



Department
for Transport

Summary of Responses and the Government's Response to the Consultation on Updating the Safeguarding for Crossrail 2

March 2015

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Foreword

London is a growing city. Not only is the population growing, but so are the number of journeys taken on London's public transport network.

This is presented in the Mayor of London's *London Infrastructure Plan 2050*, which explains how transport is vital to supporting London's economy and ensuring the capital remains a quality location to live and work. Transport projects such as Crossrail 2 support economic growth, the creation of jobs and the building of homes.

Crossrail 2 is identified as a priority for the Mayor and Transport for London (TfL) in the *Mayor's Transport Strategy 2010* and TfL have asked the Government to consult on an updated safeguarding direction for the scheme, previously known as the Chelsea-Hackney line.

Crossrail 2 is a proposed new underground railway line running from Wimbledon to New Southgate and Tottenham Hale, via Central London. It would connect to the national rail network in much the same way as the current Crossrail project.

Safeguarding is an early part of the planning process. The Government issues a Direction to local planning authorities asking that TfL is notified of any proposed development along the safeguarded route that might impact upon the plans for Crossrail 2, therefore protecting the land needed for the project. This is increasingly needed in cities such as London, where there is significant development with bigger buildings and deeper foundations. Safeguarding does not necessarily prevent developments taking place, rather it ensures that plans can accommodate proposed infrastructure of strategic importance.

Parts of the proposed Crossrail 2 route have been covered by safeguarding since 1991. Following changes in forecasted travel demand, TfL carried out a number of planning and design studies, which have led to a proposed new Direction to safeguard the updated route. The consultation on this proposed direction ran from 20 November 2014 to 29 January 2015, seeking views from local planning authorities, businesses and members of the public, and received over four thousand responses.

Executive Summary

1. Crossrail 2 is a proposed new rail line running through London from Wimbledon in the south west to Tottenham Hale and New Southgate in the north east, connecting to the existing National Rail network at either end.
2. Safeguarding is an established part of the planning process, which in this case will require local planning authorities to consult Transport for London (TfL), Crossrail 2's sponsor, before granting planning permission in safeguarded areas.
3. Specifically, local planning authorities would be asked to notify TfL of any developments with works that extend more than three metres below the surface along the whole of the route, and all proposed developments in the areas of surface interest (AOSIs).
4. This consultation asked for views on an updated safeguarding direction, associated guidance, and on the geographical coverage of the safeguarding.
5. The purpose of the consultation was to gather information allowing the Secretary of State to make an informed decision on whether or not to issue an updated safeguarding direction.
6. Concerns were raised during the consultation about the impact of planning blight at proposed areas of surface interest. These have been considered by TfL on an individual basis, and the comments will inform their future work. TfL are committed to engaging with residents and stakeholders along the route to understand their concerns throughout the development of the project.
7. Comments were also made about potential impacts of construction, such as noise, vibration, and traffic. These do not relate specifically to the safeguarding, and will be dealt with in more detail in future consultations later in the planning process. More information can be found in Chapter 5 of this document. Summaries of the responses from London boroughs, businesses and interest groups can be found in Annex A.
8. Based on the comments made in the consultation, and TfL's changes to the proposed route, the Secretary of State has decided to issue an updated safeguarding direction. However, some amendments to the version published in November have been made to reflect the consultation responses received.
9. The main amendments are:
 - a. The removal of AOSIs from Wandsworth Common and Trinity Fields. AOSIs for the project will be required in this area, but the location will be determined after further consultation in the area.

- b. The removal of the Emmanuel Kaye building from an AOSI, which houses the Thrombosis Research Institute and the National Heart and Lung Foundation.
- c. The removal of the Co-op building in Islington from an AOSI.
- d. The removal of the footpath adjacent to the railway lines in Wimbledon from the safeguarded area.
- e. An amendment to the AOSI at Soho Square to make it clear that the garden itself will not be used.

10. In addition, TfL have committed to review a number of AOSIs following more detailed consultation.

11. The updated direction is published alongside this report, and comes into effect from 24 March 2015, and can be found here:
<http://crossrail2.co.uk/safeguarding/>

1. Introduction

- 1.1** Between 20 November 2014 and 29 January 2015, the Government ran a consultation on a proposal to update the safeguarding for the proposed new route of Crossrail 2 between Wimbledon and New Southgate / Tottenham Hale. The consultation was seeking views from local planning authorities (LPAs), businesses and members of the public, and received over four thousand responses.
- 1.2** Safeguarding Directions are made under the Town and Country Planning (Development Management Procedure) (England) Order 2010 to ensure that new developments do not conflict with the construction of projects of strategic importance. Safeguarding can help to control costs and prevent delays, with benefits for scheme promoters, developers and the wider public.
- 1.3** Once the Secretary of State has made the decision to safeguard a route, safeguarding directions are issued to LPAs. This places a legal obligation on LPAs to consult the named authority - in this case, Transport for London (TfL) - on all undetermined planning applications in the safeguarded area.
- 1.4** Specifically, LPAs would be asked to notify TfL of any developments with works that extend more than three metres below the surface along the whole of the route, and all proposed developments in the areas of surface interest (AOSIs).
- 1.5** If a LPA plans to grant planning permission despite TfL's comments, then the planning application is referred to the Secretary of State for Transport, who is able to direct a final decision on the planning application.
- 1.6** The safeguarding consultation set out proposals for safeguarding an updated route of Crossrail 2, including areas of surface interest that are needed for temporary or permanent construction, and sub-surface areas that may be required for tunnels.
- 1.7** The Secretary of State is content to issue an updated safeguarding direction, but with some amendments to the version published in November to reflect comments made during the consultation.
- 1.8** Safeguarding can trigger Statutory Blight procedures under the Town and Country Planning Act 1990, and gives those who have a qualifying interest in property, as defined in that Act, the ability to serve a Blight Notice.
- 1.9** General information for those who own property within safeguarded areas is available from the Department for Communities and Local Government at: <https://www.gov.uk/government/collections/compulsory-purchase-system-guidance>.

1.10 The purpose of this document is to explain the Government's decisions in the light of responses to the safeguarding consultation.

Questions Asked

1.11 The consultation asked the following questions:

- Company Name or Organisation (if applicable)
- Please tick from the list below that best describes you/ your company or organisation: Local Government, Small to Medium Enterprise, Large Company, Interest Group, Representative Organisation and Charitable Organisation.
- If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members?
- If you would like your response or personal details to be treated confidentially please explain why.
- If you are responding with regards to a building in the safeguarded area, please give the postcode of that building.
- Please tick one box below to indicate where the building your response relates to is situated, in relation to the safeguarded area:
 - i. In an area of surface interest (AOSI)
 - ii. In the safeguarded area, but not in an AOSI
 - iii. Within 200m of an AOSI, not safeguarded
 - iv. None of the above
 - v. Don't know
 - vi. Not answered
- Do you agree with the proposal to update the safeguarding of the Chelsea-Hackney Line route? If not, please explain why.
- Do you agree with the content of the proposed safeguarding directions? If not, please explain why.
- Do you agree with the content of the guidance for Local Planning Authorities on the directions? If not, please explain why.
- Do you agree with the geographical coverage of the land to be safeguarded? If not, please explain why.
- Do you have any specific comments on the safeguarding process or on the guidance provided?

Consultation Methods

1.12 The consultation ran between 20 November 2014 and 29 January 2015.

1.13 The consultation was publicised on the Department for Transport (DfT) and Crossrail 2 websites, as well as by leaflets sent to properties along

the safeguarded route. A written ministerial statement was laid in Parliament announcing the start of the consultation, and a press release was issued by the DfT.

- 1.14** TfL sent a leaflet explaining the Crossrail 2 project and the implications of safeguarding to all properties within 200m of an area of surface interest. These properties were chosen as the most likely to be affected by the safeguarding direction. Feedback from residents suggested the letters also reached many properties who were well outside of the safeguarded area. Several properties in the proposed safeguarding area also appear not to have received the leaflets. TfL have reported this to the distribution company used.
- 1.15** A letter from the DfT was sent shortly afterwards, to the same properties, announcing the start of the consultation.
- 1.16** In January a further letter was sent by TfL, this time to individual properties within 200m of the proposed safeguarding. This letter updated the contact details for those seeking more information about the safeguarding, and reminded residents of the closing date.
- 1.17** TfL held public meetings to answer further questions about the safeguarding, when these were requested. Meetings took place in Somers Town, Tooting, Wimbledon and Islington.

Analysis Methods

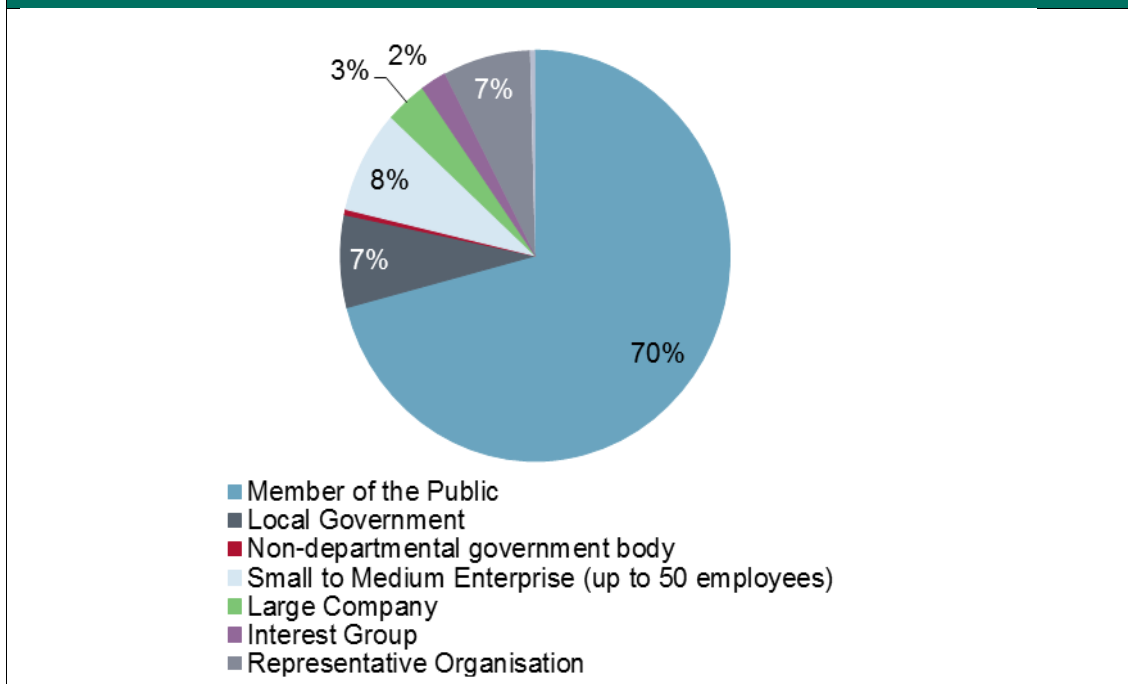
- 1.18** The closed questions have been analysed overall. They have also been broken down by the location of the property referred to, in relation to the safeguarding route and areas of surface interest (AOSI). This was carried out independently by SDG (Steer Davies Gleave).
- 1.19** Code frames have been developed to help analyse the responses to the open questions, which invited respondents to explain their responses to the closed questions. A separate code frame was developed to categorise the responses to each open question.
- 1.20** The code frames consist of a series of themes and within these more detailed comments. The code frame also identifies whether the respondent is referring to the whole route or a specific area along the route. The following list details the themes discussed in response to the open questions:
 - Concern regarding AOSI
 - Localised impacts
 - Question about safeguarding
 - Comment on content
 - Proposed change to route
 - Suggestion
 - Supportive
 - Unsupportive; and

- Request for information.
- 1.21** Where respondents left comments that did not directly concern safeguarding or the proposed direction, responses were coded as ‘other comments’ and analysed separately. The key themes and comments raised are discussed in chapter 5 of this report.
- 1.22** To ensure consistency between individual coding responses the first 50 responses coded by each person were checked. A random check of coding on 5% of responses was also undertaken.

2. About the Respondents

- 2.1** In total, 4,038 responses to the Crossrail 2 Safeguarding consultation were received. 233 (6%) were received via the online portal hosted on the Department for Transport's website and the remaining 3,805 (94%) were letters or email responses. A high proportion of respondents did not answer the survey questions, rather they expressed specific views in response to the consultation.
- 2.2** The Government is grateful for all responses, which will assist TfL in its future development of the scheme.
- 2.3** In addition to the responses received, over 26 000 searches were made with an interactive online map of the proposed safeguarded area, indicating significant interest in the proposals.
- 2.4** Among the 236 respondents that specified who they represented, the majority (70%) were members of the public and the remaining 30% included London boroughs, companies, interest groups and representative organisations. See Figure 2.1 for more detail. From the nature of the other 3,802 responses, it can be assumed that the vast majority were also submitted by members of the public.

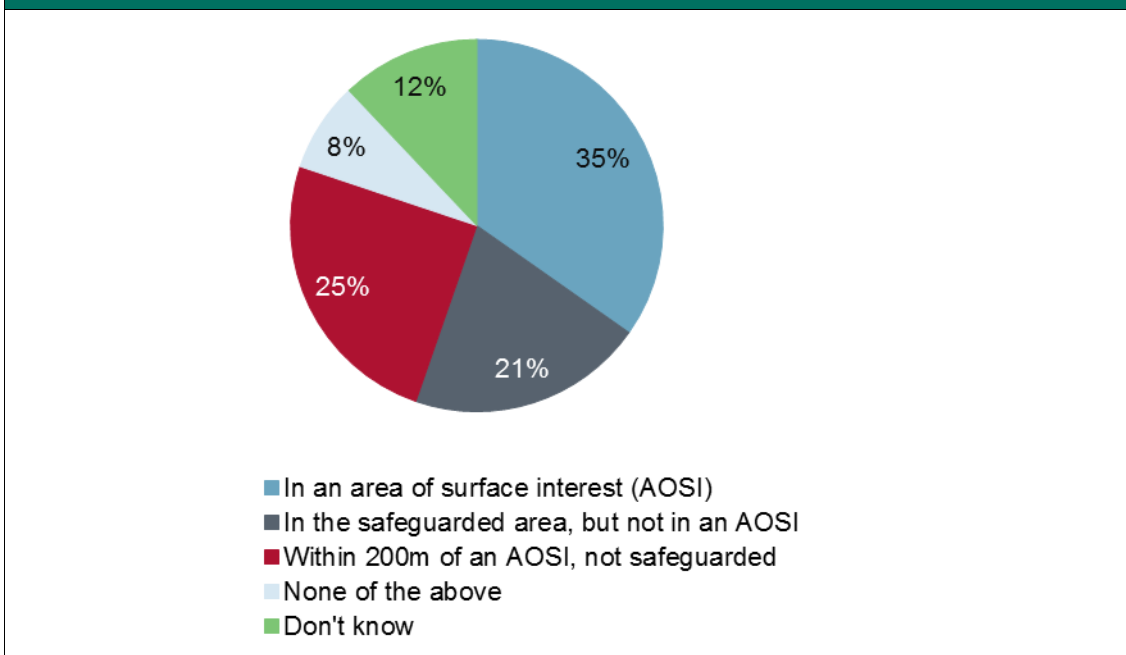
Figure 2.1 - Respondents by group (236 responses)



2.5 A summary of the responses received from London boroughs, companies, interest groups and representative organisations can be found in Annex A to this report.

2.6 Respondents were asked to state where the building their response related to is situated in relation to the safeguarded area. 141 respondents answered this question and among these 35% were responding about buildings within an area of surface interest (AOSI), 21% were about buildings in the safeguarded area and 25% were about buildings within 200 metres of an AOSI, but not the safeguarded area. Figure 2.2 provides more information.

Figure 2.2 - Relation to safeguarded area (141 responses)



2.7 Respondents were also asked to provide a postcode for the building their response referred to. 780 respondents provided their postcode and 769 (99%) of these were London postcodes. The majority of responses from London were regarding sites in Wandsworth (80%), followed by Kensington and Chelsea (7%). Table 2.1 lists all responses received by area.

2.8 All responses to questions about the safeguarding direction have been analysed together. Where information is available, responses have also been analysed by where the building referred to is situated in relation to the safeguarding direction.

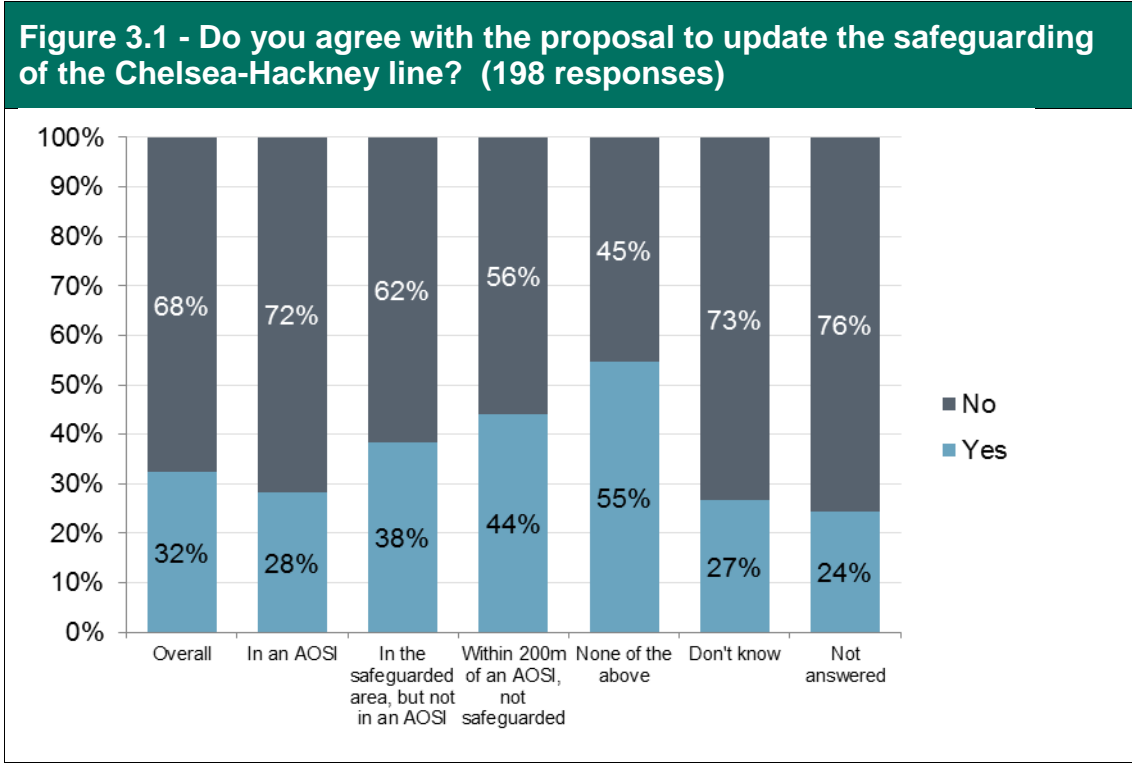
Table 2.1 - Responses by geography (769 responses)

Area	No. responses	Percentage
Wandsworth	613	80%
Kensington and Chelsea	52	7%
Islington	26	3%
Lambeth	19	2%
Merton	18	2%
Camden	16	2%
Hackney	7	1%
Westminster	7	1%
Haringey	4	1%
Croydon	2	<1%
Enfield	1	<1%
Southwark	1	<1%
Kingston upon Thames	1	<1%
Richmond upon Thames	1	<1%
Hammersmith and Fulham	1	<1%
Rest of the UK	11	1%
Total	780	100%

3. Detailed Responses to the Consultation

Updating the Chelsea-Hackney Safeguarding

- 3.1** Respondents were asked whether they agreed with the proposal to update the safeguarding of the Chelsea to Hackney Line route for Crossrail 2. The majority of respondents did not answer this question directly; of the 198 respondents who did, 32% supported the updating of the safeguarding direction, but the majority opposed it (68%).
- 3.2** Opposition was higher among those whose buildings are within a proposed area of surface of interest (AOSI) or within the safeguarded area (72% and 62% respectively) compared to those who are less likely to be affected. The proportion of favourable and unfavourable responses by area can be seen in Figure 3.1.
- 3.3** 66 respondents did not answer the question regarding the situation of the building they were responding about, their response to the question is included in the chart below under the heading 'not answered'. The chart shows only those respondents that specifically answered this question.

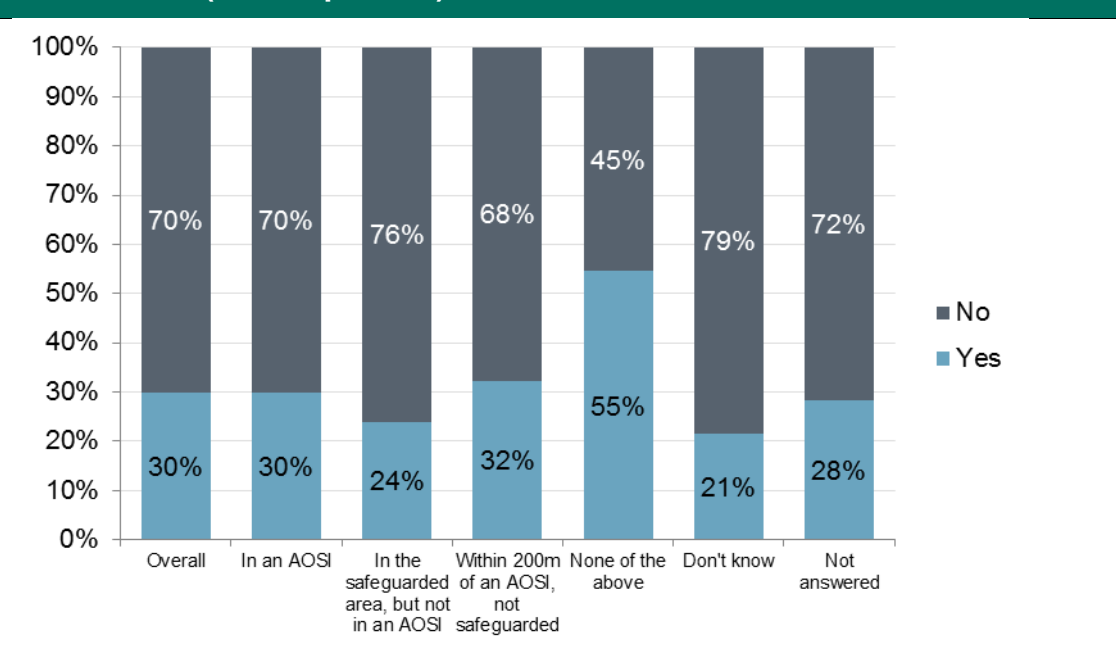


- 3.4** 23 open comments were received in response to this question. Eight respondents were in support of updating the safeguarding direction and 15 were unsupportive. The reasons for respondents not supporting the update included:
- “Safeguarding should not be progressed until plans for exact route, design and financing of the scheme are made” (11 respondents); and
 - “Previous safeguarding direction is more appropriate in relation to surface works” (three respondents).

Content of the Safeguarding Direction

- 3.5** Respondents were asked whether they agreed with the content of the safeguarding direction. 167 of the respondents answered this question. The level of support and opposition was similar to the previous question, with 30% supporting the content but the majority (70%) opposing it.
- 3.6** Support was noticeably higher among respondents who are less likely to be affected by the safeguarding direction (i.e. those who are not in an area of surface interest (AOSI), not in the safeguarding area and not within 200 metres of an AOSI), as shown in Figure 3.2.
- 3.7** 46 respondents did not answer the question regarding the situation of the building they were responding about. Their response to the question is included in the chart below under the heading ‘not answered’. This chart shows only respondents who specifically answered this question.

Figure 3.2 - Do you agree with the content of the proposed safeguarding directions? (167 responses)



- 3.8** Nine comments were received in relation to the content of the safeguarding direction. One comment questioned the requirement to refer planning applications with building, engineering or other operation

deeper than three metres, while another suggested that more guidance on sustainability be included.

3.9 Three respondents questioned what the safeguarding meant in terms of:

- How properties within the 200m safeguarding area will be affected?
- How properties in close proximity, but outside the safeguarding area will be affected?

3.10 The remaining comments gave suggestions in relation to the safeguarding direction:

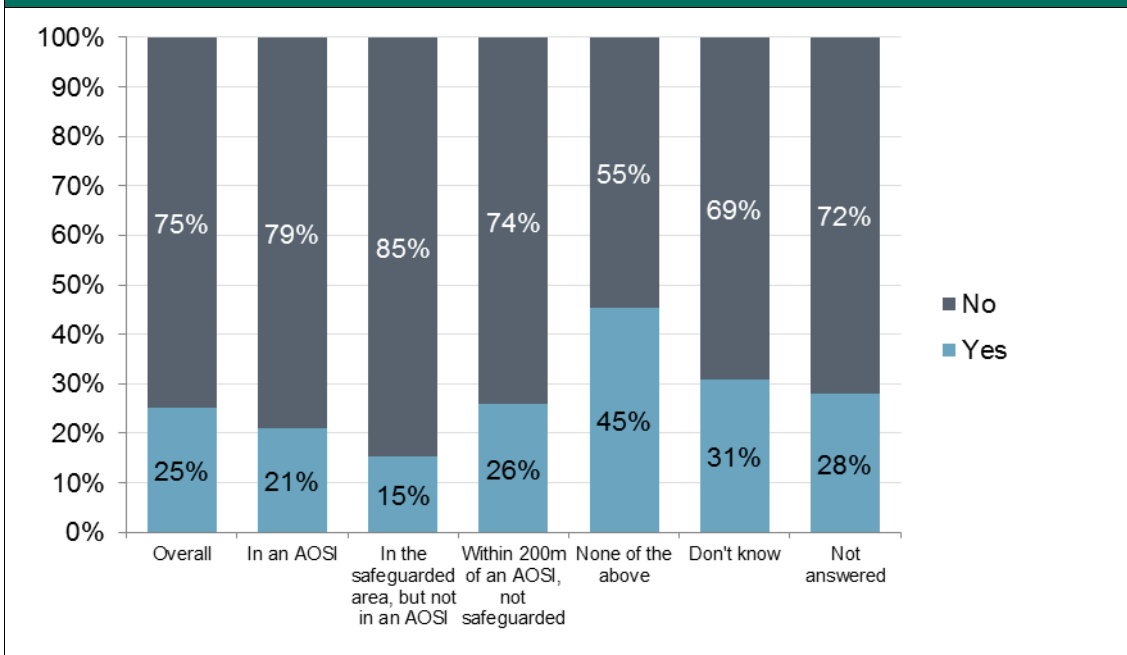
- Changes to the route alignment to improve journey times
- Greater consideration for access by residents
- Changes to the location of station entrances.

Coverage of the Proposed Safeguarding Direction

3.11 Respondents were invited to show support or opposition to the geographical coverage of the safeguarding direction. Of the respondents, 167 answered this question. 75% of respondents overall opposed the coverage of the direction. Opposition was highest (85%) among those whose buildings are within the safeguarded area.

3.12 43 respondents did not answer the question regarding the situation of the building they were responding about, their response to the question is included in Figure 3.3 below under the heading 'not answered'. This chart includes only respondents who specifically answered this question.

Figure 3.3 - Do you agree with the geographical coverage of the land to be safeguarded? (167 responses)



3.13 The majority of comments received were in response to the geographical coverage of the safeguarding direction (3,882 comments). The themes discussed are shown in Table 3.1.

Table 3.1 - Comments received in response to the geographical coverage of the safeguarding direction (3,882 comments)		
Theme	No. comments	Percentage of comments
Concern regarding AOSI	3,860	99%
Localised Impacts	12	<1%
Proposed change to route	6	<1%
Suggestion	2	<1%
Supportive	2	<1%
Request for information	1	<1%
Total	3,882	100%

3.14 The majority of comments received were opposing the area of surface interest (AOSI) sites on Wandsworth Common and Trinity Fields in Wandsworth (3,728 responses). Respondents stressed the importance of these green spaces in their community, which is home to a large number of young families who use the Common in their leisure time. Respondents also referred to the loss of highly valued sport fields if the AOSI on Trinity Fields is used for construction. Others referred to the Skylark café, described as the focal point of Wandsworth Common, and the dis-benefits it would suffer if the proposed AOSI remains next to the café.

3.15 As well as the immediate impact of the AOSI sites on Wandsworth Common and Trinity Fields, respondents talked more generally about the impact construction at these locations could have on their local area in terms of increased traffic on already congested roads, increased noise, increased pollution and in some cases, statutory blight. Some respondents suggested using a site alongside the existing rail tracks to Wimbledon, to avoid impacting the local community.

3.16 Another AOSI which received a significant level of objection is the one including the Curzon Cinema in Soho. Articles were published in local and national press alerting the public to the Curzon's situation in an AOSI resulting in a petition, which at the date of this report had received over 21,250 signatures¹

3.17 A full list of objections to specific AOSI sites can be found in Table 3.2.

¹ <https://you.38degrees.org.uk/petitions/save-the-curzon-soho>

Table 3.2 - Objections about AOSIs

Area of Surface Interest	Reason given for concern	No. comments
Wandsworth Common and Trinity Fields	Concern about loss of leisure space, loss of sport fields on Trinity Fields, economic impact on the Skylark café and more local disruption.	3,728
Baskerville Road and Routh Road	Concern about tunnelling under residential properties.	20
25 Gresse Street	The property contains 92 flats; placement next to an AOSI could be disruptive.	19
Dovehouse Square	This is a historic, open space in the heart of this busy district - a natural amenity.	16
Co-op Bank, Angel	Concern that development will destroy the historic character of the Angel Islington.	13
Belgrave House	The building is 10 years old; its destruction would be a waste of materials and resources.	7
Torrens Street, Angel	The AOSI backs onto historic and listed buildings, leading to concerns about vibration, noise, dust and light pollution. Some buildings are on land contaminated by heavy metal pollutants. Concern that traffic associated with the site could result in congestion and safety concerns at major road junctions.	6
Chelsea Fire Station	Concern about loss of Chelsea Fire Station.	4
Curzon Cinema, Soho	Concern about the significant impact of losing one of London's cultural landmarks.	4
Pentonville Road / Islington High Street	Concern about loss of commercial space that adds to the town centre's amenity and character, as well as several local landmarks.	3
Angel, Islington	The scheme will cause long-term disruption and historic damage to Angel.	3
Lower Grosvenor Gardens	Concern about part or total closure of Lower Grosvenor Gardens - a valued green space opposite Victoria station.	3

Ducketts Common / Green Gates Common	These are two relatively small green areas used by children and teenagers living around Turnpike Lane Underground station. Concern about loss of local green space.	3
Gap Road Green Space, Wimbledon	Concern about council owned cemetery land & a designated Site of Importance for Nature Conservation.	2
Duncan Terrace	Concern about impacts to properties on Duncan Terrace from the adjacent AOSI.	3
Francis Crick Institute	Concern about vibration and electro-magnetic interference from tunnels.	2
125 Sydney Street and Royal Brompton Hospital	Concern that the AOSI could lead to blight, affecting the hospital's development plans.	2
Angel Square Building, Islington	The building has deep piles which may conflict with the proposed alignment and depth of the proposed scheme tunnels.	2
34-70 Eversholt Street	Includes 60 residential units and 15 business premises, including several heritage and listed buildings. Concern for the impacts on adjacent properties during construction, including the Maria Fidelis school on Drummond Crescent.	2
Waitrose, Wimbledon	Query as to why Waitrose has been included in the AOSI.	2
Colliers Wood	Concern that a proposed tunnel could increase vibration and affect property prices.	1
12 Bar Club, Soho	Concern about the impact of losing one of London's cultural landmarks.	1
232 King's Road and 18-20 Chelsea Manor Street	The former Chelsea Post Office & Sorting Office site on the King's Road has been given planning permission to deliver 20 residential units.	1

St Pancras Station	Concern that the safeguarding appears to be too limited, particularly regarding the new St Pancras Station entrance. Oppose bringing the entrance into the Arcade, which could disrupt station operation and compromise the character and structural integrity of the historic fabric of the station. Alternatives should be sought to satisfy Crossrail 2's connectivity criteria.	1
Albion Square	Concern for Grade II listed buildings.	1
Semley House	Concern about impact of construction noise, dust and vibrations on this residential block.	1
Rathbone Place	This area is in the Hanway Street Conservation Area and includes a Grade II listed building.	1
Soho Square Gardens	Opposed to AOSI due to impacts on the use of the square and gardens as a public amenity.	1
Emmanuel Kaye Building	Opposition to the inclusion of the building in an AOSI. In 2007 the building was removed from the AOSI due to the impact on future investment into research there.	1
Land at rear of Gap Road, Wimbledon	Site is a designated Locally Significant Industrial Site and a designated Site of Importance for Nature Conservation.	1
Everyday Church, Wimbledon	Concern about inclusion in an AOSI, jeopardising the building and impacting the community.	1
5 Lower Belgrave Street, 52 Grosvenor Gardens, Ebury Gate and 60 Buckingham Palace Road	Questioning the need to safeguard these sites until a decision has been made on relocating Victoria Coach Station. The key reason for objecting is the lack of justification for the proposals and lack of detailed assessment. Blighting land for several years is unjustified when it is only to be used as a construction site for a short amount of time.	1
Leshwin Road	Concern about the effect on property of works done in sub-surface safeguarding areas.	1
47-49 Stamford Hill	Land partly occupied as a supermarket, and partly as one of Ford's main inner London car dealerships. Both premises have associated car parking. Concern that safeguarding could result in blight.	1

Paultons Square, Chelsea	Paultons Square is Grade II listed. It is felt the Blight and Purchase Notice provisions do not adequately alleviate the hardship of an owner.	1
196-222 Kings Road (Chelsea Cinema) and 224-226 Kings Road (NatWest Bank)	Chelsea Cinema is planning a redevelopment to be completed by 2018/19. The project consists of the construction of three mixed-use blocks and an expanded basement area. Planning permission was granted in October 2014 under the previous Chelsea-Hackney safeguarding directions.	1
Land around the Central Line, from Buckhurst Hill to Epping	Concern that Crossrail 2 could affect the Central Line in Epping from its entry into the district at Buckhurst Hill to the end of the line at Epping.	1
British Library	Concerns that the new plans for Crossrail 2 and a new station in the Euston/St Pancras area will impinge on British Library land, both prejudicing current operations and delaying or restricting the Library's plans for the development of its currently undeveloped land.	1
Land close to South Tottenham Station	There is an appeal against Haringey Council's refusal of planning permission for residential development off Ermine Road. Haringey will seek to ensure this area of land is safeguarded. The AOSI is also protected as a Site of Importance for Nature Conservation in the Local Plan.	1
Markfield Road, Haringey	Loss of the waste transfer facility operated by O'Donovan's could impact on Haringey Council's ability to deal with licensed waste.	1
BHS store, Wood Green	Concerned that an AOSI here could prevent development on the High Road and compromise the Mayor's aspiration for development uplift around future rail stations.	1
Bounds Green Industrial Estate	Concern about the impact on local employment at Bounds Green industrial estate.	1
Bramlands Close, SW11	The planned access shaft at Bramlands Close has the potential to disrupt the regeneration of the York Road and Winstanley Estates.	1
Shoreditch Park	Concern about impact on Shoreditch Park, an important local green leisure space in Hoxton, an area with limited green spaces.	1

Colville Estate	The proposed safeguarded area runs beneath the estate. Regeneration proposals here for a total of 935 homes are expected to be completed in 2027.	1
Stean Street	This road is a main access point to Stonebridge Estate and is fronted by two-storey housing. Concerns for the residential amenity of people on the estate, particularly those with houses facing Stean Street.	1
Graham Road	The LB Hackney has long term aspirations to utilise this site for housing provision.	1
Malpas Road Hostel	Concern about the potential loss of the Hostel, which accommodates 22 households for LB Hackney. The availability of suitable, well-managed, local temporary accommodation in the Borough is dwindling at a time when the number of people requiring temporary accommodation is increasing.	1
Hackney Central Car Park	Concern about the loss of the only public car park in Hackney central. In addition to supporting local businesses, the position of this car park was also of high importance when planning permission was sought for the creation of an adjacent hotel.	1
Arriva Bus garage site on Bohemia Place	This site is a key location within LB Hackney town centre and that there are potential redevelopment proposals for this site which could come forward before Crossrail 2 construction commencing.	1
Bentley Road Car Park	The larger of two public car parks in Dalston town centre, and vital as a short term shoppers' car park. It also provides parking for disabled motorists, cyclists, a car club vehicle, and electric vehicle charging points.	1
Ashwin Street	The area is the subject of significant regeneration proposals including buildings of up to six storeys in height, which are likely to be built before Crossrail 2. Concern that running tunnels should avoid conflict with the likely foundation design of these buildings.	1

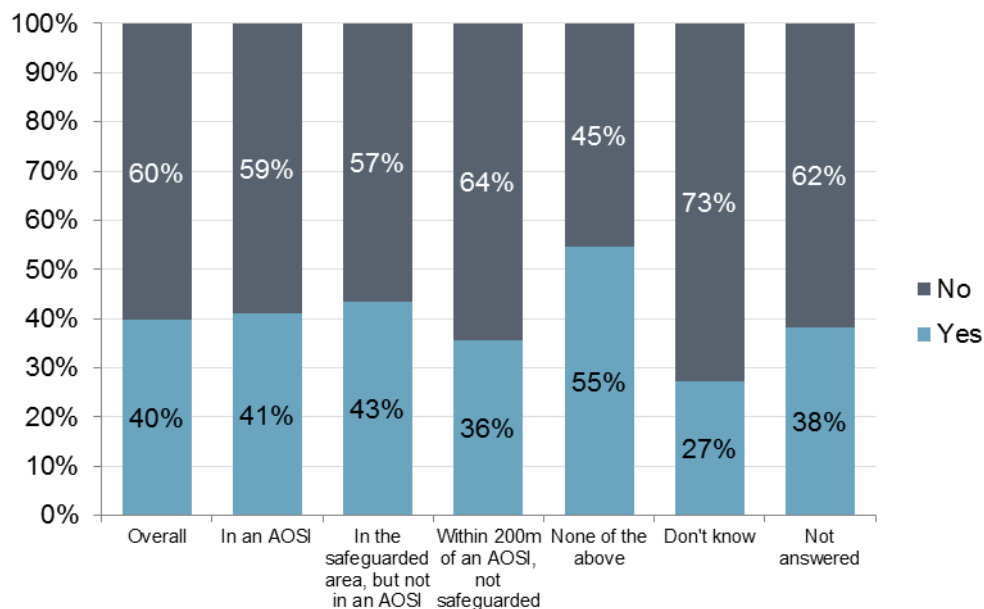
Birkbeck Mews	Birkbeck Mews houses essential facilities for the operation of Ridley Road Market. Development is planned for the site which will incorporate all of the existing facilities as well as additional commercial space.	1
Toynbee Road, Merton	Suggestion that the adjacent AOSI should be removed, as it encompasses only existing railway land. It is unlikely that development not associated with the railway will take place.	1
Oakley Street	Concern about the width of the safeguarding.	1
Area between Kingsland Road and London Fields	Concern about the number of listed buildings situated over the route.	1
Canal at Angel	Concern about impacts on the canal at Angel.	1
Belgrove House	Oppose AOSI covering Belgrove House.	1
St Mary's flats, Maria Fidelis School, British Library, the Knowledge Quarter and Somers Town	Concern about impact of AOSI on neighbouring properties.	1
Centre Court Shopping Centre	Concern about the impact on the Centre Court Shopping Centre from the adjacent AOSI.	1
Hackney Central Station	Concern that safeguarding of Hackney Central station will prevent station improvements and stifle local regeneration.	1

Guidance to Local Planning Authorities

3.18 Respondents were asked whether they agreed with the content of the guidance for Local Planning Authorities on the safeguarding directions. Support for this question was slightly higher overall than for the other questions, but again, opposition outweighed support. 60% of respondents disagreed with the guidance for Local Planning Authorities.

3.19 34 respondents did not answer the question regarding the situation of the building they were responding about, their response to the question is included in Figure 3.4 below the heading 'not answered'. This chart includes only responses directly answering this question.

Figure 3.4 - Do you agree with the content of the guidance for Local Planning Authorities on the directions? (141 responses)



3.20 Three comments were received referring to the guidance for Local Planning Authorities. One stated the respondent supported the guidance and one stated that the current guidance indicates that Local Planning Authorities should plan for inappropriate decisions. The final comment was a request that, if the Secretary of State confirms any purchase notices in the future, those notices will be modified by substituting the statutory undertaker (TfL) for the local Council in question.

Safeguarding Process and Guidance

3.21 Respondents were invited to leave any specific comments they had regarding the safeguarding process or the guidance provided. 55 respondents took the opportunity to do so; the themes discussed are shown in Table 3.3.

Table 3.3 - Do you have any specific comments on the safeguarding process or on the guidance provided?

Theme	No. comments	Percentage of comments
Request for information	34	59%
Localised impacts	22	38%
Suggestion	2	3%
Total	58	100%

3.22 The majority of comments received were requests for further information. 18 respondents felt there was limited information about:

- Why specific sites had been designated as areas of surface interest (AOSIs)
- What would be built on AOSIs
- How properties close to AOSIs would be affected.

3.23 Ten people stressed the importance of considering how AOSIs and safeguarding will affect local communities and requested those affected should be consulted as the project develops.

3.24 In terms of localised impacts, the most frequently made comments expressed concern about the impact of statutory blight and a feeling that residents and businesses have not received enough support throughout large-scale infrastructure projects in the past.

3.25 Comments were made about the individual sites listed below. Responses to these are given with other comments about AOSIs in chapter 4.

- TfL should consider the Wimbledon Stadium planning application, given the high potential demand at this site
- Support should be given to replace housing if Malpas Road Hostel is demolished
- Car parking spaces should be re-provided if car parks are lost
- Options were suggested for the temporary use of Belgrove House.

4. Government Response to the Consultation

This chapter summarises some of the main themes and issues raised, and the Government's response to them. Responses to other comments can be found in chapter 6.

Updating the Chelsea-Hackney Safeguarding

Safeguarding should not be progressed until plans for the scheme are finalised

Safeguarding is a recognised first step in the planning process, designed to protect the route from future development that might prevent or delay the construction of Crossrail 2. Safeguarding of the Chelsea-Hackney line has been in place in some form for many years. The current alterations are based on work carried out by TfL to determine the best option for the route given the changes in London transport since the line was proposed. It is important to protect the revised route while further work is undertaken on the exact plans for the scheme. More details will be available for public consultation, proposed by TfL, towards the end of the year.

Content of the Safeguarding Direction

Questioning 3m limit for sub-surface safeguarding

One respondent questioned whether three metres was an appropriate limit in the sub-surface safeguarding areas for referring planning applications to TfL, and that this could lead to unnecessary claims for statutory blight. Based on TfL's experience of safeguarding the Chelsea-Hackney line and Crossrail, this does not appear to be the case in London, where few claims for statutory blight have been made. It is, however, very important that TfL have information about proposed structures more than three metres below ground when designing the tunnel alignments. In cases where a proposed development will not conflict with Crossrail 2, the development will not be prevented and will be able to proceed as normal. There will be no impact or blight for development and properties that do not reach this three metre limit, except in the areas of surface interest.

Include a focus on sustainability

The guidance and explanatory notes for local planning authorities is focussed on providing background and advice on the process and procedural aspects associated with managing the safeguarding process, rather than setting out the project's policies on matters such as sustainability. Crossrail 2's sustainability strategy is currently being developed within the national and regional policy framework, having regard to best practice from the experience of other projects. Specialist consultants with considerable experience in this area have been appointed to advise the project.

Suggestions

Changes to alignment to improve journey times

The route that is being taken forward for further development work has been informed by the consultation exercises undertaken in 2013 and 2014. The alignment strikes a balance between delivering an operational railway and serving those areas that will require additional transport capacity in the 2030s.

Changes to the location of station entrances

No decisions have yet been taken on the locations of station entrances. Information about the proposed location of station entrances will be available in TfL's public consultation that will take place later this year.

Greater consideration for access by residents

It is too early at this stage to discuss detailed logistics arrangements, but in all circumstances TfL will seek to minimise the impact that construction of Crossrail 2 will have on local areas. TfL will build on the successful arrangements established by Crossrail for mitigating the impact of construction traffic. The effects on traffic will be predicted as part of the Environmental Assessment and measures to mitigate them will be agreed with the local planning and highway authorities.

Coverage of the Proposed Safeguarding Direction

Concerns regarding Areas of Surface Interest (AOSIs) and subsurface safeguarding

Wandsworth Common

Crossrail 2 will be designed to minimise impacts during construction, using TfL's experience from other schemes, including Crossrail. An area of surface interest (AOSI) will be required on Wandsworth Common, but in recognition of the strength of local feeling about the site initially chosen TfL have removed the AOSI from the Common at this stage. A new site for the AOSI will be considered later in the year, following further engagement with local communities to find a more suitable site.

Trinity Fields

Given the impacts of the AOSI on Trinity Fields and the availability of sporting facilities for children in the area, the AOSI has been removed from this site. An AOSI will be required in the area, but a new site will be considered later in the year following further work with local residents and businesses to identify a better location.

Baskerville Road and Routh Road

These roads are in an area of subsurface safeguarding, above a proposed tunnel. Crossrail 2 would be built to a specification which does not cause disturbance to occupiers of property on the surface.

25 Gresse Street and Duncan Terrace

These properties are very close to areas where TfL may need to carry out surface works, but are not in AOSIs. Crossrail 2 will be designed in such a way as to minimise disruption to local residents during construction and operation. However, all major infrastructure projects such as this will cause some disturbance for those closest to the ongoing works. TfL will engage with residents and community groups to work through their concerns, understand their needs and provide support, ensuring that any disruption is kept to a minimum.

Historic buildings in Angel

Minimising the loss and impact on historic buildings is an important consideration for TfL's design team. The team will be advised by heritage specialists as part of the Environmental Impact Assessment process and the impact on historic buildings will be considered as part of seeking planning permission. Over the coming months TfL will be conducting further design work, and the comments raised during this consultation will feed into that. However, based on the responses received, TfL have taken the decision to remove the Co-op building from the AOSI, and will work locally to agree a more suitable site.

Chelsea Fire Station

The proposed safeguarding direction includes land which is in large part already safeguarded as part of the Chelsea-Hackney line. The Fire Station in particular has been safeguarded as a potential site for a station for some years. This refresh of the safeguarding does not change the current situation, or give TfL or anyone else permission to build Crossrail 2, or to make compulsory purchases. To build the railway, TfL will need to make an application for planning permission in future, and will consult widely before doing so.

Curzon Soho

TfL is committed to considering alternatives to the building within which the Curzon Soho is located during the next period of design work. TfL are working with the local Borough to understand the wider plans for development.

Francis Crick Institute and the British Library

The route for Crossrail 2 runs very close to the Francis Crick Institute, a new medical research facility currently under construction, and the British Library. TfL and the Government acknowledge the concerns that the construction and operation of Crossrail 2 could affect the Institute's sensitive scientific equipment and the Library's future plans, and have committed to work closely with both organisations over the next two years to mitigate against any negative impacts.

In recognition of the important work at the Francis Crick Institute and the British library, TfL have given a clear commitment that the construction and operation of Crossrail 2 will be planned and implemented in such a way as to ensure that both institutions can remain fully operational and are not adversely impacted.

Royal Brompton Hospital

TfL are in discussions with the Royal Brompton, and will review the location of this AOSI once those discussions are completed.

Angel Square

Crossrail 2 will be designed in such a way as to minimise the impacts from construction on buildings with deep foundations such as Angel Square. Updating the safeguarding direction means any new developments on the Angel Square site will be referred to TfL for advice before permission is given. Potential impacts on the building's foundations and the required mitigation will be taken into account during later planning stages. However in this specific case TfL is committed to considering alternatives to the Angel Square building.

Soho Square

TfL will work to reduce the impacts from construction at all sites along the route. In this specific case, TfL is seeking to develop the Crossrail 2 scheme to take advantage of construction facilities that have been put in place by the Crossrail project at Soho Square. The garden itself will not be used and the AOSI is amended to make this clear.

Emmanuel Kaye Building

TfL recognises and will honour past commitments to remove the Emmanuel Kaye building from the Chelsea-Hackney safeguarding, and the commitment to limit the impact upon it. Accordingly, TfL have redrawn the plans to remove the Emmanuel Kaye building, housing the Thrombosis Research Institute and the National Heart and Lung Foundation, from the AOSI.

Centre Court Shopping Centre, Wimbledon

Only the service road on the northern flank of the building is included in the AOSI. No other parts of the shopping centre are included. TfL is committed to engaging in a dialogue with stakeholders throughout the design process, to understand their concerns.

Malpas Road Hostel, Hackney Central and Bentley Road Car Parks

TfL will consult all land owners and work with all affected parties regarding appropriate relocation arrangements if their property is ultimately required for Crossrail 2.

Wimbledon Stadium

The design of Crossrail 2 will consider all sources of passenger demand, including those from sports stadia.

Other named AOSIs

The scheme will be designed to minimise the impacts during construction and using the experience from other recent projects including Crossrail. Over the coming months, TfL will be undertaking further design work and a key part of this work will be the comments that have been received during the safeguarding consultation. TfL is absolutely committed to engaging with residents and stakeholders throughout the design process, and will be listening to local communities along the route to understand their specific concerns in advance of TfL's consultation later this year.

Localised impacts

AOSI definition area is too wide or narrow

The AOSIs in the current safeguarding proposals are based on TfL's current understanding of the areas that may be required to construct Crossrail 2. There are likely to be minor changes to these areas in the next few years as the design for Crossrail 2 is refined following future engineering studies and AOSIs have been drawn to offer protection to accommodate future changes in plans.

Concern over loss of green space

Both TfL and the Government understand that communities are concerned about potential changes to their local environment. In all circumstances, TfL will engage closely with residents and community groups to discuss these concerns. TfL are committed to giving full and thorough consideration to suggestions, improvements and amendments put forward by residents and will always seek to minimise the effect that Crossrail 2 has on local areas. In many cases, TfL are using green spaces temporarily in preference to taking buildings, and would restore the sites once no longer needed for construction. Where sites are needed permanently TfL will make efforts to provide replacement facilities nearby.

Concern about impacts on buildings adjacent to AOSIs

The design of Crossrail 2 will minimise disruption to local residents and businesses during construction and operation, which has been the case with the current Crossrail project. TfL will engage with those along the route to understand their requirements and ensure that they are supported. Further information on planned worksites and structures will be available later in the year, when TfL will consult again on their plans in more detail.

Concern about the impact on historic buildings

Minimising the impact on historic and protected buildings is a very important consideration in the design of Crossrail 2. The team will be advised by heritage specialists while carrying out the Environmental Impact Assessment for the project, as has been the case with the current Crossrail project. TfL will take the feedback from this consultation into account during their further design work. However, based on TfL's experience from the construction of Crossrail, tunnels of a similar specification to those planned for Crossrail 2 do not have significant adverse impacts upon buildings at the surface.

Proposed change to route

Changes proposed in this section recommended that Crossrail 2 take an alternative route to avoid tunnelling under housing. This was linked to concerns about statutory blight and effects on property prices. Based on TfL's experiences of Crossrail, tunnels of this sort in London do not have an impact on property prices, and very few properties have made a claim for statutory blight in the time that the Chelsea-Hackney line has been safeguarded.

Suggestions

Suggestions raised in this section related to safeguarding the route beyond the tunnelled section, north of Tottenham Hale or south of Wimbledon.

Safeguarding these sections of the route cannot take place until the extent of the proposed works has been defined. This is expected to be towards the end of 2015. As Crossrail 2 will run on existing tracks at this point, safeguarding is not as urgent as in the central part of the route as it is less likely that conflicting development will occur, as most of the property is owned and managed by Network Rail, who are development partners on Crossrail 2.

Safeguarding Process and Guidance

Requests for information

Where possible, individuals were sent a response to their request for information before the consultation closed. However, as Crossrail 2 is still at an early stage in the planning process and work on the design stages is ongoing, with some information requested not yet available. More details about the design of the surface infrastructure will be available for public consultation towards the end of the year. TfL and Network Rail will be undertaking further design work during the course of 2015, and will also provide further information of the route of the tunnels at this stage. This information will be published at www.crossrail2.co.uk.

Concern about statutory blight

Under current legislation, the amount paid to owners of residential properties acquired for Crossrail 2 will be the market value at the time of purchase, ignoring the perceived impact of the scheme. Disturbance costs such as the cost of moving and other entitlements would also be payable. However, during construction of Crossrail TfL saw very limited impacts of blight, particularly in areas over tunnels. In AOSI areas, TfL are seeking to keep the number of residential properties subject to compulsory purchase to a minimum.

5. Other comments

Summary of Responses

- 4.1** 345 of the comments received did not directly relate to any of the questions asked in the consultation but were relevant to the Crossrail 2 project and the potential impact of the safeguarding direction. These responses have been recorded and the most frequently made comments are reported on in the following paragraphs.
- 4.2** The themes discussed among the other comments are shown in Table 4.1.

Table 4.1 - Themes of other comments

Theme	No. comments	Percentage of comments
Proposed changes to the route	132	38%
Localised impacts	59	18%
Supportive	49	14%
Comment on consultation	43	12%
Unsupportive	21	6%
Requested stop	15	4%
Suggestion	10	3%
Request for information	7	2%
Economic impact	7	2%
Regeneration impacts	2	1%
Total	345	100%

- 4.3** The most frequently mentioned theme was a proposed change to the Crossrail 2 route. Within this theme the majority of comments (117) stated that a Crossrail 2 stop is not required in Chelsea, and that the route should go directly from Victoria to Clapham Junction. Reasons given for this included concern about the negative impact a new station would have on the village-like feel of Chelsea, concern about the loss of Chelsea Fire Station and that money would be saved by not having a station in this location.
- 4.4** Within the localised impacts theme, the most frequently mentioned comments were:
- Concern about disruption along the Crossrail 2 route (15 comments);
 - Concern about properties in close proximity to the safeguarded route (seven comments); and

- Concern about individuals' properties being affected if tunnels are built beneath them (five respondents).
- 4.5** 49 comments were received showing general support for Crossrail 2, with 21 comments opposing the project.
- 4.6** Regarding the consultation, 19 respondents said they felt there had been insufficient consultation about Crossrail 2 and five felt not enough information had been provided for them to make an informed comment. Seven respondents criticised the consultation material for not including information about alternative AOSIs and for not consulting in a more direct way with the affected parties. Conversely, nine respondents showed support for consulting with local government, businesses, organisations and residents and welcomed more detailed consultation as Crossrail 2 proposals develop.
- 4.7** Summaries of the responses received from London boroughs, companies, interest groups and representative organisations can be found in Annex A.

6. Government Response to Other Comments

Any responses received that did not related directly to the consultation questions were recorded and passed to TfL for comment and for consideration in future work on the Crossrail 2 project. Responses to each theme are given below.

Proposed Changes to the Route

Chelsea

A Crossrail 2 station in Chelsea would improve rail-based public transport. The station would also improve connectivity to the Royal Brompton and Royal Marsden hospitals, and provide access to the existing retail and commercial developments along King's Road. Crossrail 2 would offer improved journey times for those travelling to or from King's Road. The current station location is supported by the Royal Borough of Kensington and Chelsea, over the options of a station further west on the King's Road, or not having a station in Chelsea. However, more analysis is required before a final decision is taken. Any station built in Chelsea will need to provide good value for money; this will be looked at as part of the business case for Crossrail 2, to be completed later this year.

Tooting

The primary objective of a Crossrail 2 station at Tooting Broadway is to relieve crowding on the southern part of the Northern line, by providing interchange between the two lines. The Northern line through Clapham is forecast to remain one of the most overcrowded sections of the Tube network, even with the completion of committed upgrades. A station at Tooting Broadway would improve accessibility to Tooting town centre and St George's Hospital. It would also support the further growth and regeneration of Tooting town centre, also a major bus interchange to Merton and Mitcham areas.

Angel

Suggestions were made that the station at Angel should be moved to Old Street, Essex Road or King's Cross. A station at Angel provide additional transport capacity and connectivity to support growth of the town centre, and will provide a direct link to the West End not currently offered by the Northern line at Angel. An Old Street location was looked at previously by TfL as part of an earlier stage of options assessment. The provision of a station at Old Street would require a significant detour from the proposed alignment serving Angel, Dalston Junction and / or Hackney, and would not provide the same level of benefits, including relief to the Piccadilly and Victoria lines and ease of serving Euston and King's Cross St Pancras. In a regional Crossrail 2 scheme with 250m long platforms, there is not a case for serving Essex Road as it is too close to Angel. Furthermore, interventions to deliver it in an area with no obvious worksites and dense residential development, would be very challenging. King's Cross would be served through underground links into St Pancras for the Euston-St Pancras Crossrail 2 station.

Prefer the metro rather than regional option

TfL has reviewed the requirements for a new link across London, comparing the Chelsea-Hackney line with a new metro scheme and new 'rail' scheme. The latter offers greater benefits and is more capable of addressing long-term transport needs in London and the wider south-east, including providing links to areas that can accommodate new homes such as the Upper Lea Valley. Delivery of a metro scheme is likely to require worksites of a similar size, and so would not be expected to result in less disruption during construction.

Request for additional stops

Requests were made for stops at Broxbourne, Motspur Park, Worcester Park and Raynes Park. Crossrail 2 could serve some existing South West Trains lines to the west of Wimbledon. Options being considered include the lines to Epsom and Chessington South, which would provide a Crossrail 2 stop at all stations along the route. A final decision on the configuration of branches beyond the tunnelled section requires further work between TfL and National Rail, being undertaken later this year. Following this, further work to look at station layouts will be developed. Safeguarding of Network Rail routes south of Wimbledon will be undertaken when the choice of routes has been made, probably later in 2015.

Localised Impacts

Concerns about disruption

Construction on projects of this scale will inevitably give rise to local disruption. TfL have committed to work with local authorities and with communities to mitigate this as far as possible. The scheme will be designed to minimise the impacts from construction. Over the coming months TfL will be undertaking further design work, and a key element of this work will be the comments that have been received during this consultation. A full assessment of the noise generated by the construction and operation of the railway will be produced as part of the Environmental Study accompanying the application for planning consent. This would need to comply with requirements set down in agreement with local planning authorities. TfL is committed to engaging in a dialogue with residents and stakeholders throughout the design process to minimise disruption caused.

Concern for property in close proximity to the safeguarded route

Properties outside the limits of land subject to safeguarding will not be affected if the scheme is implemented in its current form. Properties within 200m of the land subject to safeguarding will also not be affected if the project goes ahead in its current form, but searches of the Land Charges Registry with respect to properties in this area will be advised of the safeguarding nearby. For those properties within the safeguarded area, TfL's experiences with Crossrail show that tunnels built to a similar specification to those proposed for Crossrail 2 do not give rise to adverse effects for buildings on the surface. Crossrail 2 will be built to a specification which does not cause disturbance to occupiers of property on the surface from vibration or noise when trains pass underground.

Comments on Consultation

Insufficient consultation on Crossrail 2

TfL have held two major consultations on Crossrail 2 to date, in addition to this safeguarding consultation undertaken by DfT. The first of these was in summer 2013 on the principle of the scheme, and the second was in summer 2014 when TfL consulted on specific route options along three parts of the route. TfL will carry out further consultation on Crossrail 2 later this year, following engineering work to refine their proposals.

Insufficient information to provide an informed comment

Crossrail 2 is still at an early stage in the planning process, and work on the design stages is ongoing. Safeguarding is designed to protect the route from future development that might prevent construction of Crossrail 2. It is important to protect the revised route while further work is undertaken to determine the best option for the route. More details about the design of the surface infrastructure will be available for public consultation towards the end of the year. TfL and Network Rail will be undertaking design work during the course of 2015, and will also provide information of the route of the tunnels at this stage.

Support for consulting with local businesses, organisations and residents

TfL will carry out another public consultation on Crossrail 2 later this year, at which point more information will be provided about TfL's preferred route, including the location of stations, vent shafts and work sites. Ahead of this, TfL will undertake a programme of engagement with residents and businesses along the route to ensure that their needs are understood, and to provide support. TfL is committed to listening to residents and stakeholders throughout the design process.

Criticism of consultation process

Several respondents reported living outside of the relevant area but receiving leaflets, or not receiving leaflets when inside the proposed safeguarding area. TfL used postcode data to distribute letters and leaflets to over 110,000 addresses along the route. In a number of cases, this will have meant that houses outside the proposed route would receive leaflets. TfL used a reputable distribution company, and in cases where leaflets were not received and this was reported to TfL or to DfT, this was fed back to the company concerned. We apologise to those who were affected by this issue.

Maps of AOSI not available offline

The consultation document provided a contact address at the DfT where paper copies of the consultation and associated documents, including safeguarding plans, could be requested.

Concerns Regarding Crossrail 2

Cost of Crossrail 2

No decision has yet been made on whether Crossrail 2 will be built, and the project will only go ahead if it is clear that it provides value for money and is affordable. Based on TfL's cost-benefit analysis, Crossrail 2 delivers a good return on investment. Without it, London's transport network may struggle to cope with the capital's rapid population growth, and economic growth could become constrained. Failing to invest in major transport infrastructure would mean that transport networks become increasingly congested, and could lead to a decline in productivity. Further work to understand the costs and benefits of Crossrail 2 in detail is being undertaken at the moment. It is expected that this work will be completed later this year.

Crossrail 2 will impact the green belt

Crossrail 2 gives the opportunity to provide improved transport reliability and connections to established communities in the green belt, and support an appropriate level of growth. Minimising the impact of works on the green belt will be an important consideration for the design team, who will be advised by environmental specialists. There will be further consultations as proposals develop.

Crossrail 2 will negatively impact commuters on existing lines

The additional capacity provided by Crossrail 2 will reduce crowding on Underground lines and National Rail services. It will not lead to a reduction in the current number of services from stations along the route.

Money should be invested elsewhere in the UK

The government's strategy for transport investment will ensure the maximum possible economic benefit to the UK as a whole – this means investing in all regions as well as ensuring that our major cities are able to compete in the world economy. London is growing very rapidly, and many more homes are required. TfL and the Mayor are looking at how London can pay for over half of Crossrail 2. Before a decision is made on whether Crossrail 2 will be built, further work will be done to ensure that the project provides good value for money.

Crossrail 2 won't be built for many years

TfL's current timetable for Crossrail 2 envisages that the line could open around 2030. TfL and Network Rail are working with various partners including the Government to look at options for delivering Crossrail 2 as quickly as possible. However given the steps that TfL need to go through, including finalising route safeguarding, obtaining powers, undertaking detailed design, further consultation and constructing Crossrail 2 itself, the project will take at least 15 years.

Economic Impacts

Concern about impact on affordable housing and local jobs

Crossrail 2 will generate job opportunities, and will increase access to work for people in the areas served by the line. The experience from the construction of Crossrail shows that, should Crossrail 2 go ahead, it will provide local jobs, apprenticeships, and other opportunities for Londoners to get involved in the construction and operation of the line.

Affordable housing is a requirement for new developments, and local planning authorities will have a strategy in place to ensure affordable housing needs will be met.

Regeneration Impacts

Support for an eastern branch of Crossrail 2

TfL will look at a branch of Crossrail 2 running east from Hackney Central as a potential option in future but it will not be taken forward as part of the core scheme. TfL aim to make provisions during construction that will make building the branch easier should it be required in the future.

7. Next Steps

7.1 Based on the responses to the consultation, the Secretary of State has decided to issue an updated safeguarding direction. Some amendments to the version published in November have been made to reflect the consultation responses received.

7.2 The main amendments are:

- The removal of AOSIs from Wandsworth Common and Trinity Fields. AOSIs for the project will be required in this area, but the location will be determined after further consultation in the area.
- The removal of the Emmanuel Kaye building, which houses the Thrombosis Research Institute and the National Heart and Lung Foundation, from an AOSI.
- The removal of the Co-op building in Islington from an AOSI.
- The removal of the footpath adjacent to the railway lines in Wimbledon from the safeguarded area.
- An amendment to the AOSI at Soho Square to make it clear that the garden itself will not be used.

7.3 In addition, TfL have committed to review a number of AOSIs following more detailed consultation.

7.4 The updated safeguarding Directions for Crossrail 2 are now in place. As explained in Chapter 1, this has immediate implications for LPAs and those intending to submit planning applications on land in the safeguarded area.

7.5 Safeguarding also enables those who own property in the safeguarded area and meet the qualifying criteria to approach TfL to purchase their property from them, if they wish. General information is available from the Department for Communities and Local Government at: <https://www.gov.uk/government/collections/compulsory-purchase-system-guidance>.

Annex A

Summary of Responses from London Boroughs, Companies, Interest Groups and Representative Organisations

Due to the large number of responses we have not been able to provide detailed summaries for individuals, and we have not been able to provide responses to all the points raised. However, all the comments were considered when deciding whether to update the safeguarding Direction and they will help inform TfL's future design work and further consultations on the Crossrail 2 project.

Local Government

Cllr Jones, Camden

Supports Crossrail 2 in principle, but support is contingent on addressing construction noise and disruption for residents of the 92 homes living on the east side of Gresse Street. Adverse effects need to be reduced as much as possible and mitigations must be considered.

Jane Ellison, MP, Battersea, Balham and Wandsworth

Supports Crossrail 2 in principle, but is concerned about siting of ventilation and access shaft at Wandsworth Common. Jane Ellison MP is also concerned about construction impact, a decrease in the amenity value of the common, and the impact of works on Skylark Café in the common, as well as potential disruption to the regeneration of the York Road and Winstanley Estates caused by the planned access shaft at Bramlands Close.

Councillor Alaina Macdonald, Wandsworth

Councillor Alaina Macdonald has submitted a response on behalf of the Wandsworth Borough Councillors. The Local Councillors support the Crossrail 2 project in principle, but note that residents are concerned regarding how the Crossrail 2 proposals will affect their homes and their standard of living. As such, the Councillors request that information on these matters be provided to all local residents. The Councillors further request that every effort be made to ensure that noise disruption is kept to a minimum during and after the proposed construction hours. The Councillors express reservations over how the consultation process has been conducted and recommend that TfL offer a public meeting to clarify any misunderstandings with local residents.

Essex County Council

Supports the proposal to update safeguarding associated with Crossrail 2 route. Crossrail 2 should be developed to deliver faster and more frequent services

from west Essex and Stansted Airport to London, and possibly connections between Stansted and other London airports. It is important that Crossrail 2 does not result in under-investment in the Central Line. Crossrail 2 is entirely dependent upon the delivery of the full Lea Valley 4-track proposal between Coppermill Junction and Broxbourne. The proposal to safeguard a link to the North London line at Hackney Central is welcome given the opportunity this would provide to extend to Stratford. Disagrees with the fact that it is not essential for land no longer within the scope of the project to be removed. Removal of such land would avoid the need to carry out unnecessary and futile consultation. Agrees with geographical coverage of the land to be safeguarded.

London Assembly

A member of the London Assembly responded to the consultation on behalf of constituents close to the safeguarding route in Wandsworth and Merton. The response expresses support for Crossrail 2 but urges TfL/DfT to take all steps to minimise the impact of the project on local residents and their properties.

London Borough of Barking and Dagenham

LB Barking and Dagenham support the proposal to update the safeguarding measures for the Chelsea-Hackney Line route and further support the content of the proposed safeguarding directions. LB Barking and Dagenham welcome the inclusion of the areas of land in the LB Hackney as this would enable the construction of a future Crossrail 2 eastern spur to Hackney.

London Borough of Barnet

Strongly supports Crossrail 2, and hopes that Barnet residents can benefit from training and employment opportunities. Funding should include sources from outside the GLA, as the benefits of Crossrail 2 go beyond GLA boundaries. LB Barnet is concerned about the proposed safeguarding in the vicinity of the proposed Oakleigh Road South Crossrail 2 stabling sidings. The council has been pursuing the comprehensive regeneration of Milbrook Park, to deliver 2,000 homes, commercial premises and community infrastructure. The Milbrook Park site currently includes the council's depot and bulking facilities, and the Oakleigh Road South site is a potential relocation site, which overlaps with Crossrail 2 safeguarding. Seeking a mutually beneficial solution.

London Borough of Camden

Supportive of Crossrail 2 in principle. Concerned that the alignment on the east side of Eversholt Street includes 60 residential units and 15 business premises, and many buildings between 34 and 70 Eversholt Street are heritage assets (one is Grade II listed). Also concerned that the 63 homes adjacent to the work site are at risk of becoming uninhabitable, and concerned about effects on Maria Fidelis School. HS2 and Crossrail 2 should be required to take a coordinated approach in order to minimise disruption.

London Borough of Enfield

Supportive of Crossrail 2. Four-tracking the Lea Valley Mainline is necessary in order to implement a Regional Option. Supportive of revision of earlier directions (issued on 18 June 2008) which safeguarded the original Chelsea-Hackney Line.

London Borough of Hackney

Welcome the development of proposals for Crossrail 2, but are concerned that a substantial part of Shoreditch Park has been identified as an AOSI. The park is well-used, and is in a ward with an identified deficiency of parks and green spaces. This disruption is likely to impact on any plans to redevelop Britannia Leisure Centre.

The proposed safeguarded area runs beneath the site of the Colville estate, which is subject to major regeneration proposals of 935 dwellings. Foundations will be deep, and the council requests an early meeting with Crossrail 2 to discuss safeguarding in relation to these plans. Additionally, the area around Ashwin Street, Abbott Street and Dalston Lane is the subject of regeneration, including buildings of up to six storeys. Care should be taken to ensure that there is no conflict with the likely foundations. The council has long-term aspirations to use the Graham Road AOSI site for housing provision, so would like it removed from sites of surface interest so plans can be brought forward.

Part of Dean Street is marked as an AOSI – this road is the main point of access to the Stonebridge Road estate. LB Hackney is concerned that if the footpath is narrowed the space would need to be managed to ensure security for houses that back onto it and for pedestrians.

Malpas Road Hostel is a key site for housing 22 families. Should this land be acquired for Crossrail 2, LB Hackney request that TfL cover any costs of housing people, and provide suitable replacement accommodation in the borough.

The Hackney Central Car Park and Bentley Road Car Park generate revenue for the council, and is vital for residents and nearby businesses. The council would expect that a similar number of spaces for public use would be re-provisioned if these sites were lost.

The Arriva Bus garage is a key location for the town centre, with two potential redevelopment proposals in advance of Crossrail 2: 1) University of Arts London, which would bring thousands of students to Hackney Central, 2) Fashion hub development expansion. An AECOM study identified 2 or 3 potentially viable alternative locations for an intervention shaft at Hackney Central, rather than the bus garage site.

The use of Birkbeck Mews for the purpose of a work site depot for Crossrail 2 would not be in the best interest of the locality. It houses amenities necessary for the functioning of the market, and these uses will be incorporated into the new development.

LB Hackney notes that the population and job projections underpinning the justification for the Crossrail 2 eastern branch have been revised upwards, strengthening the case for it. However, the Piccadilly and Victoria Lines will increase in capacity, and this should be taken into account.

LB Hackney states that Hackney Central Station is struggling to cope with demand, and that while train capacities are planned to increase, station

improvements are needed. LB Hackney is keen that a Crossrail 2 station is opened at Hackney Wick, generating significant increases in land values.

LB Hackney (along with LB Newham) support the northern alignment through the Stratford and Olympic Park area to relieve pressure on transport services. In order to address interchange flows between Crossrail 2 and Stratford Regional, some extension or expansion of the station may be required. A new station north of the Channel Tunnel Rail Link box is recommended, which could allow the Lea Valley Line services to use the loop at Stratford and would provide resilience to the North London Line. It would improve transport accessibility for the northern area of the park, and would encourage development by increasing land values.

London Borough of Haringey

LB Haringey are supportive of regional option for Crossrail 2 and welcome the proposed extension to New Southgate, but seek an additional entrance to Seven Sisters station to provide better interchange between Crossrail 2 and South Tottenham Station. LB Haringey would like a safeguarding alignment on Wood Green High Road to allow for a station entrance for Turnpike Lane Crossrail 2 station to be located more centrally, in the shopping area closer to Heartlands regeneration area. LB Haringey express concerns that safeguarding for a ventilation shaft on the High Road would cause blight and reduce development. Other AOSIs in the borough include a waste transfer site that would impact the Council's ability to deal with waste. LB Haringey would like use of land in Tottenham Hale to be minimised, as it is one of the key regeneration areas of the Upper Lea Valley. However, LB Haringey support the AOSI that includes Westerfield Road car park, as this offers scope for a potential development. Works in areas around Ducketts Common and Alexandra Park would need to be handled sensitively, as the areas are protected. The AOSI around Bounds Green industrial estate provides local employment, so land use for Crossrail 2 should be minimised.

London Borough of Islington

Supports a metro type service, but need flexibility of the route to allow stations at locations that would most benefit from regeneration. LB Islington believe the proposed safeguarded route is not the best solution for London residents for this reason.

LB Islington disagree strongly with the choice of AOSIs in the borough, as they would destroy important heritage landmarks. The previous proposal to use the Royal Bank of Scotland building in Upper Street would remove a building that is a sterilising blight on the area, and give an opportunity for imaginative regeneration.

LB Islington commented that TfL and DfT need to work much harder to ensure residents are aware that consultation is taking place. LB Islington also questioned whether it is right to pursue safeguarding without clarity on plans for financing the line, and raised concerns about potential methods by which Crossrail 2 could be funded.

London Borough of Newham

Would like eastern branch to be considered without delay, and favours a branch from Stratford to Barking. LB Newham believe the emphasis for Crossrail 2 should be on supporting growth and regeneration, not relieving congestion on Victoria and Piccadilly lines as these will already have capacity improvements serving north London. LB Newham support a Crossrail 2 station at Stratford International, with a potential passenger link to Stratford Regional. LB Newham has major regeneration objectives for East Ham, and strongly supports an intermediate station at East Ham between Stratford and Barking on an eastern spur, as well as an additional station at Hackney Wick or Fish Island. LB Newham support a north Stratford Crossrail 2 interchange.

London Borough of Wandsworth

LB Wandsworth supports the Crossrail 2 scheme, as the scheme works towards meeting the demand for rail within the Borough. However, LB Wandsworth states that it is unclear what analysis has been undertaken by TfL on the detailed route options or on what basis the proposed safeguard alignment was chosen. LB Wandsworth comments that the localised realignment of the proposed safeguard alignment should be reconsidered.

Specific to the Areas of Surface Interest, the Borough express concern about loss of car parking and open spaces to the west of Whitgift House, dependent upon the final design and layout of the ventilation system. While the Borough has no immediate plan for the regeneration of the estate, the proposed works would impact any future proposals that are brought forward.

LB Wandsworth note their current proposals to redevelop the site at Grant Road and Bramlands Close, as part of the plan for the improvement of Winstanley and York Road Estates.

The Borough notes that alternative sites should be considered for the AOSIs on Wandsworth Common and Trinity Fields.

Royal Borough of Kensington & Chelsea (K&C)

RB Kensington & Chelsea welcome the proposed station in Chelsea and support the Crossrail 2 scheme. RB Kensington & Chelsea state that reference to a station at World's End should be removed from future documents and iterations as it is not the preferred route for either the Borough or TfL.

Further, RB Kensington & Chelsea express concern regarding the AOSI at Dovehouse Green. The site is a former burial ground and provides valuable public green space for local residents. The impact on Dovehouse Green and the surrounding historic townscape need to be carefully considered to minimise disruption to these valuable locations.

The AOSI at the existing Chelsea Farmers' Market is included within development plans for the Royal Brompton Hospital. Proposed redevelopment at the Royal Brompton Hospital conflicts with the site being contained within the Area of Surface Interest.

Westminster City Council

Acknowledges need for Crossrail 2 to help alleviate overcrowding, and supports regional route option. WCC states that a replacement site for the Victoria Coach Station will need to be found, and suggests adding Semley House, a residential site across from Victoria Coach Station, to the AOSI list since it will be subject to construction disruptions.

Terminal House lies within the Belgravia and Grosvenor conservation areas, and will need to understand the impact of development on the area (including St. Peter's Eaton Square Primary School).

WCC supports comprehensive integration of Crossrail 2 and the existing rail interchange at Victoria station. The design of station should help improve pedestrian flows and relieve congestion around the narrow footways around the station box. WCC need to consider TfL's vision for the area involving removal of buses and improving the pedestrian environment.

WCC do not support the use of Lower Grosvenor Gardens for use as worksite or CR2 development as it is a highly-valued public space and is protected under the council's adopted Development Plan. WCC request clarity on the alignment concerning Buckingham Palace / Buckingham Gate.

Summary

A number of local authorities mentioned specific points where they would like further information or assurances from TfL. TfL have undertaken to respond directly to local authorities on these points.

Non-departmental government body

British Library

The British Library supports the overall ambitions of Crossrail 2. However, they express concern regarding the proposed location of a new station in the Euston/St Pancras area. The proposed Safeguarding area encompasses a significant proportion of the British Library's freehold estate at St Pancras, including the British Library Conservation Centre and the National Sound Archive.

The proposed AOSIs include portions of the freehold estate which is designated for a large scale development which is currently being progressed, with a Prior Information Notice to be issued in February 2015. This development plan has the support of the London Borough of Camden and the DCMS, the Library's sponsoring department, and is needed to ensure that the growing demand for the Library's services.

The British Library is committed to working with TfL and others on the proposed programme to develop an appropriate solution to mitigate against any negative impact on the proposed Safeguarding options.

Research Institutions

Francis Crick Institute

The Francis Crick Institute are concerned that tunnels under Euston Road will be situated close to the Francis Crick Institute's new laboratory, impacting its ability to conduct scientific activities which are sensitive to vibration and electromagnetic interference.

National Thrombosis Research Institute and National Heart and Lung Foundation

The National Thrombosis Research Institute and National Heart and Lung Foundation strongly object to the inclusion of the Emmanuel Kaye building within a proposed AOSI. Following discussions with the Safeguarding Manager of TfL, they have been made aware that the Emmanuel Kaye building is not required for any works connected with the construction of the proposed new line. Nevertheless, they recommend that the Emmanuel Kaye Building is removed from designation as an Area of Surface Interest as agreed with Crossrail Ltd in 2008.

Large companies

Broomwood Hall School

The Headmistress of Broomwood Hall Upper School objects to the AOSI on Trinity Fields, noting that the Fields are an important asset to the local community and are used by many including pupils at Broomwood Hall and other local schools. The AOSI would result in the loss of the main cricket and football pitches, as well as reduce the amount of space available for playing sport. Broomwood Hall School request that other sites are considered for suitability, including the area adjacent to corner of Trinity Road and Burntwood Lane to the north of Trinity Fields. This location would respond appropriately to landscaping and would not result in a long-term loss of sports pitches.

Curzon Cinemas Ltd.

Disagrees with the proposal to update the safeguarding of the Chelsea to Hackney Line route because of its potential to impact on their business at two central London locations: Chelsea and Soho.

Cantor Fitzgerald Europe

They do not want a Crossrail 2 station in Chelsea. They state it does not benefit the residents and a more direct line avoiding Chelsea altogether is the cheaper option and benefits more residents if it went direct to Battersea.

Deloitte

Agrees with the proposal to update the safeguarding of the Chelsea-Hackney Line route. Agrees with the content of the proposed safeguarding directions. Agrees with the geographical coverage of the land to be safeguarded.

HS1

Does not agree with the proposal to update the safeguarding of the Chelsea-Hackney Line route. Although a link between HS1 and HS2 would provide greater connectivity, the engineering risks associated with this are significant and could have an impact on the historic character and fabric of Euston Station, the engineering integrity of rail infrastructure, operation of these services and the safe and efficient operation of the station for all station users.

HS1 suggests that the explanation in the safeguarding direction of which areas are excluded could be expressed more clearly, and note a lack of engineering details at this stage. They also state that the safeguarding process should be explained more clearly and in greater detail in the guidance.

HS1 believes that the current extent of safeguarding is too limited, unless there is a high level of confidence in constructability for the proposed alignment based on engineering studies. This is particularly in relation to the new St Pancras Station entrance.

Network Rail

Network Rail confirms that it is working in partnership with TfL to progress this scheme and will continue to work with TfL to further develop Crossrail 2.

Royal Brompton & Harefield NHS Trust

The Royal Brompton & Harefield NHS Trust does not object to the overall principle of the Crossrail 2 scheme, but expresses concern regarding the impact of safeguarding on the Royal Brompton Hospital, including sites adjacent and within AOSIs. The proposed safeguarding is likely to prevent the redevelopment of sites within the AOSI. The placement of hospital property within an AOSI places an unacceptable level of risk on the future of the hospital, and requests that it is removed.

Sadler's Wells Trust Ltd

Agrees with the proposal to update the safeguarding of the Chelsea-Hackney Line route. Agrees with the content of the proposed safeguarding directions. Agrees with the geographical coverage of the land to be safeguarded.

Thames Water

Thames Water states that they have no objection to the proposed changes for the Crossrail 2 safeguarding programme or safeguarding limits. Thames Water notes that the safeguarding limits deviate from the main Crossrail 2 tunnel route and pass beneath the Royal Hospital Chelsea, to Chelsea Embankment and the River Thames. As such, Thames Water would like further detail in future consultations regarding this proposed Safeguarding site. Thames Water supports the removal of the Safeguarding Direction for the existing Chelsea-Hackney line, which removes an interface between the safeguarded route and the proposed Counters Creek strategic sewers.

Small to Medium Enterprises

AKTII

AKTII submitted a response on behalf of Derwent London, as the Structural and Civil Engineers for the Angel Square building. According to AKTII, the building is known to have been built with deep piles which conflict with the proposed alignment and depth of the Crossrail 2 tunnels.

Access Storage

Agrees with the proposal to update the safeguarding of the Chelsea-Hackney Line route, with the content of the proposed safeguarding directions, and with the geographical coverage of the land to be safeguarded.

After Noah Ltd

Does not agree with the proposal to update the safeguarding of the Chelsea-Hackney Line route, with the content of the proposed safeguarding directions or with the geographical coverage. Believes that construction at the chosen AOSIs would have a detrimental effect on local landmarks, when other previously proposed sites such as the Royal Bank of Scotland building are more suitable. Does not agree with the content of the guidance for Local Planning Authorities on the directions, as the guidance suggests the Local Authorities should plan for inappropriate decisions.

All Star Tennis Ltd

While All Star Tennis Ltd support the principle of Crossrail 2, they state that consideration must be given to repositioning the proposed site for a ventilation shaft away from the existing footpaths and community areas in Wandsworth. All Star Tennis Ltd further comment that the proposed major building works would have a negative impact on their activities and local community. All Star Tennis Ltd are concerned about the placement of high power electricity cables, which were not discussed within the consultation. All Star Tennis Ltd request that this information be included in future proposals.

American Tax Returns Ltd

Agrees with the proposal to update the safeguarding of the Chelsea-Hackney Line route and with the content of the proposed safeguarding directions, but not with the guidance for Local Planning Authorities. Is concerned that any redevelopment is likely to mean demolition of the remaining small independent shops on Wimbledon Bridge adjacent to the Station, and that these could quickly be replaced by national brands at higher rents than small businesses could afford. Suggest that TfL be asked early on to make a commitment to redeveloping in ways that benefit the existing community.

Amhurst Road Properties Ltd

Amhurst Road Properties identifies the benefits of Crossrail 2 to Greater London and welcomes infrastructure investment. Is concerned that Hackney Central station is undersized and over capacity and Crossrail 2 safeguarding may be a barrier to investment to the station's facilities and associated wider regeneration.

Bennetts Associates Architects

Bennetts Associates are broadly in favour of Crossrail 2 but are concerned that safeguarded buildings to the West of Islington High Street may be demolished, impacting the visual townscape and quality of the area. The Royal Bank of Scotland building to the East of Islington High Street is identified as a building more appropriate for a site of construction.

Cadogan Estates Ltd

Chelsea Cinema is in the process of design before a redevelopment planned to be completed by 2018/19. The project will involve the construction of three new mixed-use blocks and an expansion of the existing basement. The planning permission was granted in October 2014 under the previous Chelsea to Hackney safeguarding directions.

Coromandel Holdings Ltd

No explanation/justification has been provided to their clients as to why their properties are in an AOSI. They note that alternative sites exist and request the removal of the sites from the AOSI.

Cromar White Developments

Cromar White Developments note that extending the status of buildings already listed as safeguarded will extend uncertainty and reduce the ability to attract tenants to buildings.

Currie Motors Ltd

No explanation/justification has been provided to their client as to why their properties are in an AOSI, and request removal of these sites from the AOSI.

Dron & Wright

Dron & Wright, working on behalf of the London Fire and Emergency Planning Authority, state that previous safeguarding of the Chelsea fire station has had a negative impact on the property. The safeguarding impedes on the London Fire and Emergency Planning Authority's objective of redeveloping the Chelsea fire station to provide a new fire station and to release latent value from the site.

Finite Property Investment Limited

Finite Property Investment Limited express concern that the proposed safeguarding measures widen the scope for properties to be impacted and affected by Crossrail 2, creating uncertainty for affected properties.

Finite Property Investment Limited has no objections to works taking place beneath the property, but any proposed work that directly impacts the property would have a cost implication that should be taken into consideration in developing options for Crossrail 2.

Grosvenor

Grosvenor is opposed to safeguarding Lower Grosvenor Gardens, a valuable and well used open public space in an area that is noticeably deprived of such

spaces. They state that the resulting blight, in particular on Belgrave House, is unacceptable and currently unjustified. They note that it is a disproportionate use of the power to impose a permanent and indefinite restriction of a person's rights to property when the sole contemplated use is as a temporary worksite. They also note that the safeguarding should not be "refreshed" at this stage, as TfL intend to undertake a more thorough review in the near future which may lead to further changes to the safeguarding plans and work site areas.

Grosvenor Fund Management

Their client are not opposed to Crossrail 2 in principle, but Belgrave House, a 30,000sqm, class A, 10 year old office building is in an AOSI. They have not been provided with any justification for this, and request that it is removed. They state that a new station entrance could be accommodated within Victoria Station, rather than the proposed AOSI.

King & Wood Mallesons

King & Wood Mallesons have submitted a response on behalf of the Comer Group, property owners at Oakleigh Road South. The proposed AOSI would have a significant impact on the capability of the site to accommodate alternative uses in future. Further, King & Wood Mallesons state that they have not been notified or consulted on the safeguarding proposals.

As such, King & Wood Mallesons strongly object to the inclusion of Oakleigh Road South within the safeguarding proposals.

Northcote Lodge School

Northcote Lodge oppose the proposed AOSI at Trinity Fields. They suggest that other nearby sites, such the adjacent corner of Trinity Road and Burntwood Lane to the north of Trinity Fields, would be more suitable.

According to Northcote Lodge, the proposed AOSI would result in the permanent loss of the main football pitch and the main cricket pitch, as well as valuable green space within south west London.

Parklife Trading Limited (PTL)

Strongly opposes the proposed AOSI on Wandsworth Common. PTL, which operates the Skylark café, states that the proposed location would negatively impact the community, local businesses and the environment. PTL do not propose another route but state that other locations would be better for the proposed development. PTL object to the removal of and substantial disruption to an essential leisure asset (the Skylark café), and to the impact on jobs and the local economy if the café closes.

Richard Max & Co

Richard Max, on behalf of their clients, recognise the significance of safeguarding the Chelsea-Hackney Line route and the benefits it will bring to London as a whole, but object to the safeguarding at three sites. They state that no detailed rationale has been given beyond route alignment and this basis makes it unreasonable to safeguard such large areas of land. They state that safeguarding is premature before funding and design of Crossrail 2 is

established. The proposed site includes a Locally Significant Industrial Site and a Site of Importance for Nature Conservation. An existing planning application has been submitted to redevelop the site and safeguarding may blight the site and prevent development in a reasonable timeframe.

The Roxy

The Roxy agree with the proposal to update the safeguarding of the Chelsea-Hackney Line route. They suggest that more specific information should have been made available for each of the AOSIs to allow an informed decision about the geographical coverage of the safeguarding. They agree with the content of the proposed safeguarding directions and the guidance for Local Planning Authorities.

Savills - Rathbone Place

Savills have submitted a response on behalf of MDDT Nominees and S.A. & Wolfe Nominees Ltd., property owners on Rathbone Place. Savills appreciate the benefits of Crossrail 2 but strongly oppose the inclusion of this property in an AOSI. According to Savills, no details have been provided as to why this property is in the AOSI, and so request that land at Rathbone Place is removed from safeguarding.

Savills - Torrens Street

On behalf of their client, Savills, object to the safeguarding of their client's property on Torrens Street. They identify damaging effects of safeguarding on the properties - limiting the ability to redevelop, sell or let properties. They have requested further information as to why their property has been included in an AOSI.

TIAA Henderson Real Estate Ltd

Their client is not opposed to Crossrail 2 in principle, but one of their most prized assets, a 30,000sqm, class A, 10 year old office building is in an AOSI. Their client requests that it is removed.

Interest Groups

The Georgian Group

The Group note that a number of historic buildings are in sites identified as AOSIs. These buildings positively contribute to the area's historic environment and the Group comments that is essential to preserve these buildings or their frontage in any future proposals.

The Islington Society

The Islington Society comment on the nature of the railway, the route outlined for safeguarding and the impact that construction could have on Islington. The Islington Society recommend a metro option for the Crossrail 2 link, with a south-west-to-north-east route through Islington that includes a station or interchanges at Essex Road. The Islington Society is opposed to the demolition of the west side of Islington High Street from Pentonville Road.

Wandsworth Society

The Wandsworth Society oppose development of playing fields at Trinity Road and Burntwood Lane, as well as development of the site at 'Neals Farm', the council's car park depot, and the Skylark Café. They suggest an alternative safeguarded route approximately 200m to the west.

Representative Organisations

Amwell Society

The Amwell Society identify that locating a Crossrail 2 station at Angel will stimulate the North Clerkenwell economy, despite the potential for significant local upheaval. They raise specific concerns that the new station entrance on the west side of Islington High Street may result in the demolition of the listed Angel Building. The Amwell Society query whether Crossrail 2's entrance at Angel station can be confined to the east of the A1, avoiding the west side and the Angel Building.

Angel AIM, Business Improvement District

The AIM strongly support the proposed new transport infrastructure and the proposed station at Angel, particularly if the station entrance is to the western side of the site. Currently, the Safeguarding lines seem to assume an east-west orientation, and the AIM note that a north east-southwest station orientation would create the opportunity to bring the town centre together, linking Angel crossroads area to those beginning at Essex Road. However, the AIM state that the proposed AOSIs do not take into consideration the strategic opportunities to integrate this railway with the Angel town centre.

Angel Association, Islington

The Angel Association are unsatisfied with a number of AOSI designations. They are concerned over the designation of Torrens St, due to the street's poor access and the nearby Georgian residential terraces. They promote the consideration of the area to the west of Torrens Street/to the east of Islington High Street for this use.

They support the proposal for a station entrance to the west of Islington High Street and promote the inclusion of the Sainsbury's site near Penton Street.

They express concerns that the Crossrail 2 work could result in the demolition of key Angel landmarks on Islington High Street or the piecemeal redevelopment of the street's commercial frontage leaving historic buildings isolated.

They appreciate the use of Shoreditch Park but request that it is reinstated in good, enhanced condition as quickly as possible.

They suggest the orientation of the Angel station could be changed to North-East/South-West to draw the town centre together. They request a study is undertaken to consider this.

Battersea Ironsides Sports Club

Battersea Ironsides Sports Club express concern over construction and diversional traffic at the Burntwood Lane/Trinity Road crossroad, adding further to the nearby Springfield Hospital Regeneration Project. They object to any incursions on any sports pitches by the Crossrail 2 project, due to a shortage of sports field space in the area.

Belgravia Court Tenants Association

The Belgravia Court Tenants Association oppose the revised safeguarding designation that includes Belgrave House as an AOSI. As a 10-year old building its destruction would be wasteful of resource. They state that residents of Belgrave House have seen significant construction in the recent past and the prospect of a further 10 years of Crossrail 2 construction is unacceptable. They raised the fact that the extent of Crossrail2 work at the site is still uncertain.

They oppose the use of Lower Belgrave Gardens, an area valued by local residents and workers.

They agree with the proposal to use the coach station as an AOSI and could be relocated elsewhere and replaced with more appropriate residential use.

The Belgravia Court Tenants Association made requests for all works to avoid vibrations and noise when the work is finished. They requested work to be undertaken between 08:00-18:30 on weekdays only, with sound insulation provided to residents in advance. They requested a full structural and condition survey of Belgravia Court prior to work commencing to allow damages from the work to be identified. All works access should be via Lower Belgrave Street or Buckingham Palace, with the use of hoardings to ensure that Eccleston Place remains fully open as a highway. A request was made to set up a bi-monthly liaison group between residents, contractors, TfL Network Rail and other stakeholders to share information and voice issues.

Belgravia Neighbourhood Forum

They are not opposed to Crossrail 2, but do not agree with the revisions to the route and the AOSIs. They are also concerned that these changes carry no explanation. They do not agree with the use of Lower Grosvenor Gardens, but agree with the AOSI status at the Coach Station.

Belgravia Residents Association

Agrees with the proposal to update the safeguarding, with the content of the proposed safeguarding directions, and with the content of the guidance for Local Planning Authorities on the directions. They note that the safeguarding covers more land than is currently anticipated for the new line, which has caused some anxiety.

Burghley Road Area Residents Association

Believe that Crossrail 2 will have a negative impact at Green Gate Common and Ducketts Common, close to Turnpike Lane Tube Station. These two green areas are the only places where children of all ages can play outside.

Camden Tenants and Residents Association

The Camden Tenants and Residents Association object to demolition and construction at Gresse Street and Rathbone Place on the grounds of noise, dust and inconvenience.

Camden Town Unlimited

Camden Town Unlimited is very supportive of the proposed Crossrail 2 projects and design, specifically the revised alignment to include Euston station. They see the associated redevelopment of Euston station as an opportunity to improve pedestrian access, Camden Town Unlimited are encouraged by the 'regional option' that offers local Camden businesses with access to a wider labour market and day visitors.

Campaign for Better Transport London

Crossrail 2 is based around a fundamental principle the Campaign for Better Transport in London wish to see upheld. They note, however, there is a danger that, in promoting more expensive projects, the government will simply encourage people to travel further to achieve the same end. New rail links that facilitate relatively short journeys, coupled with transport planning that brings jobs and homes closer together, is the optimal way forward. If a metro scheme would better meet London's needs, less land would need to be safeguarded.

Fitzrovia Neighbourhood Association

The Fitzrovia Neighbourhood Association object to the proposed AOSI located next to Gresse Street and Rathbone Place, with specific concern about the residential block at 25 Gresse Street. They deem this area inappropriate for a station entrance and that machinery or ventilation equipment could cause noise and nuisance, requesting further detail about the proposed surface works.

London Chamber of Commerce and Industry

The London Chamber of Commerce and Industry see Crossrail 2 as being of considerable significance to the city, basing this view on a survey of London businesses.

London Football Association

London Football Association object to the proposes AOSI on Trinity Fields due to the subsequent loss of playing fields, with wider negative impacts on football participation at schools, clubs and the local community.

London Forum of Civic & Amenity Societies

They state that the consultation about switching from a metro to a Regional railway failed to detail the dis-benefits of the latter, and failed to reach many of the people potentially affected. The overcrowding on existing lines which prompted safeguarding of the Chelsea-Hackney line has grown worse in the intervening 25 years. They believe expansion of the rail network should be focused on existing journeys, not encouraging people to travel further to achieve the same end. They particularly support schemes which open up interchange with existing lines, the more so if those lines have capacity for growth or if the interchange will release required capacity. They accept that

interchange stations would need to be expanded to cater for increased passenger numbers. They oppose the loss of the Co-op building at the Angel and the Curzon Cinema.

London Playing Fields Foundation

The Foundation strongly object to the proposed AOSI on Trinity Fields in Wandsworth. The Foundation has provided local residents with valuable playing fields for over 100 years. The loss of any sports field will have a negative impact on the opportunities for sports participation in south west London and for the local community. According to the Foundation, the proposed placement for the ventilation shaft contradicts National Planning Policy, the Wandsworth Playing Pitch Strategy and the Mayor's Legacy Plan for Sport. The Foundation further state that local neighbourhood opinion should be sought in determining the proposals for Crossrail 2 and the AOSI.

London Sport

Object to inclusion of Trinity Fields in AOSI, as it is a vital recreation ground whereas London has a deficiency of leisure facilities.

London Wall Partners

London Wall Partners object to two AOSIs on Wandsworth Common and Trinity Fields. The Wandsworth Common site includes numerous amenities including the Skylark Café identified as a focal point of the common. They state work will impact upon enjoyment of the common. They are concerned that the commons' paths and the nearby roads will be unable to support works traffic, worsening an already congested junction. The Trinity Fields site is identified as the only open space for local sports clubs and schools to play sport in and London Wall Partners object to the loss of this amenity. Concerns are raised over the safety of users (specifically children) of the common from fumes released by a possible ventilation shaft.

North London Transport Forum

Strongly supports Crossrail 2 and favours the metro option, but hope that TfL will ensure that construction generates training and employment opportunities. Supports alignments from central London to Dalston Junction with branches to New Southgate via Seven Sisters and to the Lea Valley via Tottenham Hale, as well as provision for an extension to the east via Hackney Central. They note a desire to ensure some value increases are recouped, including outside London. Four-tracking Upper Lea Valley Line will support delivery of Crossrail 2.

Oakley Street Residents Association

The Oakley Street Residents Association does not agree with a Crossrail station in the Chelsea area. The Association further does not agree with the content of the guidance for the Local Planning Authorities, as the proposed safeguarding limits the ability of local MPs to control development in the community. The Oakley Street Residents Association query why such a large area of land is needed.

Paultons Square Residents Association

State that the new safeguarding direction should be refused because it is too early to introduce a new safeguarded route at this stage, there is no formally agreed route and station in Chelsea, there is no feasibility study and considerable uncertainty regarding funding.

Sport England

Object to inclusion of Trinity Fields in AOSI, as it is a vital recreation ground whereas London has a deficiency of leisure facilities.

Toastrack Residents Association (TRA)

The TRA fully support Crossrail 2 and support connecting the principle nodes of Wimbledon, Clapham Junction and Tooting Broadway. Nevertheless, they object to the current alignment of the route from Tooting Broadway to Clapham Junction due to the impacts of the AOSIs on Wandsworth Common and Trinity Fields. They further state that the proposals have only included one route alignment option, and that all parties have not been given the opportunity to determine the advantages and disadvantages of each option. The TRA believes that there are alternative routes available that do not involve tunnelling under or needing surface works on Wandsworth Common or Trinity Fields.

Trinity Fields Trust

The Trinity Fields Trust object to the location of an AOSI on Trinity Fields. They state that the proposed safeguarding designation would result in the permanent loss of the main cricket pitch and the senior football pitch at Trinity Fields. The safeguarding designation of an AOSI would negatively impact the ability of local schools to use the site for sport and for charities to host events on Trinity Fields. The impacts they identify would impose economic harm on the Trinity Fields Trust charity. The Trinity Field Trust request that the location of the AOSI is reconsidered, including considering location on the adjacent northern corner of the Trinity Road and Burntwood Lane crossing. The northern corner of would not suffer the impacts of the current proposed location.

Victoria Business Improvement District (VBID)

Victoria BID supports in principle the planned safeguarding and states that Crossrail 2 will support the area's regeneration. Further, Crossrail 2 would alleviate crowding on the transport network and support Victoria's growth and economic prosperity.

Several AOSIs fall within the VBID's jurisdiction, including the Victoria Coach Station, Victoria Mainline and Lower Grosvenor Gardens. VBID expresses concern about the partial or total closure of Lower Grosvenor Gardens under the scheme. VBID asks that any loss of space within the Lower Grosvenor Gardens be mitigated.

Wandsworth Common Management Advisory Committee

The Wandsworth Common Management Advisory Committee is concerned about the construction of a tunnel underneath Wandsworth Common. They state a desire to be involved in detailed consideration of relevant planning,

construction and management of Crossrail 2, with specific reference to the Common's facilities.

West Anglia Route Group

The Group strongly supports the Crossrail 2 project as it adds capacity across the network. According to the Group, the Regional alignment remains the preferred option as it offers increased capacity and improved connectivity. However, the Group supports the updating of the safeguarding directions to allow for the delivery of a Crossrail 2 route which encompasses alignment from central London to Dalston Junction in Hackney with branches to New Southgate via Seven Sisters and to the Lea Valley via Tottenham Hale.

Wimbledon East Hillside Residents' Association (WEHRA)

Agrees with the proposal to update the safeguarding, but not with the content of the proposed safeguarding directions. Some of WEHRA's members are alarmed that by agreeing to 'safeguarding' they are increasing the chance they may lose their homes as part of the Crossrail 2 project. They would like the large Waitrose on Alexandra Road to be removed from the Area of Surface Interest.

WEHRA are concerned about traffic management during construction, and about air pollution. WEHRA suggest a series of remedial services to help residents address the effects of construction on health and wellbeing. There are also economic concerns for local shops. WEHRA suggest that a viewing platform is erected around Wimbledon Station, where people can watch as construction work progresses.

Other

Everyday Church

The Everyday Church note that the church has been designated as both "safeguarded" and an AOSI when immediately adjoining sites have not been designated in that way. They are concerned about this, and the loss of the church will lead to the loss of their charitable activities.

St Mary Magdalene Church

St Mary Magdalene Church recognise the benefits that Crossrail 2 will bring to the wider community, but raise concerns over the increased traffic from works vehicles and the increased safety risks for their parishioners. St Mary Magdalene Church is a grade 2 listed building and they would have to be satisfied that the church would incur no damage to its foundations or fabric.

Surrey County Cricket Club

Surrey County Cricket Club object to the AOSI designation of an area of Trinity Fields playing fields. They identify that any loss of use of the playing fields as having a detrimental effect on the local community.