be adhered to, it has therefore been discounted at this stage

20TH JULY 2011

