

Your ref:
Our ref: 1821271-N096-ECV-REP-0002-1

Gerald Gillespie
Director
JLL
30 Warwick Street
London W1B 5NH

London Underground
Infrastructure Protection

7th Floor
5 Endeavour Square
Stratford
London E20 1JN

29th July 2020

www.tfl.gov.uk/tube

Dear Gerald,

Re: 115-119 Camden High Street re-development – Ground Movement Assessment Report rev 01

I write regarding 115-119 Camden High Street re-development Ground Movement Assessment Design submission by Geotechnical Consulting Group (GCG). The submission comprised of the following:

- ASSESSMENT OF IMPACT OF REDEVELOPMENT ON LU TUNNELS
Rev 01 dated 16/07/2020

I make the following observations:

- Proposal to demolish existing 2 storey building and backfill of existing-part basement.
- New 5 storey building construction with single storey basement on piled foundations.
- Proposed piles shall be outside the Northern Line tunnel protection zone and clear of the Freehold Easement triangular land as per Land Registry 349539.
- GCG's report assesses impact of re-development on both northbound tunnels to Camden Town nearest to the site; running from Mornington Crescent (Tunnel 1) and from Euston (Tunnel 2)
- The report predicts maximum heave of +2mm in the short term at crown level during excavation stage, which increasing to +3.3mm in the long-term for both tunnels.
- During construction of the new building, movements of both tunnels largely reverse, resulting in maximum final settlement of less than -2mm in the short term and -3mm in the long term.
- Predicted minimum radius of curvature based on the vertical movements along the axes of the tunnels; are approx. 32km for Tunnel 1 and 26km for Tunnel 2.



Upon review of the Assessment of Impact of Redevelopment on LU Tunnels rev 1, I can confirm that the predicted values are within a range that would be acceptable to Transport for London (TfL) and therefore TfL Infrastructure Protection have no further comment in relation to the proposed construction of 115-119 Camden High Street Re-development subject to the following conditions:-

- Further review of movement analysis maybe necessary following change to design, construction programme or methodology adopted for the redevelopment.
- Details and proposed methodology of any alterations to be reviewed and accepted by LU Engineer.
- Pre and Post works condition surveys to be carried out on LU Assets, with reports to be submitted to LU Engineer for review and acceptance.
- The Project shall be liable for any detrimental new defects to LU assets as a result of your works.
- Developer to note, percussive piling within close vicinity of TFL assets is not permitted.
- Ongoing communication with LU, including updates on programme.

I trust the above is clear and understood. Should there be any queries or you require further clarification or information, please do not hesitate to contact me.

Yours sincerely,

Aneeka Ahmed MSc DIC MEng (HON)
Senior Infrastructure Protection Engineer

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