



Crossrail Act 2008  
Crossrail Ltd

London Borough of Camden

Schedule 7 Restoration  
Written Statement for Agreement

Kingsway Tram Tunnel

Submission Reference: CAM-3-5

Document Number: C610-ATC-T1-RGN-CRG03-50075

## Contents

<b>1. Introduction .....</b>	<b>3</b>
1.1 Application Background .....	3
1.3 Introduction to Crossrail.....	3
1.4 The Crossrail Act 2008.....	3
1.5 Crossrail Construction Code.....	4
<b>2. Location and Characteristics .....</b>	<b>5</b>
2.1 Description of Site Context.....	5
2.2 Crossrail works .....	5
<b>3. Description of Restoration Works .....</b>	<b>7</b>
3.1 Restoration works .....	7
<b>4. Plans and Specifications .....</b>	<b>8</b>
4.1 Scheme for Agreement .....	8
4.2 Documents for information.....	8
<b>5. Timescales .....</b>	<b>9</b>
<b>6. Other Consent Approvals/Notifications .....</b>	<b>10</b>
<b>Appendix A: Undertakings and Assurances made to the London Borough of Camden .....</b>	<b>11</b>



# 1. Introduction

## 1.1 Application Background

Scheme:	Crossrail
Applicant:	Crossrail Limited
Applicant Address:	25 Canada Square, Canary Wharf, London, E14 5LQ
Description:	Scheme for Agreement under Schedule 7(11)(2) to the Crossrail Act (2008) for the restoration of the Kingsway Tram Tunnel worksite

## 1.3 Introduction to Crossrail

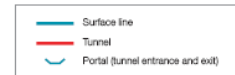
Crossrail is a major new cross-London rail link project that has been developed to serve London and the south east of the United Kingdom. Crossrail will support and maintain the status of London as a World City by providing a world class transport system. The project includes the construction of a twin-bore 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.



**Crossrail**  
Route Map



## 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 authority.

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 local planning authorities (LPAs) can have regards to in determining requests for approval.

This document includes information submitted as part of a submission under paragraph 11 (2) of Schedule 7 for agreement to a scheme for the restoration of the worksite at Kingsway Tram Tunnel.

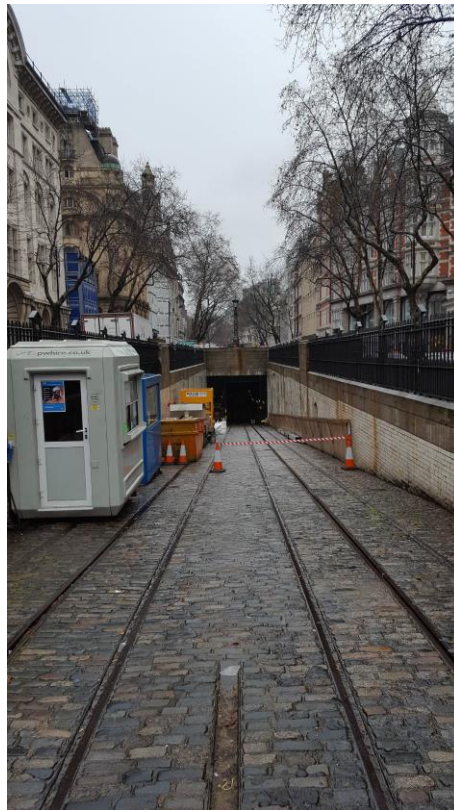
## **1.5 Crossrail Construction Code**

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

### 2.1 Description of Site Context

Kingsway Tram Tunnel is a grade II listed structure located on Southampton Row in the London Borough of Camden. The listed structure includes a ramp descending from street level and the tram tunnel itself.



Kingsway Tram Tunnel ramp (February 2017)

The Crossrail site comprises only the Kingsway Tram Tunnel (which includes the down ramp and approximately 40m into the tunnel itself) and has been occupied since 2012. There are no areas beyond the tunnel that are subject to this application for agreement.

### 2.2 Crossrail works

#### Grout shaft

A grout shaft with an external diameter of 5m, approximately 34m into the tunnel from the tunnel entrance (at the bottom of the ramp) was installed in order to mitigate potential damage to listed and other buildings from movements caused by the sinking of the Fisher Street shaft and the construction of crossovers at Fisher Street.

As ground settlement from tunnelling was identified through monitoring, the purpose of the grout shaft was to enable grout to be injected horizontally from the sides of the shaft into the soils beneath the buildings, reducing the impacts from settlement.

The grout shaft has been reinstated in line with the agreed Heritage Deed Method Statement, letter dated 10 March 2010 (CRL ref: Cam/5/H1, Council Ref: 01188).

## **Boreholes and Concrete Silos**

Two boreholes 600mm in diameter were constructed within the tram tunnel and two concrete silos were installed on the ramp in 2014. This installation has been used to supply concrete, water, compressed air and electricity to the eastbound and westbound tunnels which run under the KTT.

A Heritage Method Statement (CRL ref: CAM/3/5/H4) was agreed for these works in an email on 6 December 2013 pursuant to the signed Heritage Deed between London Borough of Camden and the Secretary of State for Transport. This method statement included proposals for the restoration of the boreholes and includes removal of temporary protection measures, making good of the work site and reinstatement of iron tram rails where required.

This Schedule 7 application relates to the restoration associated with the grout shaft, these boreholes and removal of the concrete silos and the general restoration of the KTT worksite.

### 3. Description of Restoration Works

#### 3.1 Restoration works

The Crossrail worksite for restoration consists entirely of the Kingsway Tram Tunnel itself which has not been altered. Therefore the restoration relates purely to removal of equipment and temporary protection, and general making good. Accordingly there is not a drawing showing the proposed restoration and this written statement contains the details of restoration for agreement.

As per the Heritage Deed approvals, reinstatement will be carried out with reference to the Kingsway Tram Tunnel Schedule of Condition (April 2012).

The Heritage Method Statements (C300-BFK-C-GMS-CRT00\_ST005-51803 and C122-OVE-T1-GMS-CR001-00001) confirm that the restoration will encompass:

- Grout shaft backfilled and upper rings removed (completed)
- Concrete tunnel floor reinstated at the location of the grout shaft (completed)
- Removal of all temporary protection and associated fixings
- Filling in boreholes with concrete
- Making good the worksite
- Reinstatement of set aside iron tram rails to their original locations and cast into the KTT floor where required

Temporary protection for the tunnel ramp was installed using non-invasive fixings and will be removed without damage to the listed fabric.

The two 600mm boreholes will be filled with concrete and the KTT floor reinstated as per the 2012 condition survey. The pre-cast concrete tunnel lining that boreholes penetrate (into east and westbound Crossrail tunnels) will be reinstated to provide a seal at the base of the boreholes to allow for concrete filling. Other fixings made into the concrete structure of the tunnel will be made good with concrete matching the existing.

## 4. Plans and Specifications

The following plans are being submitted for agreement:

### 4.1 Scheme for Agreement

<b>Title:</b>	<b>Drawing Number</b>
Written Statement for agreement	C610-ATC-T1-RGN-CRG03-50075

### 4.2 Documents for information

To assist in your determination we also enclose the following plans / documents for information.

<b>Title:</b>	<b>Document Number</b>
Location plan	C610-ATC-T1-DWG-CRG03-50001
Heritage Deed Method Statement for the construction of bored holes and installation of two 40 tonne Concrete Silos at the Kingsway Tram Tunnel	C300-BFK-C-GMS-CRT00_ST005-51803
Heritage Deed Method Statement for a grout shaft at Kingsway Tram Tunnel	C122-OVE-T1-GMS-CR001-00001





## 5. Timescales

The planned construction programme is as follows:

<b>Activity:</b>	<b>Quarter (Start date):</b>
Restoration of Kingsway Tram Tunnel	Q3 2017



## 6. Other Consent Approvals/Notifications

Relevant Schedule 7 planning approvals granted by the London Borough of Camden:

- Schedule 7 for enabling and works in connection with new ventilation and intervention shaft for Crossrail at Fisher Street including ground investigation works and works to mitigate settlement: namely road transport, handling of re-usable spoil and top soil, storage sites, screening, artificial lighting and suppression of dust and mud on highway. LBC ref: 2009/3243/P

Heritage Deed method statement approvals:

- Heritage Deed Method Statement for a grout shaft at Kingsway Tram Tunnel (CRL ref: CAM/5/H1)
- Heritage Deed Method Statement for the construction of bored holes and installation of two 40 tonne concrete silos at Kingsway Tram Tunnel (CRL ref: CAM/3/5/H4)



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

The following table consists of all Undertakings and Assurances given to 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>

Ref	Type of Commitment	Subject	Commitment Summary
154	Assurance	Kerbside space / Parking facilities	The Promoter will work with the petitioner to develop a reallocation of kerbside space in this area, giving priority to parking facilities for priority users as identified by the petitioner.
543	Undertaking	Listed buildings	In consideration of the Mayor and Burgesses of the London Borough of Camden and the Historic Buildings and Monuments Commission for England refraining from all further opposition to the Crossrail Bill on grounds relating to listed buildings and the demolition of buildings in conservation areas (including the disapplication of provisions of the Planning (Listed Building and Conservation Area) Act 1990), the Secretary of State for Transport undertakes to require a nominated undertaker appointed under clause 48 of the Crossrail Bill to enter into - (a) an agreement in substantially the form of the attached draft in Appendix 1 hereto 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, 8-10 (even) Southampton Row, WC1 and Kingsway Tram Tunnel; (b) an agreement in substantially the form of the attached draft in Appendix 2 attached hereto where the nominated undertaker is authorised to carry out works which may require works for the alteration or extension of a building falling within the area of the London Borough of Camden which is specified in the table in paragraph 2(2) of Schedule 9 to the Crossrail Bill (and not being an excluded building) for the purpose of maintaining or restoring its character as a building of special architectural or historical interest.
667	Undertaking	Service costs	See below.
667_01	Undertaking	Commercial	Subject to paragraph 3, the Promoter agrees to reimburse the dedicated staffing and/or consultant costs incurred by the Local Authority in providing the Services to the extent provided by paragraph 2.3 ("the Relevant Costs") for a period commencing on Royal Assent to the Crossrail Bill and terminating in accordance with a request under paragraph 2.6. The Relevant Costs shall be actual costs incurred in providing the Services subject to a limit: (a) in



Ref	Type of Commitment	Subject	Commitment Summary
			any one financial year of £105,000; and (b) an overall limit of £605,000; but do not include costs in respect of activities for which the Local Authority is entitled to recover costs from the Promoter or the Nominated Undertaker or any other person under any other agreement or legislation.
667_02	Undertaking	Crossrail Bill	Before effecting any transfer under clause 4.1 the Promoter shall procure a direct covenant from the transferee to the Local Authority to comply with the terms of this Agreement.
667_03	Undertaking	Crossrail Bill	The Promoter agrees to reimburse the dedicated staffing and/or consultant costs incurred by LBC in providing the services to the extent provided by Clause 2.3 for a period commencing on Royal Assent to the Act terminating in accordance with request under paragraph 2.6.
667_04	Undertaking	Crossrail Bill	The Relevant Costs shall be actual costs incurred in providing the Services subject to a limit: in any one financial year of 105,000; and an overall limit of 6,500; this does not include costs in respect of activities for which LBC is entitled to recover from the Promoter of the NU or any other person under any other agreement or legislation.
667_05	Undertaking	Crossrail Bill	The figure referred to in paragraph 2.3(a) is based on October 2007 salaries and overheads and shall be RPI Indexed. The figure referred to in paragraph 2.3(b) shall be Period RPI Indexed.
667_06	Undertaking	Crossrail Bill	In the light of review of the anticipated Crossrail Works programme either party may request: (a) termination of the period referred to in paragraphs 2.1 and 2.2; or (b) termination of the reimbursement of Relevant Costs in relation to the services set out in Appendix B to this agreement; (c) a change to the limit applicable to the Relevant Costs under paragraph 2.3 for any particular future year or in total; or (d) a change to the end date for the calculation of Period RPI Indexed.
667_07	Undertaking	Crossrail Bill	Any such request: (a) must be made in writing at least 4 months before the start of the financial year of the Promoter in which the termination or change is to commence; (b) shall not be unreasonably refused; and (c) shall be either refused or accepted in writing within one month of the making of the request.
667_08	Undertaking	Crossrail Bill	The Promoter agrees that: (i) it will not be unreasonable for the Local Authority to refuse any request for a termination of the period referred to in paragraphs 2.1 and 2.2 before the Crossrail Works and the Statutory Services in the London Borough of Camden have been completed; and (ii) it would be unreasonable for the Promoter to refuse a request under paragraph 2.6(d) if there had been a material change to the anticipated duration or phasing



---

Ref	Type of Commitment	Subject	Commitment Summary
			of the Crossrail Works in the London Borough of Camden since the date of this Agreement.