



Crossrail Act 2008  
Crossrail Ltd

London Borough of Camden  
Fisher Street Shaft  
Schedule 7 Plans & Specifications  
Written Statement for Information

Submission Ref: CAM/3/4

Document Number: C123-JUL-T-RGN-CR086\_WS095-00001

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# 1 Introduction

## 1.1 Application Background

Scheme	Crossrail
Applicant	Crossrail Limited
Applicant Address	25 Canada Square, Canary Wharf, London, E14 5LQ
Site Address	Fisher Street Shaft, No. 2-6 Catton Street and No. 1-2 Fisher Street, Holborn, London WC1R 4AA
Description	Application under Schedule 7 to the Crossrail Act 2008 requesting approval for the erection of Fisher Street Shaft head house and visual screening

Table 1

## 1.2 Terms of reference

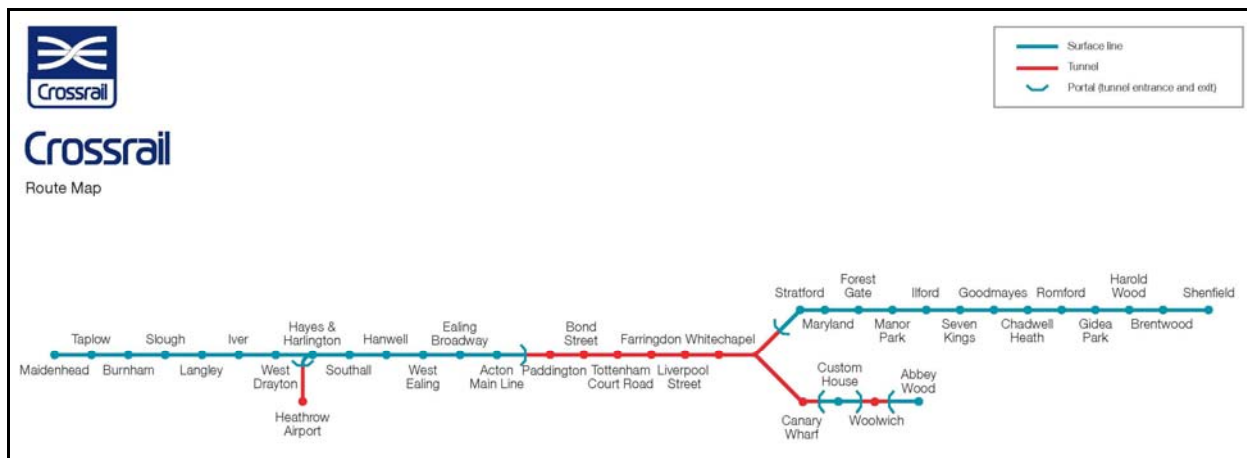
This Written Statement has been produced to provide supporting information compiled in accordance with the Crossrail Planning Forum Notes 1 & 2 as required by the planning regime established under Schedule 7 of the Crossrail Act. This statement provides the London Borough of Camden (LBC) with information to assist with the determination of the Plans and Specifications submission and is not for approval.

## 1.3 Introduction to Crossrail

Crossrail is a major new cross-London rail link project that has been developed to serve London and the south east of England. Crossrail will support and maintain the status of London as a World City by providing a world class transport system. The project includes the construction of a twin-bore tunnel on a west-east alignment under central London and the upgrading of existing National Rail lines to the east and west of central London. The project will enable the introduction of a range of new and improved rail journeys into and through London. It includes the construction of seven central area stations, providing interchange with London Underground, National Rail and London bus services, and the upgrading or renewal of existing stations outside central London.

Crossrail will provide fast, efficient and convenient rail access to the West End and the City by linking existing routes from Shenfield and Abbey Wood in the east, with Maidenhead and Heathrow in the west. Crossrail will be a significant addition to the transport infrastructure of London and the south east of England.

It will deliver improved services for rail users through the relief of crowding, faster journeys and the provision of a range of new direct journey opportunities. The project will also have wider social and economic benefits for London and the south east of England.



**Figure 1: Crossrail Route**

## 1.4 The Crossrail Act 2008

The Crossrail Act 2008 provides powers for the construction and operation of Crossrail. Schedule 1 of the Act describes the ‘scheduled works’ that the nominated undertaker will be authorised to carry out. For these works Crossrail Limited (CRL) is the nominated undertaker.

The Act deems planning permission is to be granted for the works authorised by it, subject to the conditions set out in Schedule 7. Schedule 7 includes conditions requiring various matters be subject to the approval of the relevant local planning authority (LPA).

This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the LPAs can have regards to in determining requests for approval.

There are two types of submission that can be made by the nominated undertaker under Schedule 7:

- Plans and Specifications; and
- Construction Arrangements.

Plans and Specifications (reflecting the description within paragraphs 6, 15 and 21 of Schedule 7), approval is required for the details of the buildings (defined in Schedule 7 para 37 (1)), above ground and nothing below ground except where it is intended for use by members of the public without a ticket (i.e. before the gate line).

Construction Arrangements approval (reflecting the description in paragraphs 7, 16 and 22 of Schedule 7) submissions are required for all works that constitute development including temporary works.

This document includes information supporting the Plans and Specifications submission in relation to the matters outlined in the table below:

Plans & Specifications (permanent works)	Construction Works (Buildings) Fences, Walls or Barriers Artificial Lighting
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**Table 2**

Schedule 7 also sets out the grounds on which an LPA can refuse or impose conditions in respect of Schedule 7 submissions (see paras 3.19 – 3.23). The LPA must adhere to these grounds and identify the relevant grounds when refusing or conditioning a request for approval.

## **1.5 Crossrail Construction Code**

Paragraph 1.4 of the Crossrail Environmental Minimum Requirements (EMR) states that “any nominated undertaker will be contractually bound to comply with the controls set out in the EMR and as may be developed during the passage of the Act through Parliament”. The scope of the EMR encompasses the Crossrail Construction Code.

## **2 Location and Characteristics**

The Fisher Street Shaft is situated between Bloomsbury and Holborn. Bloomsbury is a renowned area of precise Georgian Squares. It remains predominantly residential although with large institutions including the British Museum, the University of London, Central Saint Martins College of Art and Design and Great Ormond Street Hospital. The distinctive buildings and mature open spaces of Lincoln's Inn and Gray's Inn distinguish Holborn. The Fisher Street site lies partially within the Kingsway Conservation Area.

### **2.1 Description of Site Context**

The Site Location Plan (drawing no: C123-JUL-A-DDL-CR086\_SH003\_1-12101) accompanies this submission.

Fisher Street Shaft is situated in LBC close to the intersection between the A40 (High Holborn) and the A4200 (Southampton Row). The site is contained by Fisher Street, Southampton Row and Catton Street. Fronting both Catton Street and Fisher Street is an EDF sub-station forming the sole boundary wall to the site on the east.

### **2.2 Highway Network**

The Fisher Street site lies in the centre of a busy gyratory system encompassing Theobald's Road, Southampton Row, High Holborn and Proctor Street. Fisher Street and Catton Street are significantly narrower than the main gyratory roads and act as service routes for the buildings fronting Proctor Street and Southampton Row. Currently both streets are routed one-way for traffic movement, Fisher Street eastbound and Catton Street westbound.

Fisher Street is to be closed from its western end and will be made two-way to allow access to existing frontages during construction work. The one way system will be reinstated after construction works are complete.

### **2.3 Adjacent Land Uses**

The surrounding land uses comprise the Central St Martins College of Art and Design, including its Student Union, an EDF Energy Sub-station, a conference and training centre between Fisher Street and Catton Street (which fronts Proctor Street), and a small retail outlet on the corner of Catton Street and Southampton Row. Southampton Row has a mixture of commercial uses and residential dwellings on the upper floors of the buildings. The 8-10 Southampton Row building is currently vacant. The remaining land uses comprise small professional service businesses.

Further to the south, High Holborn operates as a main centre for workers and residents in the Holborn area with retail, food and service industries at ground floor levels and with office space on the remaining floors.

### **3 Description of Crossrail Works**

#### **3.1 Scope of Permanent Works**

This request for approval under the Schedule 7 Plans and Specifications process concerns the permanent works above ground. In the context of the Fisher Street Shaft complex, the permanent works requiring approval are; the head house building, erection of visual screening, and the installation of artificial lighting. Notwithstanding this, in order to provide a greater understanding of the function of the head house, the associated facilities and sub-surface shaft structure are explained in detail within this section.

Greater design detail is provided in the Design and Access Statement, which accompanies this submission.

The principal components of the permanent works at Fisher Street comprise:

- Construction Works (head house building);
- A 15m diameter circular shaft incorporating intervention stairs; and,
- Artificial lighting.

##### *Shaft*

The 23m deep and 15m internal diameter shaft at Fisher Street is critical to the functioning of Crossrail due to its emergency and maintenance intervention provision.

The shaft will be constructed predominantly using Sprayed Concrete Lining (SCL) methods. It will house stair and lift cores with plant rooms to accommodate the various shaft and tunnel mechanical and electrical systems.

##### *Head House*

The shaft head house has been designed to accommodate the mechanical and electrical systems that need to be at surface level in support of the intervention and maintenance requirements at Fisher Street. The head house over the shaft will be designed to respect the surrounding area.

In summary, the 7.05m high head house allows:

- Intervention – access for emergency services to the running tunnels and access to the shaft equipment rooms for maintenance personnel; and,
- Provision of operational plant and equipment.

The head house structure will be clad with anodised aluminium panels on the Fisher Street and Catton Street façades to reflect recent buildings within the vicinity of the Fisher Street Shaft. Only those elements that are required to be housed above ground will be placed within the building. The roof of the head house will be enclosed with railings for safety purposes during maintenance.

The height and overall mass of the shaft are a direct result of the function and equipment it needs to accommodate. The principal accommodation within the shaft is as follows:

- Rooms for electrical plant: principally electrical transformers and switch rooms, fire detection equipment and lift control room;
- Rooms for mechanical plant: principally cooling for critical plant and shaft ventilation systems (including stair pressurisation);
- Services distribution risers;
- Maintenance circulation and plant access/removal spaces;
- Access stairs and lift for emergency services and maintenance staff; and
- Operational and welfare accommodation for maintenance.

The Fisher Street Shaft head house will front Catton Street and Fisher Street, however an extension to the cladding reaching from the head house to both adjacent buildings either side of the head house will prevent through access from one street to another. A secure door will be provided for maintenance access to these areas. Maintenance access to the head house will be from Fisher Street, with emergency exit provision leading on to Catton Street.



## 4 Plans and Specifications

### Plans for Approval

The following plans comprise the submission for approval which is included under separate cover.

Plan Reference	Title
C123-JUL-A-DDA-CR086_SH003_1-12201	General Arrangement (Floor Plan)
C123-JUL-A-DDA-CR086_SH003_A-12206	Site Plan / General Arrangement (Roof Plan)
C123-JUL-A-DDC-CR086_SH003_Z-12401	North Elevation
C123-JUL-A-DDC-CR086_SH003_Z-12402	South Elevation
C123-JUL-A-DDB-CR086_SH003_Z-12601	Cross Section A-A

Table 3: Plans for Approval

### Plans for Information

The following plans are provided for information:

Plan Reference	Title
C123-JUL-A-DDL-CR086_SH003_1-12101	Site Location Plan
C123-JUL-A-DDC-CR086_SH003_Z-12405	3D Views

Table 4: Plans for Information

## 5 Constraints

Potential site constraints which exist at the Fisher Street Shaft worksite are:

- The close proximity to Listed Buildings and partial inclusion in Kingsway Conservation Area;
- The location of the site within a commercially important and busy inner city area;
- The close proximity of other infrastructure, e.g. public utilities, sewers and highways; and
- The need to minimise disruption to local businesses and residents.

## 6 Timescales

Table 5 contains the current Crossrail construction programme key start dates for Fisher Street Shaft from the commencement of Enabling Works through to the shaft's construction, completion and site clearance.

Activity	Quarter (Start Date)
Enabling works (utilities diversions and demolitions)	1 <sup>st</sup> Quarter 2011
Main works site set up	2 <sup>nd</sup> Quarter 2012
Piling and Shaft construction	3 <sup>rd</sup> Quarter 2012
SCL tunnel construction	1 <sup>st</sup> Quarter 2013
Running tunnel construction	1 <sup>st</sup> Quarter 2013
Running tunnel completion	2 <sup>nd</sup> Quarter 2013
Complete shaft works and clear site	4 <sup>th</sup> Quarter 2014

Table 5: Summary of construction programme key dates

## **7 Other consent approvals/notifications**

In addition to the Planning approvals, the works will require other approvals from consent granting bodies, including those relating to Environment, Highways and Traffic. Applications for these approvals will be made by CRL under the appropriate statutory and legal framework. These include:

- Planning Consents:
  - Schedule 7 Construction Arrangements (for the Enabling and Main Works) – approved 17<sup>th</sup> September 2009; and,
  - Schedule 7 Bringing into Use (for the operation of the head house).
- Environmental Consent:
  - Schedule 17 Dewatering Consent (from the Environment Agency).
- Traffic Consents:
  - Schedules 2, 3 and 17 Traffic Consents.

## Appendix A: Undertakings and Assurances made to the London Borough of Camden

The following table consists of all Undertakings and Assurances given to the London Borough of Camden. The complete Register of Undertakings and Assurances is available on the Crossrail website:

<http://billdocuments.crossrail.co.uk/80256FA10055060F/pages/ofundertakingsandassurances>

No.	Type	Recipient	Subject	Commitment	Location	Source of commitment and date given
0543	Undertaking	London Borough of Camden	Heritage Undertaking	<p>The Nominated Undertaker shall enter into:</p> <ul style="list-style-type: none"> <li>an agreement in the form attached in Appendix 1 where the Nominated Undertaker is authorised to carry out works affecting the listed buildings comprising Centre Point, New Oxford Street/St Giles High Street, WC2;</li> <li>an agreement in the form attached at Appendix 2 where the Nominated Undertaker is authorised to carry out works which may require works for the alteration or extension of a building falling within an area of LBC specified in the table in paragraph 2(2) of Schedule 9 to the Crossrail Act for the purpose of maintaining and restoring its character as a building of special architectural or historical interest.</li> </ul>	Borough Wide	<p><a href="http://webtop.crossrail.co.uk/webtop/drl/objectId/091ae2d980110872">http://webtop.crossrail.co.uk/webtop/drl/objectId/091ae2d980110872</a></p> <p><a href="http://webtop.crossrail.co.uk/webtop/drl/objectId/091ae2d98010c986">http://webtop.crossrail.co.uk/webtop/drl/objectId/091ae2d98010c986</a></p>