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26 June 2017
Crossrail 2 Ref: CR2-1012-2017

Dear David,

2016/6814/P Maria Fidelis School, 34 Phoenix Road and 1-39 Drummond Crescent, London, NW1 1TA

Details pursuant to Condition 20 (design and construction method statements) of planning permission ref. 2016/3476/P, dated 01/12/2016, for the demolition of the existing school buildings and erection of a new part two, part three, part four-storey 5 form entry secondary school (1,050 pupils including 300 16+) with associated landscaping, flood-lit multi-use games area (MUGA), cycle parking and servicing.

Thank you for your letter dated 23 June 2017. I confirm that this application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction.

Transport for London administers the Crossrail 2 (CR2) Safeguarding Direction made by the Secretary of State for Transport on 24 March 2015.

Please note that CR2 is unable to accept the 'Groundborne Vibration Assessment' submitted by the applicant as part of the supporting documentation in respect of application 2016/6814/P.

The applicant/authors have used the '**Crossrail Limited**' references in making their calculations and not the CR2 'Information for Developers' pack references. The CR2 pack is available on the CR2 website at:

http://12671m2nzpvy44li8s48uorode.wpengine.netdna-cdn.com/wp-content/uploads/2016/08/CRL2-Information-for-Developers_June-2017-FINAL.pdf

The acceptability criteria in the CR2 'Developers Pack' is stated in terms of $L_{max,F}$ and not $L_{max,S}$ which is more demanding and as such would change the calculation results.

In the calculations a soil loss factor of 0.5 is assumed, which the Transportation Noise Reference Book cautions against and says "although clay-like soils may have this large a loss factor it is important to exercise caution in using so large a value of η since very rapid attenuation of vibration with distance will be predicted. A more conservative value of η is 0.1-0.2" CR2 has accepted calculations using 0.2 previously.

In the calculation of the propagation loss r_o has been used instead of r resulting in an overestimate of attenuation. The distance attenuation also is slightly high.

Because of these issues, the report cannot be accepted and 'Condition 20' not recommended for release. Crossrail 2 therefore requests that the applicant re-submit to the local authority the Groundborne Vibration Assessment using the CR2 criteria at their earliest opportunity and forwarding a copy of the corrected report to safeguardcrossrail2@tfl.gov.uk for review.

CR2 will review the revised report and return its finding as soon as possible so as not to cause any unnecessary delay or inconvenience.

In addition, the latest project developments can be found on the Crossrail 2 website www.crossrail2.co.uk, which is updated on a regular basis.

I hope this information is helpful, but if you require any further information or assistance then please feel free to contact a member of the Safeguarding Team on 0343 222 1155, or by email to safeguardcrossrail2@tfl.gov.uk

Yours sincerely,

A handwritten signature in black ink that reads "Michael Johnson". The signature is stylized with a large, sweeping flourish that loops under the name and extends to the right.

Michael Johnson
Safeguarding Manager