Site SHX3 page 221 Eagle Wharf Road.

Transport for London (TfL) Managing Director of Crossrail 2 leads an integrated TfL and Network Rail project team in developing the Crossrail2 scheme. Previous comments made by the Greater London Authority (GLA) and TfL in response to London Borough of Hackney’s Local Plan incorporated the view of TfL’s Crossrail2 Integrated Project Team. The following provides further information about the Crossrail2 project.

Crossrail 2 is a new proposed railway linking the national rail networks in Surrey and Hertfordshire via an underground tunnel through London. The scheme is jointly sponsored by the Mayor, through Transport for London and the Secretary of State for Transport through the Department for Transport.

The new railway would stop at key locations throughout the city centre, including Tottenham Court Road, Euston St. Pancras, Victoria, Clapham Junction and Wimbledon. This would improve access to and from London across the wider South East, and significantly reduce congestion on existing Tube and National Rail services.

Shafts would be required along the tunnelled section of the proposed Crossrail 2 route in order to connect the underground running tunnels to the surface. Where possible, these would be constructed within the overall station structures but would also be required at locations between stations where operational and safety requirements determine they are needed.

To enable Crossrail 2 to operate safely, a shaft must be provided midway between Angel and Dalston stations. The shaft would provide tunnel ventilation, access for the fire and rescue services and a safe evacuation route for passengers in the event of an emergency. Construction of a junction between Angel and Dalston would also be required by the project between Angel and Dalston stations, to enable passive provision for a potential future eastern branch. In order to construct this junction a worksite of approximately 5,000sqm will be required and a suitable site for the shaft and worksite to deliver the shaft will be required.

In March 2015 the Secretary of State for Transport confirmed the Crossrail2 Safeguarding Directions for the tunnelled section of the proposals. The 2015 Safeguarding Direction identifies the Limits of Safeguarding, essentially a corridor mapping an alignment within which the future below ground Crossrail2 running tunnels could be built and the Areas of Surface Interest (AOSI), land at ground level that may be used for the construction of stations, vent shafts and other infrastructure associated with the construction or operation of Crossrail2. The purpose of the Safeguarding Direction to ensure proposed development does not conflict with the future ability to deliver the railway. Site allocation SHX3 is above the running tunnel alignment and within the 2015 Limits of Safeguarding.
In autumn 2015 Transport for London undertook a consultation exercise which shared information and asked for feedback on the preferred location of station entrances and exits, tunnel portals, shafts, depots and construction worksites for the tunnelled section of the Crossrail 2 scheme.

A shortlist of five options for locating a ventilation shaft in the Shoreditch Park area were proposed including industrial and commercial buildings on Eagle Wharf Road, an option within Shoreditch Park itself and two options using the site of the current Britannia Leisure Centre; appendix 1 provides further detail on the site shared in 2015 as part of the autumn consultation. These sites were selected as they avoided the need to acquire residential property.

During the consultation, respondents were most concerned about the loss of green space if the shaft was located in Shoreditch Park and about the impact on the Britannia Leisure Centre. The London Borough Hackney also advised that it had plans to build a new, much-needed 1,140 place secondary school and sixth form to meet demand for school places on the site of the Britannia Leisure Centre. As a result and as part of the Response to Issues Raised in 2016, Crossrail 2 confirmed it removed the two sites at the Britannia Leisure Centre from its proposals.

The Crossrail 2 project team continues to look at how best to minimise any potential loss of green space in response to the concerns raised about the use of Shoreditch Park and has undertaken further technical assessments of sites in Eagle Wharf Road. All three sites remain viable for construction of an intermediate shaft.

The Crossrail 2 project is the subject of an Independent Affordability Review (IAR) and the IAR’s interim report has been passed to the Mayor and the Secretary of State for review. The government is considering the recommendations of the Independent Affordability Review of Crossrail 2, and will consider the case for the project at the Spending Review.

If development were to be brought forward, prior to a Crossrail 2 announcement, the opportunity to find sites of a suitable size and location that also meet the engineering and safety requirements necessary to deliver the scheme would become increasingly constrained. A further concern is the location and proximity of any proposed residential development to a future Crossrail2 tunnel and worksite. Construction activity and proximity to “sensitive receptors” which include occupiers of residential properties increases the need to mitigate noise and disturbance associated with the construction activity which can then drive the need for larger site requirements.

It is therefore paramount to ensure that options which ensure the ability to deliver an engineering solution which satisfies the fire and safety requirements associated with the construction of the railway, its future operation and the junction works for the potential future eastern branch.
TfL’s Crossrail2 Integrated Project Team continues to have regular engagement with London Borough of Hackney officers and Members to discuss the development of the Crossrail 2 scheme design.

Michael Johnson
Safeguarding Manager
Crossrail 2
30/05/2019
Appendix 1. Extract form 2015 consultation document; Crossrail2 Shafts.

The proposal
A single worksite would be required to build and equip the shaft and the junction.

We are currently considering a number of options for the shaft in the area. Our current options have been selected because they would allow us to position the possible Eastern branch junction under the open space of Shoreditch Park. The options are:

- Option A - Eagle Wharf Road (48 and 48a)
- Option B - Eagle Wharf Road (46 and 47)
- Option C - Shoreditch Park (north-west corner)
- Option D - Britannia Leisure Centre (car park)
- Option E - Britannia Leisure Centre (main building)

Construction would take around six years from start to finish. Activity on site would fluctuate over the period. Once the site has been cleared and prepared, the major construction work to dig out the shaft and junction would usually be complete within three years.

On completion of the works, an above-ground structure known as a head-house would remain. The head-house would provide access to the shaft, the equipment within it and the tunnels below. It would also allow air to be drawn into and out of the tunnel ventilation system. At this early stage of Crossrail 2's design, we expect a typical head-house to be at least two storeys high and to occupy an area of around 25m by 25m. As the scheme develops further, we would engage with the local authority, interested stakeholders and local communities to inform the designs for each head-house.