

**Network Rail (High Speed) Outside Parties**  
**Response to planning consultation**

Planning ref: 2015/4640/P

Date of this response: 04 September 2015

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**Conditions**

**1. Further consultation and agreement**

Condition: The Developer shall enter into discussions with HS1 and their Engineer, Network Rail (High Speed), as soon as practicable to assist in identifying the likely effect of the development on HighSpeed1 or HS1 Property.

Contact: HS1 Ltd  
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[REDACTED]

Reason: The nature of the proposed development is such that detailed discussion is required concerning the design, construction, future maintenance and demolition of the development to ensure that it does not compromise the integrity, safety, security, operation, maintenance and liabilities of HS1.

**2. Details to be provided**

Condition: The further details bulleted below shall be submitted in writing for approval by the Local Planning Authority in consultation with HS1. The development shall then be carried out only in compliance with the approval unless previously agreed in writing by the Local Planning Authority in consultation with HS1:

- Impact of cooling pod on 100t mobile crane access –swept path analysis of 100t mobile crane was previously carried out for the access road.

Reason: The planning application does not contain the detail needed to identify potential effects upon the integrity, safety, security, operation, maintenance and liabilities of HS1 and HS1 Property.

**3. Foundation design**

Condition: Prior to the start of construction, details of the design of the foundations and other works proposed below existing ground level shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. Construction activity shall then be carried out in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with HS1.

Reason: To ensure that loads on, and settlement of, HighSpeed1 tunnels, structures, track and other infrastructure do not prejudice the safety or operation of HighSpeed1.

**4. Drainage design**

Condition: Prior to the start of construction, details of the design of the drainage shall be submitted in writing and approved by the Local Planning Authority in

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consultation with HS1. Construction activity shall then be carried out in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with HS1.

Reason: To enable HS1 to satisfy themselves that there is no increased risk to HS1 arising from the development.

**5. Construction safety**

Condition: Construction activity on the site shall not commence until a method statement for the activity has been submitted in writing and approved by the Local Planning Authority in consultation with HS1. The method statement shall include but not be limited to:

- onsite vehicle movements and parking
- safeguarding of buried services
- temporary drainage measures;
- location and height of spoil stockpiles
- storage of combustible/hazardous materials
- position and operation of cranes

Construction activity shall then be carried out only in compliance with the approved method statement unless previously agreed in writing by the Local Planning Authority in consultation with HS1.

Reason: No such information has been provided and is required in order to manage the risk that the construction activity presents to the safety, security and operation of HighSpeed1.

**6. Site investigations near to HighSpeed1 (above ground)**

Condition: Prior to the start of site investigations involving a borehole or trial pit deeper than one metre, details of the location and depth of site investigations including a method statement shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. This activity shall then be carried out only in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with HS1.

Reason: No such information has been provided and is required in order to ensure that the borehole or trial pit is at an acceptable vertical and horizontal distance from the railway so that it does not compromise the integrity, safety or operation of HighSpeed1.

**7. Site access and vehicle movements**

Condition: Prior to the start of construction details of the construction phase vehicle circulation shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1 together with types of vehicles

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and likely frequency of such movements. Where vehicle movements are close to HighSpeed1 infrastructure vehicle containment may be required. The details shall include but not be limited to:

- site access
- onsite vehicle routes and movements
- types of vehicles
- number and frequency of such movements
- vehicle containment to be provided to protect HighSpeed1 against the risk of vehicle incursion.

Vehicle circulation shall then be carried out only in accordance with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: No such information has been provided and is required to manage the risk to the safety and operation of HighSpeed1 arising from vehicle movements.

**8. Temporary errant vehicle protection**

Condition: Prior to the start of works, details of temporary errant vehicle protection measures during the construction phase shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. This errant vehicle protection shall be provided prior to start of the works and retained until permanent barriers, if required, are in place.

Reason: No vehicle containment barriers exist alongside the track at the location of the development. Construction vehicles could breach the railway boundary fence and pose a catastrophic risk to the safety of HS1.

Informative: Vehicle incursion is one of the biggest risks facing railways and this risk is amplified for high speed lines. CTRL was designed with adequate protection for existing road layouts and vehicle movements but does not necessarily provide protection for new developments. The level of containment depends upon speed, weight and type of vehicle, and on angle of incidence.

**9. Temporary fencing and security measures**

Condition: Prior to the start of construction activity details of fencing to protect HighSpeed1 shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. The developer shall provide fencing as follows:

- location
- height and type and spec reference
- other security measures such as CCTV, 24-hour site security

The fence shall be erected prior to other construction activity commencing and shall subsequently be retained and maintained as effective

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protection/security until completion of construction or permanent security fencing is in place (whichever is later) unless otherwise agreed in writing by the local planning authority in consultation with HS1.

Reason: To control the risk of trespass and vandalism on HighSpeed1 arising from the development.

**10. Demolition**

Condition: No demolition activity shall take place until the proposed methodology has been submitted in writing to and approved by the Local Planning Authority in consultation with HS1. Demolition activity shall then be carried out in accordance with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: No such information has been provided and demolition activity could pose a risk to the safety, security and operation of HighSpeed1.

**11. Buried services**

Condition: Prior to the start of construction details of the special measures, to identify and protect HighSpeed1 or UK Power Networks buried services shall be submitted in writing to and approved by the Local Planning Authority in consultation with HS1. Construction shall only take place in compliance with approved measures unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: No such details have been provided. These services are crucial to the operation of HighSpeed1.

**12. Excavations**

Condition: Prior to the start of construction activity engineering details of the size, depth and proximity to HighSpeed1 of any excavations shall be submitted in writing to and approved by the Local Planning Authority in consultation with HS1. Excavations shall then be carried out in accordance with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: No such details have been provided. To ensure that the stability HighSpeed1 tunnels, structures, track and other infrastructure is not prejudiced.

Informative: If the excavation is within the zone of influence of HighSpeed1 infrastructure an engineering design will be required from the developer for approval in advance of excavation.

**13. Imposed loads**

Condition: Prior to the start of construction, details of the size, loading and proximity to HighSpeed1 of additional ground loads such as stockpiles shall be submitted in writing and approved by the Local Planning Authority in



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consultation with HS1. Works shall be carried out in conformity with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change

**Reason:** To ensure that the stability of HighSpeed1 tunnels, structures, track and other infrastructure is not prejudiced.

**Informative:** If the stockpile is within the zone of influence of HighSpeed1 infrastructure an engineering design will be required from the developer for approval in advance of excavation.

**14. Vibration**

**Condition:** Prior to the start of construction details of the plant and equipment proposed which are likely to give rise to vibration (such as pile driving, demolition and vibro-compaction of the ground) together with predicted vibration levels, shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. Activities likely to cause vibration in the vicinity of HighSpeed1 infrastructure such that a peak particle velocity (PPV) of 5mm/s may be exceeded at the railway boundary will be subject to agreement in advance.

Where activities could give rise to PPV of 5mm/s or greater, a vibration and settlement monitoring regime shall be submitted in writing to for approval by the Local Planning Authority in consultation with HS1. It shall be put in place prior to the start of works. HS1 shall be provided reasonable access to the results of monitoring

**Reason:** No details of vibration have been provided. To ensure that vibration does not prejudice safety, operation and structural integrity of HighSpeed1.

**15. Storage of hazardous materials**

**Condition:** Details of the materials and arrangements for the storage of combustible gases or hazardous materials within 200m of HighSpeed1 infrastructure shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. No such materials should be introduced to the site without the prior approval of the Local Planning Authority in consultation with HS1.

**Reason:** In the event of fire, combustible gases present an immediate and catastrophic risk to HighSpeed1. Exclusion zones which may be required around the gas containers or hazardous materials could prevent the running of trains and incur punitive delay costs.

**16. Car parking**

**Condition:** Details of construction phase vehicle parking provision shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. No parking should take place other than in the approved locations without the prior approval of the Local Planning Authority in consultation with HS1 Network Rail (High Speed).

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Reason: To avoid obstruction of emergency access routes to and from HighSpeed1 and to minimise inconvenience for HS1 and Network Rail (High Speed) arising through inconsiderate parking.

**17. Permanent fencing and security measures**

Condition: Fencing is required at the western elevation of the building or existing NR High Speed fencing to be upgraded by the developer. The details of this shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. This fencing shall be installed prior to the occupation of the site and shall be retained as an effective barrier unless otherwise agreed in writing with the Local Planning Authority in consultation with HS1.

Reason: To maintain the security of HighSpeed1 and comply with HS1 security requirements. Existing fencing is inadequate for the change of use of the adjacent area and the development proposed introduces a risk of trespass and vandalism on HighSpeed1.

**18. Drainage**

Condition: No water or effluent shall be to be discharged from the site or from the permanent works onto HighSpeed1 or its associated drainage system. Details of the drainage associated with development shall be submitted in writing and approved by the Local Planning Authority in consultation with HighSpeed1. Unless otherwise agreed in writing with the Local Planning Authority in consultation with HS1, the drainage scheme shall be installed in accordance with the approved scheme and maintained in proper working order.

Reason: To ensure that the maintenance and operation of HighSpeed1 is not prejudiced.

**19. Planting and access to High Speed 1 fenceline**

Condition: The planting within 3m of the High Speed 1 fence shall allow for access of plant and machinery for maintenance of that fence and any other High Speed 1 assets. Details of the planting shall be submitted in writing and approved by the Local Planning Authority in consultation with HighSpeed1. Unless otherwise agreed in writing with the Local Planning Authority in consultation with HS1, the planting scheme shall be installed in accordance with the approved scheme and maintained in accordance with this condition.

Reason: To permit access for maintenance purposes to the High Speed 1 fence. To prevent trespass and vandalism risk from trees which could provide a climbing aid for unauthorised persons to scale the fence. To control incidences of reduced traction and braking force as a result of leaves on the line (a particular risk on the 1 in 40 gradients which are common on High Speed 1, and which are steeper than on other railway main lines).

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**20. Planting near High Speed 1**

**Condition:** The planting near to High Speed 1 shall be designed and specified to minimise the risk of trespass and vandalism, and of leaves on the line. Details of the planting shall be submitted in writing and approved by the Local Planning Authority in consultation with HighSpeed1. Unless otherwise agreed in writing with the Local Planning Authority in consultation with HS1, the planting scheme shall be installed in accordance with the approved scheme and maintained in accordance with this condition.

**Reason:** To prevent trespass and vandalism risk from trees which could provide a climbing aid for unauthorised persons to scale the fence. To control incidences of reduced traction and braking force as a result of leaves on the line (a particular risk on the 1 in 40 gradients which are common on High Speed 1, and which are steeper than on other railway main lines).

**21. Public access**

**Condition:** Public access to areas near to High Speed 1 shall not be permitted until a risk assessment has been prepared and risk treatments, as appropriate, incorporated in the design. The risk assessment and risk treatments shall be submitted in writing and approved by the Local Planning Authority in consultation with HighSpeed1. Unless otherwise agreed in writing with the Local Planning Authority in consultation with HS1, the scheme shall incorporate these risk treatments.

**Reason:** To manage personal injury and railway disruption risk. These can arise, for example, from the presence of live 25kV overhead equipment where kites are being flown or trains travelling at 300 km/h where ball games are played.

**22. Electromagnetic compatibility (EMC)**

**Condition:** The developer shall provide an assessment of EMC to show that the design is compatible with EMC regulations. This assessment shall be submitted in writing and accepted by the Local Planning Authority in consultation with HS1. Unless otherwise agreed in writing with the Local Planning Authority in consultation with HS1, the design shall be implemented in compliance with approved scheme.

**Reason:** No such details have been provided and the nature of the development is such that it gives rise to concerns about EMC emissions. EMC emissions which are not compliant with the regulations could cause disturbance to HS1 equipment. HS1 must be able to confirm that no such risk exists.

**23. Dazzle, glare and distraction from lighting and vehicles**

**Condition:** The permanent lighting scheme shall be so designed to avoid dazzle and glare which could cause hazard or distraction to operators of HighSpeed1. Details of the lighting scheme, including any visual screening shall be

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submitted in writing and approved by the Local Planning Authority in consultation with HS1. Unless otherwise agreed in writing with the Local Planning Authority in consultation with HS1, the approved lighting scheme shall be implemented.

Reason: Lighting can interfere with sighting of signals and compromise the safe operation of HighSpeed1. No detail of the lighting has been provided.

**24. Dazzle, glare and distraction from solar reflection**

Condition: The development shall be so designed to avoid dazzle and glare from solar reflection which could cause hazard or distraction to operators of HighSpeed1. The reflectivity and the orientation of specular (i.e. polished) reflective surfaces such as glazing or non-matt metal shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. Unless otherwise agreed in writing with the Local Planning Authority in consultation with HS1, the approved scheme shall be implemented.

Reason: Depending upon the orientation of the façade or component and the position of the sun, specular reflection can interfere with sighting of signals and compromise the safe operation of HighSpeed1. No detail of the potential for this has been provided.

**25. Control of maintenance risk**

Condition: Prior to the start of design, proposals for those elements of maintenance of the development which could prejudice the safety, operation or maintenance of HighSpeed1 shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. The details shall include:

- Routine maintenance of the façade facing HighSpeed1
- Use of plant with a collapse radius within 4m of the HS1 boundary

The design shall then be carried out only in accordance with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: No such information has been provided and is required to manage the risk to the safety and operation of HighSpeed1 arising from maintenance of the development.

**Informatives**

**26. Protective Provisions Agreement (PPA)**

Informative: The developer is expected to enter into a PPA with HS1. This is a legal agreement between HS1 and the developer covering safeguards, processes, responsibilities and cost recovery.



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Reason: The nature and scale of the proposed development is such that detailed discussions, agreements and indemnities are required in respect of the design, construction and future maintenance of the development in order to protect HighSpeed1.

**27. Rights of access**

Informative: The applicant is reminded that HS1 has the right to access the maintenance strip.

Reason: HS1 requires access to operate and maintain the HighSpeed1 railway, including in emergency. This right is normally contained in the sale/transfer of land agreement.

**28. Maintenance strip**

Informative: The applicant is reminded that a 3m wide maintenance strip exists alongside the HighSpeed1 fence. No development or planting should take place within this strip. Access to this strip is required across the site.

Reason: The maintenance strip has been specifically provided to allow for safe and adequate maintenance of HighSpeed1 and is allowed for in the sale/transfer of land agreement.