

1.0 Introduction

This photographic Schedule of Condition has been undertaken as an agreed record of the structural condition of the Northern Line, Southbound Running Tunnel located adjacent the development site at 29-33 Chalk Farm Road. The inspection has been undertaken by Survey Associates and agreed with Tube Lines Infrastructure Protection Department. This document records the existing condition of the Running Tunnel and where possible, visible defects. The general condition of the surveyed area has been recorded photographically. The record photographs will be used for future comparison Survey of Condition inspections either during the construction phases of the adjacent development or once construction has been completed.

1.1 Purpose of Survey

To record the condition of the Northern Line Running Tunnel structure prior to the commencement of the redevelopment works at 29-33 Chalk Farm Road This document has been compiled as an agreed record of the Pre-Construction SoC of the LU Running Tunnel. Copies of the document will be held by the Developer Hallmark Property Group and Tube Lines Infrastructure Protection Section and used as the basis for all future SoC Surveys.

1.2 Survey Methodology

The SoC survey comprises a visual inspection and photographic record of all visible defects. No intrusive survey investigation has been undertaken as part of this commission. A contact sheet of relevant photographs is appended to this schedule of condition and the electronic copies of the full resolution inspection photographs are located on the accompanying DVD-ROM.

Significant defects have been listed and photographic records taken on site. Photographs were taken representing general views of the surveyed area. In addition detailed photographs were taken to ensure all recorded defects can be easily identified.

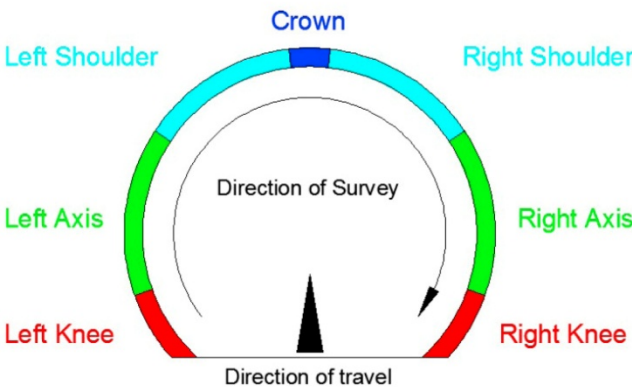
This Schedule records Tunnel Ring condition and defects **and** excludes the track bed surface, running and conductor rails, tunnel furniture and fittings.

The inspection was undertaken during London Underground Engineering Hours. The survey was undertaken using ambient tunnel lighting supplemented by hand held torches and head torches.

Tunnel furniture, cable runs and fittings obstructed the view to parts of the tunnel lining preventing close inspection.



For the purposes of this SoC, the part of the tunnel of which is approximately 95 meters in length has been surveyed on a 'ring by ring' basis. The Southbound Tunnel Condition Survey was observed longitudinally in the direction of travel. The tunnel circumference is referenced and annotated in accordance with the sketch below.



This Condition Survey Report should be read in conjunction with photographs NL-SB-01 - NL-SB-25 for Southbound Tunnel, which have been copied to the attached DVD that accompanies this Schedule.

1.0 Condition Survey

1.1 Asset History

The Northern Line originally operated as three distinct and wholly separate lines with their associated companies which were combined into one during the 1920s-30s. The first Northern Line Running Tunnel was open in the year 1867.

1.2 Asset Description

The section of Northern Line, Southbound Tunnel that has been surveyed is located between Chalk Farm Station and Camden Town Station. The first Tunnel Ring inspected is located approximately 270m south from southern end of the Southbound Platform of Chalk Farm Station.

Access to the surveyed area is via Chalk Farm Station. The Running Tunnels is primarily of Cast Iron Ring construction. Tunnel services are located at tunnel axis and shoulder positions and run for whole length of the survey. The Northern Line Northbound Running Tunnel falls outside of the area of interest and was not surveyed as part of this commission.



During the SoC Survey only surface defects were evident. No significant fractures or structural cracking, or active water ingress were observed in the area inspected.

1.3 Date of Asset Inspection

The Northern Line, Southbound Tunnel, Chalk Farm, Camden, London were inspected by Jiri Kminek and Alena Strelecka of Survey Associates Ltd during Engineering Hours during week commencing Monday 29th October 2012.

1.4 Extent of Survey

Tunnel Rings at the Southbound Tunnel adjoining with the development site at 29-33 Chalk Farm Road, London as shown on the attached indicative site location plan, illustrating the inspection start and end points. The individual vaults referenced in the schedule of condition are shown numbered on the attached plan.

1.5 Particular Condition

Section 3.0 of this report describes the condition of the Tunnel Rings. Areas that have not been specifically mentioned were found to be in good condition, consistent with the age of the asset.

1.6 Confidentiality

The schedule of condition is regarded as confidential and it is intended for use only by the Client and his Professional Representatives in connection with the 29-33 Chalk Farm Road re-development project. Before the schedule of condition or any part of it is reproduced or referred to in any other document, circular or statement or disclosed orally to any third party not directly or professionally involved in this project our written approval as to the form and context of such a publication or disclosure must be obtained.

2.0 Report

For particular condition reports see sheets that follow.

[Signature]

On behalf of Survey Associates Limited

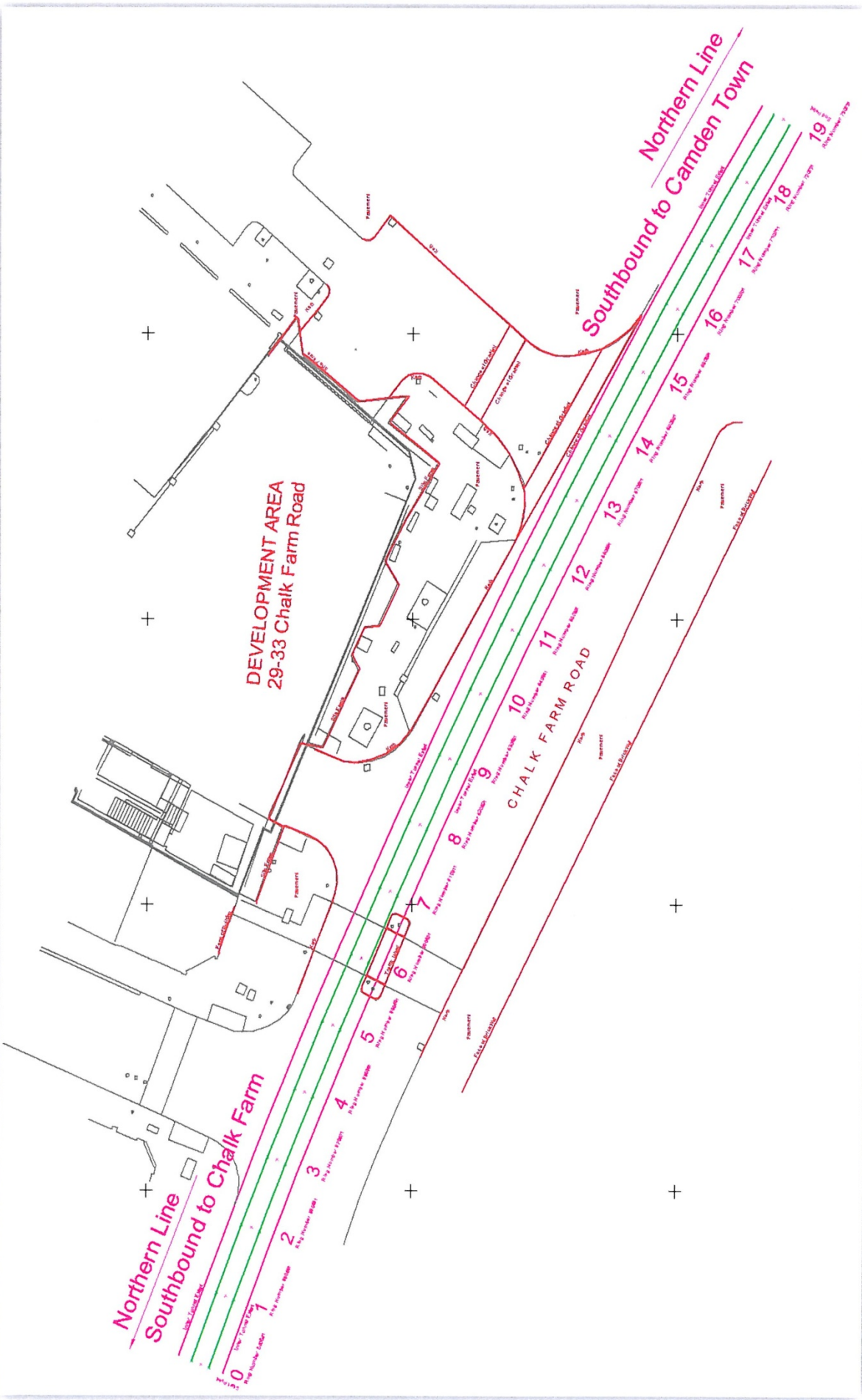
6th November 2012.

Date:

On behalf of London Underground Limited

Date:

London Underground Northern Line Southbound Running Tunnel – Site Location Plan – NOT TO SCALE
SAL-1285 – 29-33 Chalk Farm Road – Camden Town – Northern Line, Southbound Running Tunnel – Condition Survey R0



SA-1285 – 29-33 Chalk Farm Road – Camden Town – London Underground Northern Line - Southbound Running Tunnel - Condition Survey R0

Northern Line - Southbound Running Tunnel Defects Schedule

Lateral Reference (Ring Number)	Longitude Reference (Tunnel Section Part)	Condition Details	Photograph Reference
540			
Start point			
542	Left Axis	Residue from Historic Water Ingress	NL-SB-01
543	Left Axis	Residue from Historic Water Ingress	NL-SB-01
544	Left Axis	Residue from Historic Water Ingress	NL-SB-01
545	Right Axis	Residue from Historic Water Ingress	
546	Right Axis	Loose Bolt	
551	Left Shoulder	Residue from Historic Water Ingress	
552	Left Knee	Residue from Historic Water Ingress	
555	Crown	Residue from Historic Water Ingress	NL-SB-02
556	Right Shoulder	Residue from Historic Water Ingress	NL-SB-02
557	Right Shoulder	Residue from Historic Water Ingress	NL-SB-02
559	Right Axis	Loose Bolt	
560	Left Axis	Residue from Historic Water Ingress	
561	Left Shoulder	Residue from Historic Water Ingress	
564	Right Axis	Residue from Historic Water Ingress	
566	Right Axis	Residue from Historic Water Ingress	NL-SB-03
567	Right Knee	Residue from Historic Water Ingress	NL-SB-03
569	Left Knee	Residue from Historic Water Ingress	
570	Right Axis	Missing Bolt	
572	Right Axis	Residue from Historic Water Ingress	NL-SB-04
573	Left Axis	Residue from Historic Water Ingress	NL-SB-05
	Right Shoulder	Residue from Historic Water Ingress	NL-SB-06
574	Right Axis	Missing Bolt	
575	Left Axis	Residue from Historic Water Ingress	
	Right Axis	Loose Bolt	
578	Right Axis	Loose Bolt	
579	Left Shoulder	Residue from Historic Water Ingress	
581	Left Shoulder	Residue from Historic Water Ingress	
	Right Shoulder	Residue from Historic Water Ingress	
582	Right Axis	Missing Bolt	
584	Left Axis	Residue from Historic Water Ingress	NL-SB-07
585	Right Shoulder	Residue from Historic Water Ingress	
586	Left Shoulder	Residue from Historic Water Ingress	NL-SB-08
	Right Axis	Missing Bolt	
590	Right Axis	Residue from Historic Water Ingress	
591	Left Axis	Residue from Historic Water Ingress	
592	Left Axis	Residue from Historic Water Ingress	
593	Right Axis	Residue from Historic Water Ingress	NL-SB-09
594	Left Axis	Residue from Historic Water Ingress	NL-SB-10
	Left Shoulder	Residue from Historic Water Ingress	
598	Left Shoulder	Residue from Historic Water Ingress	
	Right Shoulder	Residue from Historic Water Ingress	NL-SB-11
	Right Knee	Loose Bolt	
599	Left Axis	Residue from Historic Water Ingress	
	Right Knee	Residue from Historic Water Ingress	
600	Right Axis	Missing Bolt	
602	Right Shoulder	Residue from Historic Water Ingress	
	Right Axis	2x Missing Bolt	
606	Right Axis	Missing Bolt	

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SAL-1285 – 29-33 Chalk Farm Road – Camden Town – Northern Line - Southbound Running Tunnel - Condition Survey R0

Lateral Reference (Ring Number)	Longitude Reference (Tunnel Section Part)	Condition Details	Photograph Reference
610	Right Shoulder	Residue from Historic Water Ingress	NL-SB-12
	Right Axis	Missing Bolt	
611	Right Shoulder	Residue from Historic Water Ingress	
616	Crown	Residue from Historic Water Ingress	NL-SB-13
618	Left Axis	Residue from Historic Water Ingress	
	Left Shoulder	Residue from Historic Water Ingress	
621	Right Knee	Residue from Historic Water Ingress	
623	Crown	Residue from Historic Water Ingress	
626	Left Knee	Residue from Historic Water Ingress	
	Left Axis	Residue from Historic Water Ingress	
	Right Axis	Missing Bolt	
627	Left Shoulder	Residue from Historic Water Ingress	
628	Left Axis	Residue from Historic Water Ingress	
	Right Axis	Residue from Historic Water Ingress	
630	Left Knee	Residue from Historic Water Ingress	
	Right Axis	Missing Bolt	
631	Left Axis	Residue from Historic Water Ingress	NL-SB-14
632	Left Axis	Residue from Historic Water Ingress	NL-SB-14
	Crown	Residue from Historic Water Ingress	
633	Left Axis	Residue from Historic Water Ingress	
634	Crown	Residue from Historic Water Ingress	
	Right Axis	Missing Bolt	
636	Right Axis	Residue from Historic Water Ingress	NL-SB-15
	Right Axis	Box	
637	Left Shoulder	Residue from Historic Water Ingress	
638	Left Shoulder	Residue from Historic Water Ingress	
	Right Axis	Missing Bolt	
639	Left Axis	Residue from Historic Water Ingress	NL-SB-16
640	Left Axis	Residue from Historic Water Ingress	
641	Right Axis	Residue from Historic Water Ingress	
642	Right Axis	Missing Bolt	
644	Left Axis	Residue from Historic Water Ingress	
	Left Shoulder	Residue from Historic Water Ingress	
646	Right Axis	Missing Bolt	
	Right Knee	Missing Bolt	
647	Left Axis	Residue from Historic Water Ingress	
648	Left Axis	Residue from Historic Water Ingress	
	Right Knee	Missing Bolt	
650	Right Axis	Missing Bolt	
651	Right Knee	Missing Bolt	
652	Left Shoulder	Residue from Historic Water Ingress	NL-SB-17
654	Right Axis	Missing Bolt	
658	Crown	Missing Bolt	
	Right Axis	Missing Bolt	
661	Left Shoulder	Residue from Historic Water Ingress	NL-SB-18
662	Right Axis	Missing Bolt	
664	Crown	Residue from Historic Water Ingress	NL-SB-19
665	Crown	Residue from Historic Water Ingress	NL-SB-19
666	Right Axis	Missing Bolt	
668	Left Knee	Residue from Historic Water Ingress	
669	Right Shoulder	Residue from Historic Water Ingress	
670	Left Knee	Residue from Historic Water Ingress	

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