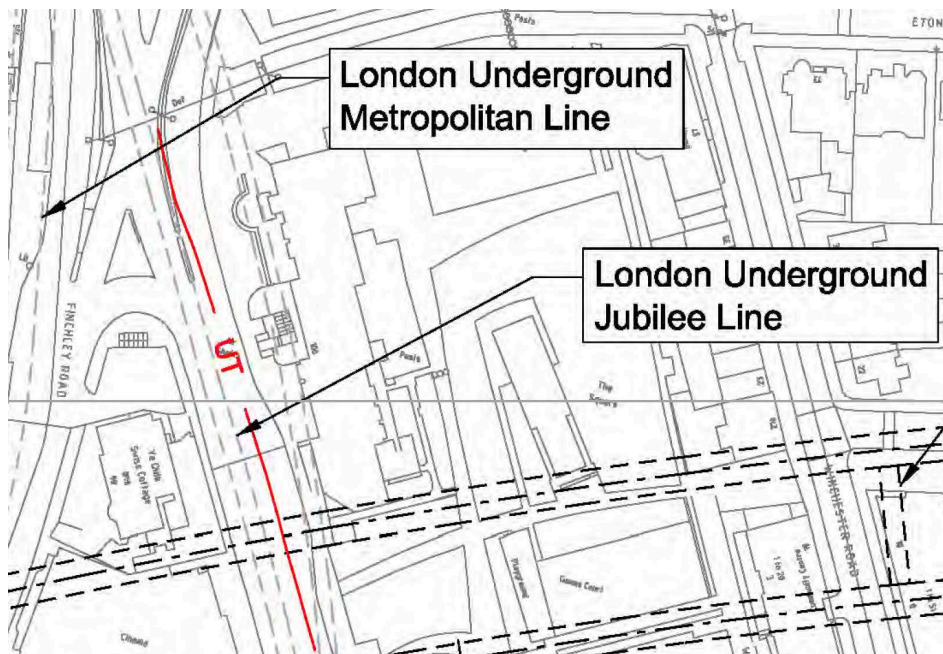


**Revised objection** Ref: 2018/I098/P 100 Avenue Road - Impact Assessment for HS2

This Impact Statement appears to be incomplete in so far as a) satisfying Condition 17 and b) there being any certainty that, as a result of the combined projects, there will be no adverse impact on either HS2 tunnels or the new 100 Avenue Road development. Neither this incomplete Impact Statement nor HS2’s casual response to it gives assurance that the combined projects will be safe. According to Condition 17 more details are needed:

- I. HS2 Safeguarding Planning Manager James Fox stated “that the proposed location of the tunnels is not confirmed” (16/10/17). Therefore the specific requirement of condition 17 to:“(i) Accommodate the proposed location of the HS2 structures and tunnels” has not been met.

In his response to this Impact Assessment James Fox writes that “the proposed piling remains well clear of the HS2 exclusion zone” (06/03/18). This is contrary to the HS2 map: C221-MMD-CV-DPP-010-200900-FPD which shows that "current proposals for the HS2 tunnels... **just clip the edge of the Lower Block**" (HannTucker). See extract from map below:



C221-MMD-CV-DPP-010-200900-FPD extract:

----- Tunnels external extent.

2. In his response to this Impact Assessment James Fox also writes that “The developer has also considered the issue of tunnel settlements in their design which appear acceptable”. Yet according to this Impact Assessment i. “the report did not consider the effects of pile downdrag, which is the additional settlement of the piles relative to the soil due to the local ground movement near the tunnels (and) AECOM acknowledged that greater settlement would occur as a result of this downdrag, and...recommended that the effects of pile downdrag be considered in the next stage of assessment.” Without this assessment how can EL “(ii) Accommodate ground movement and associated effects arising from the construction thereof”?
3. HS2 James Fox says in the same letter that “a consultant has also considered the noise and vibration impacts.” In the Impact Assessment. But it is not clear in the report how he arrived at this conclusion. The Impact Assessment reports that “Hann Tucker Associates have previously undertaken noise and vibration assessments of the site. Our analysis indicated that groundborne noise and vibration impact from the Jubilee Lines would not likely be cause for concern on residential and commercial property”. Hans Tucker also gives his “opinion that that noise and vibration from HS2 would not likely pose cause for concern on Swiss Cottage” and again it is not clear how he has arrived at this other than guesswork based on the tunnels being 40m below the jubilee line.
4. However Hann Tucker at the same time also acknowledges “In the absence of any noise and vibration data provided by HS2 relevant to Swiss Cottage we are unable to conduct any further analysis.” And the Impact Assessment recommends that “A further analysis should be undertaken once HS2 provides site specific noise and vibration data.” But HS2 have not provided this data. Without it how can EL “(iii) Mitigate the effects of noise and vibration arising from the operation of the HS2 railway within the tunnels, ventilation shaft and associated below & above ground structures”?

I understand that the developers are keen to progress, and that this condition was requested by HS2, but that does not justify discharging the condition before all the requirements are met.

I request that Condition 17 is not discharged until the above details are provided.

Regards

Madeleine Slade