

Transport for London  
Infrastructure Protection

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5 Endeavour Square  
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[www.tfl.gov.uk](http://www.tfl.gov.uk)

**31<sup>st</sup> August 2018**

Dear Tim,

**Re: 152-156 Kentish Town Road – Letter of No Objection in principle to development**

I have reviewed the following documents relating to the proposed development at 152-156 Kentish Town Road:

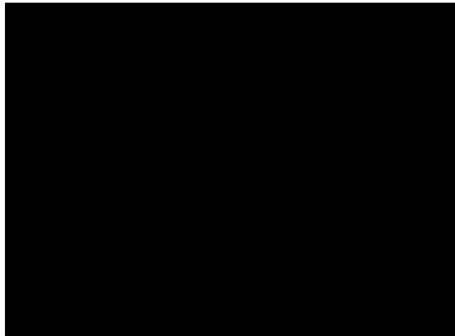
- Ground Movement Review Report, prepared by Dunelm Geotechnical & Environmental, reference D8002/02, dated 26/05/2017.
- London Underground Limited Tunnel Clearances Assessment, reference N086-SCA-TRK-N086-008, dated 07/08/2018.

Based on these documents, the following is noted:

- The maximum predicted total displacement of the lower Northern Line tunnel is 1.6mm for demolition and 5.2mm for full excavation, with a worst case (75% load long term) movement of 1.7mm at the tunnel crown.
- The maximum predicted total displacement of the upper Northern Line tunnel is 1.7mm for demolition and 5.2mm for full excavation, with a worst case (75% load long term) movement of 1.7mm at the tunnel crown.
- The maximum predicted diametric distortion of the upper tunnel occurs at the full excavation stage and is 0.02% in both the horizontal and vertical direction.
- The maximum predicted diametric distortion of the lower tunnel occurs at the full excavation stage and is 0.04% in the horizontal direction and 0.03% in the vertical direction.
- The clearance assessment shows generally favourable clearance readings with the maximum reported clearance infringement occurring at 341m design chainage (southbound) with a value of -39mm.

I can confirm that the predicted values are within a range that would be acceptable to Transport for London and therefore I am pleased to confirm that Transport for London has no objection in principle to these works progressing subject to the conditions outlined below:-

- An appropriate monitoring regime is to be implemented within the Northern Line tunnels in order to verify the actual movements during construction against those predicted in the Ground Movement Review.
- A Monitoring Action Plan (MAP) setting required trigger levels for the monitoring of the Northern Line tunnel is to be agreed with Transport for London.
- Details of the proposed methodology for these construction works is to be reviewed and accepted by a TfL Outside Parties Engineer.
- TfL inspectors may monitor the works, plant and methods of working when required as detailed in any agreed Method Statements, in order to ensure the protection of TfL infrastructure and operations.
- Ongoing communication with TfL, including updates on programme is required to avoid any risk to TfL infrastructure.
- A condition survey of the tunnels is to be carried out both before and after construction in order to verify that no damage has been caused during construction.
- You are reminded that the responsibility for the health, safety and environmental aspects of the works on site rests fully and unreservedly with your designated designers and contractors.



**MAYOR OF LONDON**



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