



Your ref:
Our ref: 1822985-EL-ETU-LET-0001-0

For the attention of Florian Osswalt
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25 July 2022

Dear Florian,

Re: 60 to 70 Shorts Gardens & 14 to 16 Betterton Street Extensions - TfL letter of No Objection with one Condition (Conditional on satisfying Planning Condition 7b) of Application 2019/3501/P)

I write to confirm that on the basis of our review of the below listed documents received and following review of your contractors' responses to TfL comments, TfL have no objection to the proposed rail infrastructure protection measures being proposed for 60-70 Shorts Gardens. We are therefore able to make recommendations to the LPA to release of all but one (see below) of the pre-commencement planning conditions pursuant to Safeguarding the railway.

Please note this doesn't in anyway absolve the Developer and its agents of any of their obligations to continue to mitigate any risk significant impact to the Elizabeth Line assets as a consequence of this development.

Documents reviewed and accepted with comments:

Doc No	Rev.	Title	Author
I 34268/R1	Issue 1	60 to 70 Short's Gardens and 14 to 16 Betterton Street, London WC2H 9AU Ground Movement Impact Assessment – Crossrail Tunnel Accepted subject to Cat III check	FAIRHURST



	REVISION 0 October 2020	SHORTS GARDENS CATEGORY 3 CHECK - GROUND MOVEMENT IMPACT ASSESSMENT ON CROSSRAIL TUNNELS	GEOTECHNICAL CONSULTING GROUP																
10669 / 003	00	Basement Water Management	Steve Dennington De-specialist works.com																
MUL-STT- ZZ-ZZ-TW- CA-1000	11	Tower Crane foundation design and GMA	Structural & Temporary Works consulting																
2082-A2S- XX-XX-CA- Y-0001-01	March 2022	Secant Pile Wall calculations	A-squared Studio																
RAMS 10669 / 005	02	Piling Methodology for Secant Piled Wall installation using a Restricted Access Piling Rig 53054	de-group contracting.com																
3117- TW06	0	Proposed Basement Constructions Sequence_Technical Team review_0 (accepted on basis of endorsement by Cat III checker)	de-group contracting.com																
TWF6	0005	Temporary Works Design CChecks	AKERA																
3386	F	Monitoring Methodology: Installation and Monitoring	SES																
<p>The Following RAMS are also accepted with comments:</p> <table border="1"> <tr> <td> IMSF-DEC-110 - Lorry Mounted Crane Lifting Plan - LP53054-01 Rev 01</td> <td>12/07/2022 09:15</td> </tr> <tr> <td> LUK RAMS - Delivery of Piling Rig</td> <td>05/07/2022 13:17</td> </tr> <tr> <td> Shorts Gardens 10669 003 REV 00 Basement Water Management</td> <td>08/07/2022 11:43</td> </tr> <tr> <td> Shorts Gardens 10669 005 REV 02 DEGC Piling Methodology for Secant Piled Wall installation</td> <td>08/07/2022 11:40</td> </tr> <tr> <td> Shorts Gardens 10669 007 REV 00 DEGC Demolition</td> <td>08/07/2022 11:43</td> </tr> <tr> <td> Shorts Gardens 10669 013 REV 02 DEGC Installation of Temporary works Issued to LG</td> <td>07/07/2022 11:23</td> </tr> <tr> <td> TWF 6-CAT 3-Temporary Works Design Check - West Vent - Deconstruct - Signed terrell signed 13-07-2022</td> <td>13/07/2022 16:06</td> </tr> <tr> <td> WEST VENT METHODOLOGY-Rev C</td> <td>24/06/2022 13:56</td> </tr> </table>				IMSF-DEC-110 - Lorry Mounted Crane Lifting Plan - LP53054-01 Rev 01	12/07/2022 09:15	LUK RAMS - Delivery of Piling Rig	05/07/2022 13:17	Shorts Gardens 10669 003 REV 00 Basement Water Management	08/07/2022 11:43	Shorts Gardens 10669 005 REV 02 DEGC Piling Methodology for Secant Piled Wall installation	08/07/2022 11:40	Shorts Gardens 10669 007 REV 00 DEGC Demolition	08/07/2022 11:43	Shorts Gardens 10669 013 REV 02 DEGC Installation of Temporary works Issued to LG	07/07/2022 11:23	TWF 6-CAT 3-Temporary Works Design Check - West Vent - Deconstruct - Signed terrell signed 13-07-2022	13/07/2022 16:06	WEST VENT METHODOLOGY-Rev C	24/06/2022 13:56
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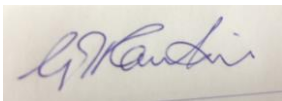
Condition 7b – groundbourne noise & vibration

Report 9368.RP03.VIB.0 of February 2021, prepared by RBA acoustics, summarises the findings of noise & vibration testing undertaken in Dec 2020. While the report concludes that the noise measurements conform to guideline limits, this is predicated on the assumption that trains were running at line speed and with regular frequency during testing. At the time Crossrail was

undertaking dynamic testing of trains but it could not be verified that trains were in fact travelling at line speed.

Given the mitigation of groundbourne noise impact on occupants is an important criterion we consider that it would be prudent to conduct a further test insitu now that the Elizabeth Line is operational, to validate the assumptions upon which the noise & vibration resilience of the development is founded. I hope this will indeed corroborate the previous assumption, so that we can proceed to recommend the release of Planning Condition 7 (b) of the Planning application 2019/3501/P.

Yours sincerely,



Geoff Rankin
Acting Infrastructure Protection Engineer

Direct line: 07540666875

cc. Mehrban Hussain
Malcolm Howard
Will Orlik – CRL Safeguarding