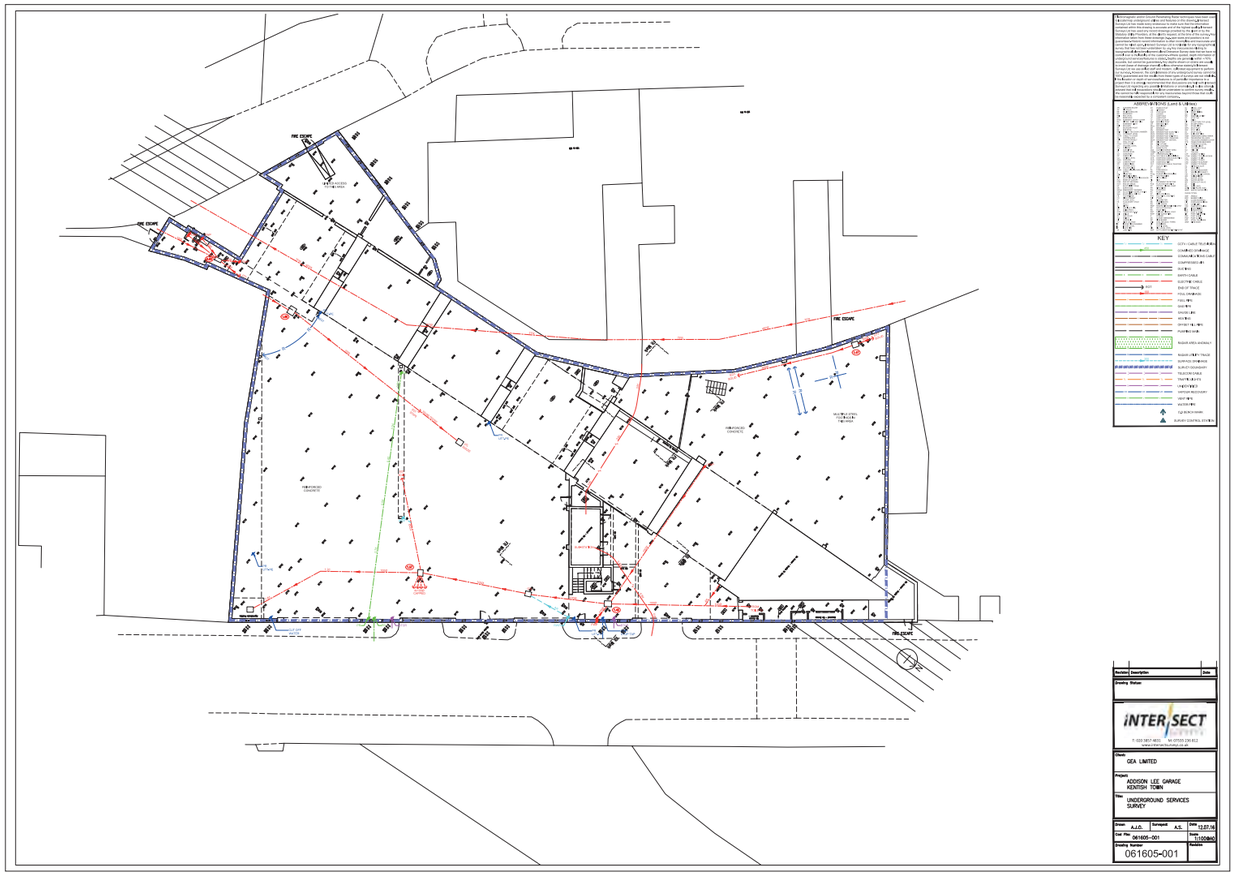


GEA Geotechnical & Environmental Associates

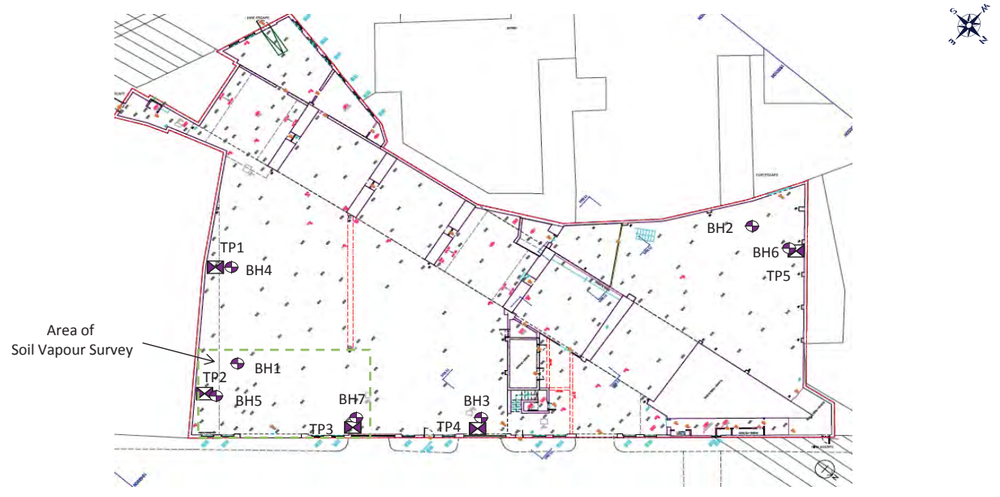
Widbury Barn
Widbury Hill
Ware
Herts SG12 7QE

Site Plan

Site	3-6 Spring Place, Kentish Town, NW5 3BA
Client	Spring Place Limited
Engineer	Heyne Tillett Steel

Job Number J16143

Sheet 1 / 1



Geotechnical & Environmental Associates (GEA)
is an engineer-led and client-focused independent specialist providing a complete range of geotechnical and contaminated land investigation, analytical and consultancy services to the property and construction industries.

We have offices at

Widbury Barn
Widbury Hill
Ware
Hertfordshire
SG12 7QE
tel 01727 824666
mail@gea-ltd.co.uk

Church Farm
Gotham Road
Kingston on Soar
Notts
NG11 0DE
tel 01509 674888
midlands@gea-ltd.co.uk

Enquiries can also be made on-line at

www.gea-ltd.co.uk

where information can be found on all of the services that we offer.

GEA Geotechnical & Environmental Associates

Appendix F

Thames Water Asset Search - CCTV Survey

Asset Location Search

Heyne Tillett Steel Limited
4

LONDON
EC1R 0DS

Search address supplied 3-6
Spring Place
London
NW5 3BA

Your reference 1399

Our reference ALS/ALS Standard/2016_3235359

Search date 19 January 2016

You are now able to order your Asset Location Search requests online by visiting
www.thameswater-propertysearches.co.uk

Asset Location Search

Search address supplied: 3-6, Spring Place, London, NW5 3BA

Dear Sir / Madam

An Asset Location Search is recommended when undertaking a site development. It is essential to obtain information on the size and location of clean water and sewerage assets to safeguard against expensive damage and allow cost-effective service design.

The following records were searched in compiling this report: - the map of public sewers & the map of waterworks. Thames Water Utilities Ltd (TWUL) holds all of these.

This searchprovides maps showing the position, size of Thames Water assets close to the proposed development and also manhole cover and invert levels, where available.

Please note that none of the charges made for this report relate to the provision of Ordnance Survey mapping information. The replies contained in this letter are given following inspection of the public service records available to this company. No responsibility can be accepted for any error or omission in the replies.

You should be aware that the information contained on these plans is current only on the day that the plans are issued. The plans should only be used for the duration of the work that is being carried out at the present time. Under no circumstances should this data be copied or transmitted to parties other than those for whom the current work is being carried out.

Thames Water do update these service plans on a regular basis and failure to observe the above conditions could lead to damage arising to new or diverted services at a later date.

Contact Us

If you have any further queries regarding this enquiry please feel free to contact a member of the team on 0845 070 9148, or use the address below:

Thames Water Utilities Ltd
Property Searches
PO Box 3189
Slough
SL1 4WW

Email: searches@thameswater.co.uk
Web: www.thameswater-propertysearches.co.uk

Asset Location Search

Waste Water Services

Please provide a copy extract from the public sewer map.

Enclosed is a map showing the approximate lines of our sewers. Our plans do not show sewer connections from individual properties or any sewers not owned by Thames Water unless specifically annotated otherwise. Records such as "private" pipework are in some cases available from the Building Control Department of the relevant Local Authority.

Where the Local Authority does not hold such plans it might be advisable to consult the property deeds for the site or contact neighbouring landowners.

This report relates only to sewerage apparatus of Thames Water Utilities Ltd, it does not disclose details of cables and or communications equipment that may be running through or around such apparatus.

The sewer level information contained in this response represents all of the level data available in our existing records. Should you require any further Information, please refer to the relevant section within the 'Further Contacts' page found later in this document.

For your guidance:

- The Company is not generally responsible for rivers, watercourses, ponds, culverts or highway drains. If any of these are shown on the copy extract they are shown for information only.
- Any private sewers or lateral drains which are indicated on the extract of the public sewer map as being subject to an agreement under Section 104 of the Water Industry Act 1991 are not an ‘as constructed’ record. It is recommended these details be checked with the developer.

Clean Water Services

Please provide a copy extract from the public water main map.

Enclosed is a map showing the approximate positions of our water mains and associated apparatus. Please note that records are not kept of the positions of individual domestic supplies.

For your information, there will be a pressure of at least 10m head at the outside stop valve. If you would like to know the static pressure, please contact our Customer Centre on 0800 316 9800. The Customer Centre can also arrange for a full flow and

Asset Location Search

pressure test to be carried out for a fee.

For your guidance:

- Assets other than vested water mains may be shown on the plan, for information only.
- If an extract of the public water main record is enclosed, this will show known public water mains in the vicinity of the property. It should be possible to estimate the likely length and route of any private water supply pipe connecting the property to the public water network.

Payment for this Search

A charge will be added to your suppliers account.

Asset Location Search

Further contacts:

Waste Water queries

Should you require verification of the invert levels of public sewers, by site measurement, you will need to approach the relevant Thames Water Area Network Office for permission to lift the appropriate covers. This permission will usually involve you completing a TWOSA form. For further information please contact our Customer Centre on Tel: 0845 920 0800. Alternatively, a survey can be arranged, for a fee, through our Customer Centre on the above number.

If you have any questions regarding sewer connections, budget estimates, diversions, building over issues or any other questions regarding operational issues please direct them to our service desk. Which can be contacted by writing to:

Developer Services (Waste Water)
Thames Water
Clearwater Court
Vastern Road
Reading
RG1 8DB

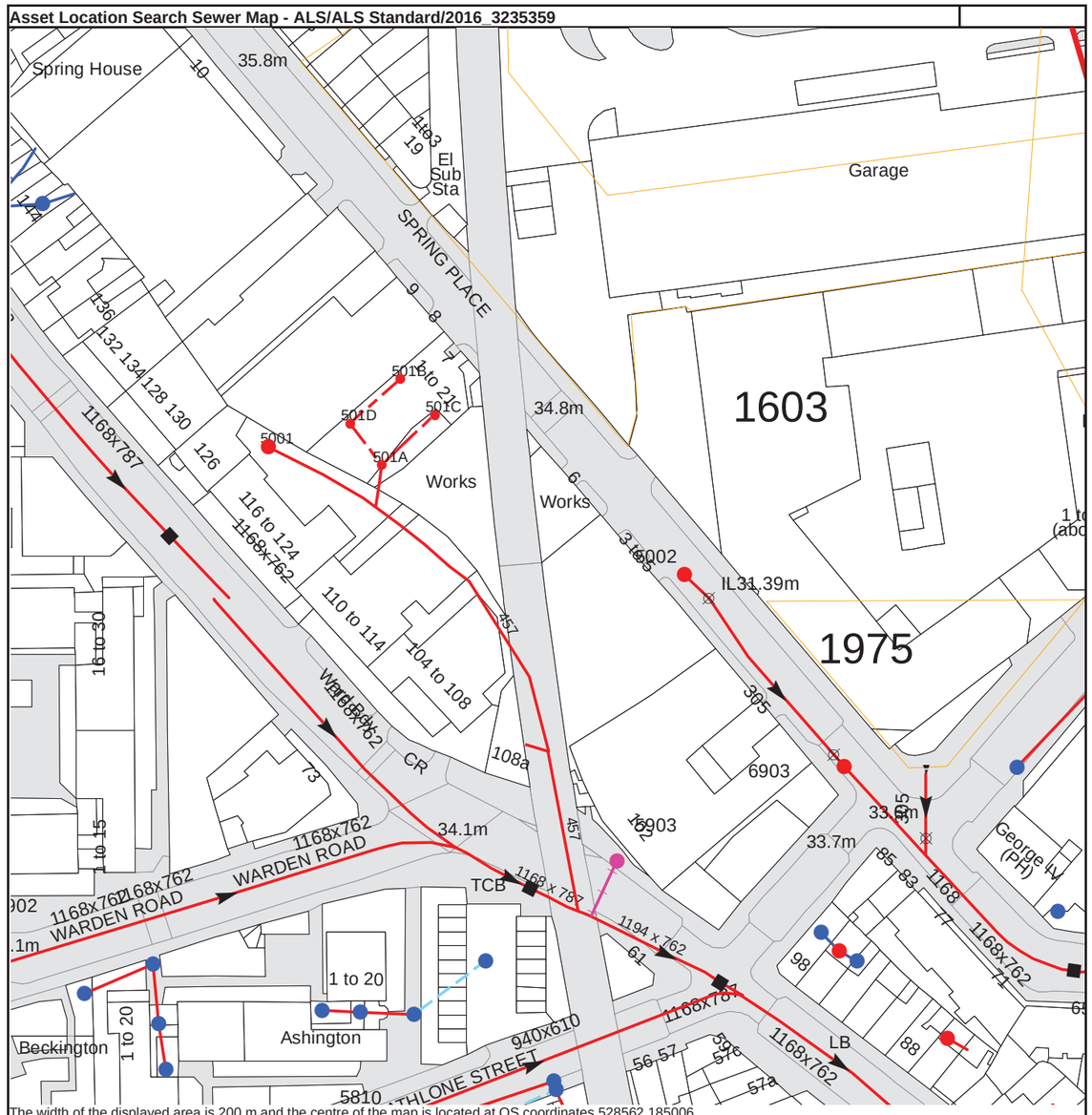
Tel: 0845 850 2777
Email: developer.services@thameswater.co.uk

Clean Water queries

Should you require any advice concerning clean water operational issues or clean water connections, please contact:

Developer Services (Clean Water)
Thames Water
Clearwater Court
Vastern Road
Reading
RG1 8DB

Tel: 0845 850 2777
Email: developer.services@thameswater.co.uk



NB. Levels quoted in metres Ordnance Newlyn Datum. The value -9999.00 indicates that no survey information is available

Manhole Reference	Manhole Cover Level	Manhole Invert Level
59CC	n/a	n/a
59CD	n/a	n/a
49BE	n/a	n/a
49BD	n/a	n/a
69CA	n/a	n/a
59CA	n/a	n/a
69BI	n/a	n/a
69BJ	n/a	n/a
5903	n/a	n/a
69DD	n/a	n/a
6903	33.75	30.38
5002	n/a	n/a
501A	n/a	n/a
5001	n/a	n/a
501D	n/a	n/a
501C	n/a	n/a
501B	n/a	n/a
40BC	n/a	n/a
59BD	n/a	n/a
59BE	n/a	n/a
49BC	n/a	n/a
69CG	n/a	n/a
49BF	n/a	n/a
59CB	n/a	n/a
69DE	n/a	n/a

The position of the apparatus shown on this plan is given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Thames Water for any error or omission. The actual position of mains and services must be verified and established on site before any works are undertaken.

ALS Sewer Map Key

Public Sewer Types (Operated & Maintained by Thames Water)

Foul: A sewer designed to convey waste water from domestic and industrial sources to a treatment works.

Surface Water: A sewer designed to convey surface water (e.g. rain water from roofs, yards and car parks) to rivers or watercourses.

Combined: A sewer designed to convey both waste water and surface water from domestic and industrial sources to a treatment works.

Trunk Surface Water

Trunk Foul

Storm Relief

Trunk Combined

Vent Pipe

Bio-solids (Sludge)

Proposed Thames Surface Water Sewer

Proposed Thames Water Foul Sewer

Gallery

Foul Rising Main

Surface Water Rising Main

Combined Rising Main

Sludge Rising Main

Proposed Thames Water Rising Main

Vacuum

Sewer Fittings

A feature in a sewer that does not affect the flow in the pipe. Example: a vent is a fitting as the function of a vent is to release excess gas.

Air Valve

Dam Chase

Fitting

Meter

Vent Column

Operational Controls

A feature in a sewer that changes or diverts the flow in the sewer. Example: A hydrobrake limits the flow passing downstream.

Control Valve

Drop Pipe

Ancillary

Weir

End Items

End symbols appear at the start or end of a sewer pipe. Examples: an Undefined End at the start of a sewer indicates that Thames Water has no knowledge of the position of the sewer upstream of that symbol, Outfall on a surface water sewer indicates that the pipe discharges into a stream or river.

Outfall

Undefined End

Inlet

Other Symbols

Symbols used on maps which do not fall under other general categories

Public/Private Pumping Station

Change of characteristic indicator (C.O.C.I.)

Invert Level

Summit

Areas

Lines denoting areas of underground surveys, etc.

Agreement

Operational Site

Chamber

Tunnel

Conduit Bridge

Other Sewer Types (Not Operated or Maintained by Thames Water)

Foul Sewer

Surface Water Sewer

Combined Sewer

Gulley

Culverted Watercourse

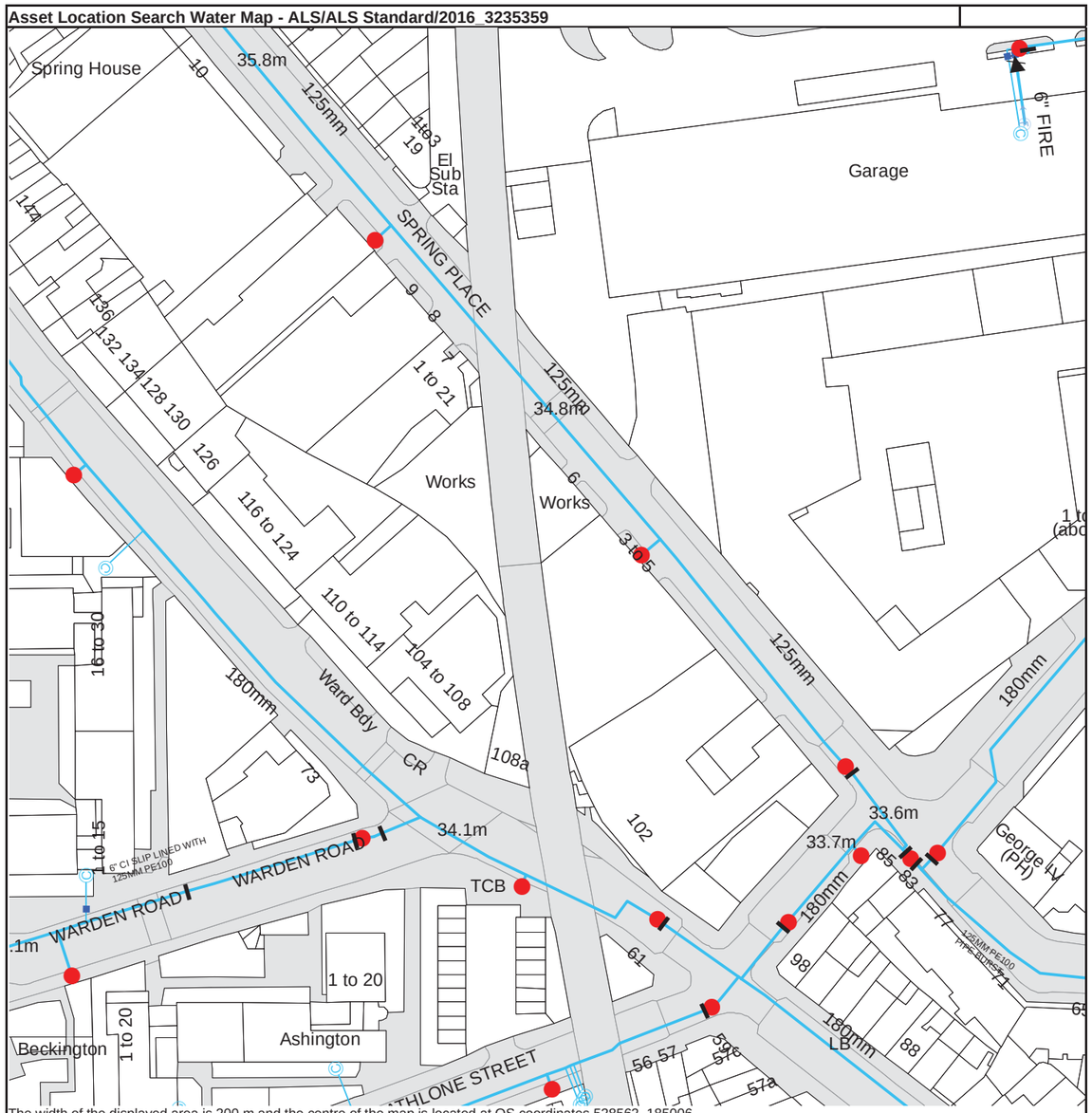
Proposed

Abandoned Sewer

Notes:

1) All levels associated with the plans are to Ordnance Datum Newlyn.
2) All measurements on the plans are metric.
3) Arrows (on gravity fed sewers) or flecks (on rising mains) indicate direction of flow.
4) Most private pipes are not shown on our plans, as in the past, this information has not been recorded.
5) 'na' or '0' on a manhole level indicates that data is unavailable.
6) The text appearing alongside a sewer line indicates the internal diameter of the pipe in millimetres. Text next to a manhole indicates the manhole reference number and should not be taken as a measurement. If you are unsure about any text or symbology present on the plan, please contact a member of Property Insight on 0845 070 9148.

Asset Location Search Water Map - ALS/ALS Standard/2016_3235359



The width of the displayed area is 200 m and the centre of the map is located at OS coordinates 528562, 185006.

ALS Water Map Key

Water Pipes (Operated & Maintained by Thames Water)

Distribution Main: The most common pipe shown on water maps. With few exceptions, domestic connections are only made to distribution mains.

Trunk Main: A main carrying water from a source of supply to a treatment plant or reservoir, or from one treatment plant or reservoir to another. Also a main transferring water in bulk to smaller water mains used for supplying individual customers.

Supply Main: A supply main indicates that the water main is used as a supply for a single property or group of properties.

Fire Main: Where a pipe is used as a fire supply, the word FIRE will be displayed along the pipe.

Metered Pipe: A metered main indicates that the pipe in question supplies water for a single property or group of properties and that quantity of water passing through the pipe is metered even though there may be no meter symbol shown.

Transmission Tunnel: A very large diameter water pipe. Most tunnels are buried very deep underground. These pipes are not expected to affect the structural integrity of buildings shown on the map provided.

Proposed Main: A main that is still in the planning stages or in the process of being laid. More details of the proposed main and its reference number are generally included near the main.

PIPE DIAMETER	DEPTH BELOW GROUND
Up to 300mm (12")	900mm (3')
300mm - 600mm (12" - 24")	1100mm (3' 8")
600mm and bigger (24" plus)	1200mm (4')

Valves

- General Purpose Valve
- Air Valve
- Pressure Control Valve
- Customer Valve

Hydrants

- Single Hydrant

Meters

- Meter

End Items

Symbol indicating what happens at the end of a water main.

- Blank Flange
- Capped End
- Emptying Pit
- Undefined End
- Manifold
- Customer Supply
- Fire Supply

Operational Sites

- Booster Station
- Other
- Other (Proposed)
- Pumping Station
- Service Reservoir
- Shaft Inspection
- Treatment Works
- Unknown
- Water Tower

Other Symbols

- Data Logger

Other Water Pipes (Not Operated or Maintained by Thames Water)

Other Water Company Main: Occasionally other water company water pipes may overlap the border of our clean water coverage area. These mains are denoted in purple and in most cases have the owner of the pipe displayed along them.

Private Main: Indiates that the water main in question is not owned by Thames Water. These mains normally have text associated with them indicating the diameter and owner of the pipe.

Terms and Conditions

All sales are made in accordance with Thames Water Utilities Limited (TWUL) standard terms and conditions unless previously agreed in writing.

1. All goods remain in the property of Thames Water Utilities Ltd until full payment is received.
2. Provision of service will be in accordance with all legal requirements and published TWUL policies.
3. All invoices are strictly due for payment 14 days from due date of the invoice. Any other terms must be accepted/agreed in writing prior to provision of goods or service, or will be held to be invalid.
4. Thames Water does not accept post-dated cheques-any cheques received will be processed for payment on date of receipt.
5. In case of dispute TWUL`s terms and conditions shall apply.
6. Penalty interest may be invoked by TWUL in the event of unjustifiable payment delay. Interest charges will be in line with UK Statute Law 'The Late Payment of Commercial Debts (Interest) Act 1998'.
7. Interest will be charged in line with current Court Interest Charges, if legal action is taken.
8. A charge may be made at the discretion of the company for increased administration costs.

A copy of Thames Water's standard terms and conditions are available from the Commercial Billing Team (cashoperations@thameswater.co.uk).

We publish several Codes of Practice including a guaranteed standards scheme. You can obtain copies of these leaflets by calling us on 0800 316 9800

If you are unhappy with our service you can speak to your original goods or customer service provider. If you are not satisfied with the response, your complaint will be reviewed by the Customer Services Director. You can write to him at: Thames Water Utilities Ltd. PO Box 492, Swindon, SN38 8TU.

If the Goods or Services covered by this invoice falls under the regulation of the 1991 Water Industry Act, and you remain dissatisfied you can refer your complaint to Consumer Council for Water on 0121 345 1000 or write to them at Consumer Council for Water, 1st Floor, Victoria Square House, Victoria Square, Birmingham, B2 4AJ.

Ways to pay your bill

Credit Card	**BACS Payment**	**Telephone Banking**	**Cheque**
Call **0845 070 9148** quoting your invoice number starting CBA or ADS.	Account number **90478703** Sort code **60-00-01** A remittance advice must be sent to: **Thames Water Utilities Ltd., PO Box 3189, Slough SL1 4WW.** or email **ps.billing@thameswater.co.uk**	By calling your bank and quoting: Account number **90478703** Sort code **60-00-01** and your invoice number	Made payable to '**Thames Water Utilities Ltd**' Write your Thames Water account number on the back. Send to: **Thames Water Utilities Ltd., PO Box 3189, Slough SL1 4WW** or by DX to **151280 Slough 13**

Search Code

IMPORTANT CONSUMER PROTECTION INFORMATION

This search has been produced by Thames Water Property Searches, Clearwater Court, Vastern Road, Reading RG1 8DB, which is registered with the Property Codes Compliance Board (PCCB) as a subscriber to the Search Code. The PCCB independently monitors how registered search firms maintain compliance with the Code.

The Search Code:

- provides protection for homebuyers, sellers, estate agents, conveyancers and mortgage lenders who rely on the information included in property search reports undertaken by subscribers on residential and commercial property within the United Kingdom
- sets out minimum standards which firms compiling and selling search reports have to meet
- promotes the best practise and quality standards within the industry for the benefit of consumers and property professionals
- enables consumers and property professionals to have confidence in firms which subscribe to the code, their products and services.

By giving you this information, the search firm is confirming that they keep to the principles of the Code. This provides important protection for you.

The Code's core principles
Firms which subscribe to the Search Code will:

- display the Search Code logo prominently on their search reports
- act with integrity and carry out work with due skill, care and diligence
- at all times maintain adequate and appropriate insurance to protect consumers
- conduct business in an honest, fair and professional manner
- handle complaints speedily and fairly
- ensure that products and services comply with industry registration rules and standards and relevant laws
- monitor their compliance with the Code

Complaints
If you have a query or complaint about your search, you should raise it directly with the search firm, and if appropriate ask for any complaint to be considered under their formal internal complaints procedure. If you remain dissatisfied with the firm's final response, after your complaint has been formally considered, or if the firm has exceeded the response timescales, you may refer your complaint for consideration under The Property Ombudsman scheme (TPOs). The Ombudsman can award compensation of up to £5,000 to you if he finds that you have suffered actual loss as a result of your search provider failing to keep to the Code.

Please note that all queries or complaints regarding your search should be directed to your search provider in the first instance, not to TPOs or to the PCCB.

TPOs Contact Details
The Property Ombudsman scheme
Milford House
43-55 Milford Street
Salisbury
Wiltshire SP1 2BP
Tel: 01722 333306
Fax: 01722 332296
Email: admin@tpos.co.uk

You can get more information about the PCCB from www.propertycodes.org.uk

PLEASE ASK YOUR SEARCH PROVIDER IF YOU WOULD LIKE A COPY OF THE SEARCH CODE

jpd technical services
PUBLIC HEALTH ENGINEERS SURVEY : DESIGN : CONTRACT

14 Fairdene Road
Coulsdon
Surrey
CR5 1RA
tel: 01737 555 054
email: jpdtekserv@hotmail.com
www.jpdtech.co.uk

8 August 2016

Heyne Tillett Steel
4 Pear Tree Court
London
EC1R 0DS

For the attention of Mr S Lucas

Dear Sirs

3 – 6 SPRING PLACE, LONDON NW5 3BA

The tracking and CCTV survey of the existing underground drainage serving the above premises was carried out on the 6 August 2016 and the findings were as follows.

1. Survey Information

For details of individual sections of drain see survey notes (1 – 33), CCTV survey footage, survey photographs and record drawing 4561/1.

The purpose of the survey was to fully establish the layout and condition of the existing site drainage system.

2. Description of System

The existing drainage system is combined and collects the foul and surface water discharge from the ground, upper floor and building roofs before discharging to the TWA sewers as follows:

a.) MH5 – Appears to connect to a blocked outfall manhole which we believe is located either in the east corner of the building or the adjacent building (Autograph) and further investigations are required.

b.) MH8 – 150dia vitrified clay (VC), combined outfall discharges to a TWA sewer which runs beneath the building and is not shown on the TWA Asset plans.

A vitrified clay interceptor trap in the outfall manhole (MH8) separates the site drainage from the public sewer.

Our survey identified two sewers that run through the site.

The first is a 300dia sewer which runs in north-west to south east direction and is located towards the rear of the premises. The second is a large brick sewer located 1.18m downstream of MH8 and flows in a north east to south west direction.

We believe both these sewers are TWA assets and in the case of the former it is most likely the sewer is indicated on the TWA plans albeit in a different location

Pipework surveyed is predominantly vitrified clay with traditional spigot and socket joints. We also identified a section of cast iron (CI) pipework serving MH7 upstream and some sections of uPVC which appear to have been installed more recently on various rainwater pipes.

Manholes are of brick construction, internally rendered with vitrified clay channels. Access covers are of varying size, duty and pattern (see photographs). TWA sewer manholes 1 and 3 are of rectangular RC construction with either VC or brick channels and medium duty, sealed and locking infill pattern access covers. Sewer manhole 2 marked on our record and which we believe is part of the TWA sewer system could not be accessed during our survey due to the poor cover condition and location.

3. Summary

The pipework surveyed is generally in a poor condition and extensive cleaning and remedial works will be required to make it suitable for re-use in the new drainage scheme.

The drainage system downstream of MH5 is blocked and we believe this connects to a further outfall manhole with interceptor trap. This manhole needs to be located so that it can be HV water jet cleaned, dimensioned and CCTV surveyed up to the point of connection to the TWA sewer

Open/displaced joints were identified throughout the VC sections of drain which is typical for traditionally jointed clay pipework.

High levels of silt and debris and varying degrees of scale were identified in a number of sections surveyed and in some instances prevented us from fully surveying the entire length of pipe. Consequently some of these sections have been identified as assumed.

Structural defects, including cracks and fractures were identified in the following sections (see survey notes for details of individual sections):

- MH2 to MH4
- MH1 to MH5
- MH3 Branch 1 (trap)
- MH4 Branch 1
- MH4 Branch 2
- MH6 Branch 1

MH7 could not accessed during our survey and it appears to be located beyond the site boundary and within an open area between 3 – 6 Spring Lane and No. 7 Spring Lane. Further investigations are required to determine what this manhole serves and whether it needs to be maintained during the proposed site works.

J P Durkin Eng. Tech., M.I.P.H.E R.P - J M Durkin
VAT Reg No. 667 5320 19

4. <u>Recommendations</u>

These recommendations are based on the existing drainage system and should be incorporated as part of the proposed site alterations.

a. All site manholes to be made fully accessible and any branch connections CCTV surveyed to determine condition and usage. These manholes include Sewer Manhole 2, MH7 and the assumed outfall downstream of MH5.

b. All retained drainage to be HV water jet cleaned to remove silt, debris and scale to establish a site wide clear and free flowing drainage system. Cleaning to include all traps, gullies and sewer outfalls.

c. On completion of the cleaning works, all sections that were previously not fully surveyed to be re-CCTV surveyed to determine condition and usage.

d. The two TWA sewers that are located within the site boundary to be CCTV surveyed and GPS traced to determine condition and exact location within the building. Thames Water to be consulted to fully establish the ownership of these sewers together with any proposed diversion works

e. If retained, the sections noted in the summary above that have structural defects to be either structurally lined or excavated and replaced as necessary.

f. All retained sections of pipework to be tested for soundness prior to re-use. Any defective sections to be replaced or structurally lined accordingly.

g. The whole of the drainage system to be HV water jet cleaned and CCTV surveyed on completion of the project and prior to handover.

Should you require further information or costs for our recommended remedial works then please contact the undersigned.

Yours faithfully

Tom Pengelly
<u>JPD Technical Services</u>

NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH JPD TECHNICAL SERVICES REPORT DATED 8 AUG 2016 SURVEY CARRIED OUT 6 AUG 2016

2.

MH	MANHOLE
DP	DRAIN POINT
RWP	RAINWATER PIPE
RWS	RAINWATER SHOE
WP	WASTE PIPE
WVP	WASTE VENT PIPE
VP	VENT PIPE
SVP	SOIL VENT PIPE
SP	SOIL PIPE
OTG	OPEN TRAPPED GULLY
OTBIG	OPEN TRAPPED BACK INLET GULLY
STBIG	SEALED TRAPPED BACK INLET GULLY
VC	VITRIFIED CLAY
I/T	INTERCEPTOR TRAP
RAI/T	REVERSE ARM INTERCEPTOR TRAP
PVC	PLASTIC PIPE
CI	CAST IRON
CID	CAST IRON DRAIN
G	GULLY
R/G	ROAD GULLY
B/D	BACKDROP
FA	FROM ABOVE
TB	TO BELOW
HL	HIGH LEVEL
FWD	FOUL WATER DRAIN
SWD	SURFACE WATER DRAIN
BAC	BOLTED ACCESS CHAMBER
PRM	PUMP RISING MAIN
SS	STUB STACK
AP	ACCESS POINT
CP	CATCHPIT
RE	RODDING EYE
UTL	UNABLE TO LIFT
UTS	UNABLE TO SURVEY
UTSF	UNABLE TO SURVEY FURTHER

3. ALL PIPEWORK IS 100ø UNLESS OTHERWISE STATED

4. BELOW GROUND DRAINAGE
ABOVE GROUND DRAIN/WASTE PIPE
ASSUMED DRAINAGE
THAMES WATER AUTHORITY SEWER (TWA)
BRANCH REF No (3)

.	.	.
REV.No	DATE	REVISION

jpd technical services
PUBLIC HEALTH ENGINEERS SURVEY:DESIGN:CONTRACT
14 Fairdene Road
Coulsdon, Surrey CR5 1RA
TEL: 01737 555054 WWW.JPDTECH.CO.UK

CLIENT: HEYNE TILLETT STEEL

PROJECT: 3–6 SPRING PLACE
LONDON NW5 3BA

TITLE: GROUND FLOOR PLAN
EXISTING DRAINAGE LAYOUT

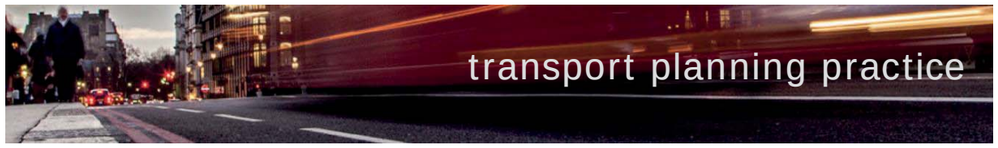
DRAWN	SDS
CHECKED	TPG/JPD
SCALE	1:100 @ A1 DO NOT SCALE
DATE	9.8.2016
DRAWING. No	4561–1

FIRE ESCAPE
100ø DP
100ø SVP
MH 8
820x610
880 DEEP
100ø FA/TB
75ø FA
TWA SEWER
100ø @ HL
100ø
WP (SINK)
100ø RWP
450ø ?
SEWER MH 3
750x600
1680 DEEP
TWA SEWER
300ø ?
SEWER MH 2
UTL/TBC
100ø RWP
UTSF
BLOCKED
100ø PVC
100ø VC
PIPE
BLOCKED
POSSIBLE OUTFALL MANHOLE IN CORNER OF BUILDING– ALTERNATIVELY PIPEWORK DISCHERGES TO ADJACENT BUILDING (AUTOGRAPH)
MH 5
880x620
1580 DEEP
MH 1
600x450
1330 DEEP
SEALED
100ø PVC
MH 2
700x550
1470 DEEP
75ø RWP
100ø FA
100ø FA/TB
WP SVP
ASSUMED
UTSF
100ø VC
100ø PVC @ HL
75ø RWP
RWP
MH 3
600x450
1190 DEEP
MH 4
1500x500
1150 DEEP
RWP/STBIG
WP
DP (WC)
DP ?
100ø DP (WP)
MH 6
600x600
1010 DEEP
100ø ASSUMED
MH 7
UTL
100ø VC
300ø
SEWER MH 1
750x600
1470 DEEP
FIRE ESCAPE
AUTOGRAPH
SPRING PLACE

Appendix G

CMTP

HEYNE TILLETT STEEL



3-6 Spring Place, Camden

Construction Traffic Management Plan

Introduction

1. Transport Planning Practice (TPP) has been appointed by Spring Place Limited to provide advice on transport issues associated with the proposed redevelopment of 3-6 Spring Place, in the London Borough of Camden (LBC).

2. This note provides details of the traffic management input to the Construction Management Plan (CMP) associated with the excavation of the basement and construction of the new development. The CMP has been prepared in support of the proposals to redevelop the site to provide basement, ground plus five storeys B1 Office space. The development will also include ancillary uses including conference / event space, break out areas, café / restaurant offer and cycle storage, staff showers and lockers.

Construction vehicle numbers

3. The construction period is expected to last approximately 84 weeks. The quantum of service vehicles varies over this period, with less than 30 vehicles a week (6 a day) being used for approximately half of this time. During the busier periods of construction there are in excess of 70 vehicles a week, equating to around 12 vehicles a day during the working week.

4. A full breakdown of the expected vehicle numbers associated with the different time periods of the build are indicated in Figure 1. It should be noted however that these are an initial indication and are subject to further assessment once a contractor is appointed.

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Figure 1 - Vehicle numbers throughout duration of construction

WEEKS	VEHICLE TYPE	No/ FREQUENCY	TIME ON SITE	VEHICLES PER WEEK	WEEKLY TOTAL
1 to 4	High sided skip vehicles	1 a day	2 hours	5	15
	Vans	2 a day	15 mins	10	
5 to 16	High sided skip vehicles	2 a day	2 hours	10	25
	Rigid vehicles	1 a week	1 hour	5	
	Vans	2 per day	15 mins	10	
16 - 28	Ready Mix Concrete vehicles	2 per day	30 mins	10	25
	Rigid vehicles	1 per day	1.5 hours	5	
	Vans	2 per day	15 mins	10	
29-35	Muck away vehicles	10 a day	45 mins	50	50
36-42	Lorry Mounted Concrete pump	2 a week	6 hours	2	28
	Ready Mix Concrete vehicles	2 per day	30 mins	10	
	Rigid vehicles	1 a day	1 hour	5	
	Vans	2 per day	15 mins	10	
	Site waste vehicles	1 a week	1 hour	1	
42-51	Lorry Mounted Concrete pump	2 a week	6 hours	2	44
	Ready Mix Concrete vehicles - verticals	2 per day	30 mins	10	
	Ready Mix Concrete vehicles - slabs	8 per pour	20 mins	16	
	Rigid vehicles	1 a day	1 hour	5	
	Vans	2 per day	15 mins	10	
	Site waste vehicles	1 a week	1 hour	1	
52-59	Lorry Mounted Concrete pump	2 a week	6 hours	2	74
	Ready Mix Concrete vehicles - verticals	2 per day	30 mins	10	
	Ready Mix Concrete vehicles - slabs	8 per pour	20 mins	16	
	Rigid vehicles	1 a day	1 hour	5	
	Vans	6 per day	15 mins	10	
	Semi Trailer vehicles	3 a day	2 hours	15	
	Rigid lorries	3 per day	30 mins	15	
	Site waste vehicles	1 a week	1 hour	1	
59-66	Semi Trailer vehicles	3 a day	2 hours	15	77
	Rigid vehicles	6 per day	30 mins	30	
	Vans	6 per day	15 mins	30	
	Site waste vehicles	2 a week	1 hour	2	
66-76	Semi Trailer vehicles	1 per day	1 hour	5	47
	Rigid vehicles	4 per day	1 hour	20	
	Vans	4 per day	15 mins	20	
	Site waste vehicles	2 a week	1 hour	2	
76-84	Vans	3 a day	15 mins	15	17
	Site waste vehicles	2 a week	1 hour	2	

Main access/egress routes

5. The main through routes in this part of Camden, from which vehicles can access the development site, are the A400 Kentish Town Road to the west and Prince of Wales Road to the south. Taking into account the existing road widths, on street parking and traffic calming measures already in place, the most suitable route providing access to the site will be via Prince of Wales Road and Grafton Road. The most suitable route when leaving the site will be via Holmes Road and Kentish Town Road. These routes are shown on Drawing No. 30895/AC/002.

Notification of contractors, delivery companies and visitors

6. The delivery routes will be included within the tender documents issued to the main contractors. They will then be incorporated into the contract documents when the successful contractor is appointed. The main contractor will be required to include the vehicle routes in all subcontract and suppliers orders. This will mean that all parties are fully aware of the routes and will be able to make due allowance for this with regard to the size of vehicle. On site the delivery routes will be displayed on the site noticeboards and on the hoarding.

Local access/egress routes

7. The most suitable route providing access to the site is via Prince of Wales Road and Grafton Road. The most suitable route when leaving the site will be via Holmes Road and Kentish Town Road. On Holmes Road, with the exception of two schools, the majority of properties are occupied by businesses. These routes are shown in Drawing No's. 30895/AC/011 and 30895/AC/012, which also include swept path analysis for a 10.2m tipper truck and an articulated vehicle respectively.

8. An alternative route via Queens Crescent was also considered, as shown in Drawing No. 30895/AC/013. However, this was considered unsuitable because of the need to suspend many of the residential parking bays on Gillies Street due to the tight nature of the road, and the risk that larger vehicles would overrun and/or overhang the footways.

9. The sequence of activities for a large vehicle accessing the development site will be as follows:

   Step A: vehicles arrives and waits in holding area in Athlone Road

   Step B: vehicle turns at the Spring Place/Holmes Road junction and reverses into Spring Place with the assistance of traffic marshalls

   Step C: temporary barriers are put in position around the vehicle

   Step D: vehicle is unloaded

   Step D: temporary barriers are removed

   Step E: vehicle leaves the area via Holmes Road and Kentish Town Road.

10. This sequence is shown on Drawings No. 30895/AC/014 and 30895/AC/015 for a 10.2m tipper truck and a 13.55m articulated vehicle respectively.

11. Drawing No. 30895/AC/016 shows that a council waste vehicle entering or exiting the depot via Spring Place can pass a large construction vehicle when parked (with temporary barriers in place).

Spring Place footway

12. The hoarding for the construction site will extend to the edge of the footway on the western side of Spring Place for the full length of the development site. Therefore, pedestrians will be directed to use the pavement on the eastern side of Spring Place between the railway bridge and Holmes Road. This is shown in Drawing No. 30895/AC/17.

Management of access/egress arrangements

13. Traffic marshalls will escort the vehicles to the unloading bays. Whilst one marshall assists the delivery vehicle in reversing into the unloading bay in Spring Place, other marshalls will control other road users and pedestrians.

14. Once the vehicle is in the unloading bay, temporary barriers will be placed in position around the vehicle whilst it is unloaded. These temporary barriers will then be removed and the vehicle will be escorted by the traffic marshall to the junction with Holmes Road where the vehicle will turn left back towards Kentish Town Road.

Loading and unloading from Spring Place

15. The majority of loading and unloading will take place in Spring Place as indicated on the drawings referenced above, with the exception of a low number of smaller vehicles which will be able to utilise Grafton Road. Safe loading and unloading will be ensured through the use of traffic marshalls. The location for storage of materials, skips and plant within the site is not known at this time.

Loading and unloading from Grafton Road

16. In order to alleviate the pressure on the Spring Place loading area, and to reduce the number of vehicles reversing along Spring Place, it will be beneficial to provide an additional loading area on Grafton road adjacent to the development (shown in the photograph below). Drawing No. 30895/AC/019 shows that, following the suspension of the existing parking bays, a standard transit van and an 8m rigid lorry can access the proposed loading area on Grafton Road and leave the area via Holmes Road.

Inset 1: Sub-station Grafton Road

Swept path diagrams for tight manoeuvres

17. As described above, during construction it will not be possible for larger vehicles accessing the development to turn around within the site. Therefore, vehicles will make a turning manoeuvre at the Spring Place/Holmes Road junction and reverse into Spring Place. Swept path analysis for a 10.2m tipper truck and an articulated vehicle are shown on Drawing Nos. 30895/AC/014 and 30895/AC/015. This junction has a raised pavement treatment and bollards to prevent casual parking of vehicles near to the Collège Français Bilingue de Londres, as shown on in the photograph below. However, the swept path analysis indicates that turning of large vehicles is possible without any vehicle overhang onto the footway.

Inset 2 – Raised pavement at junction of Spring Place/Holmes Road/Athlone Street/Willes Street

18. The turning manoeuvre at the Kentish Town Road/Holmes Road junction (shown in the photograph below) will be difficult for larger vehicles. Drawing No. 30895/AC/018 shows the left turn for an articulated vehicle heading north out of London. Vehicles will cross on the southbound traffic lane on Kentish Town Road when turning left out of Holmes Road. Whilst this is common for larger vehicles throughout London, during times of high vehicle flows it may be necessary for this junction to be managed by traffic marshals in order to reduce vehicle conflict.

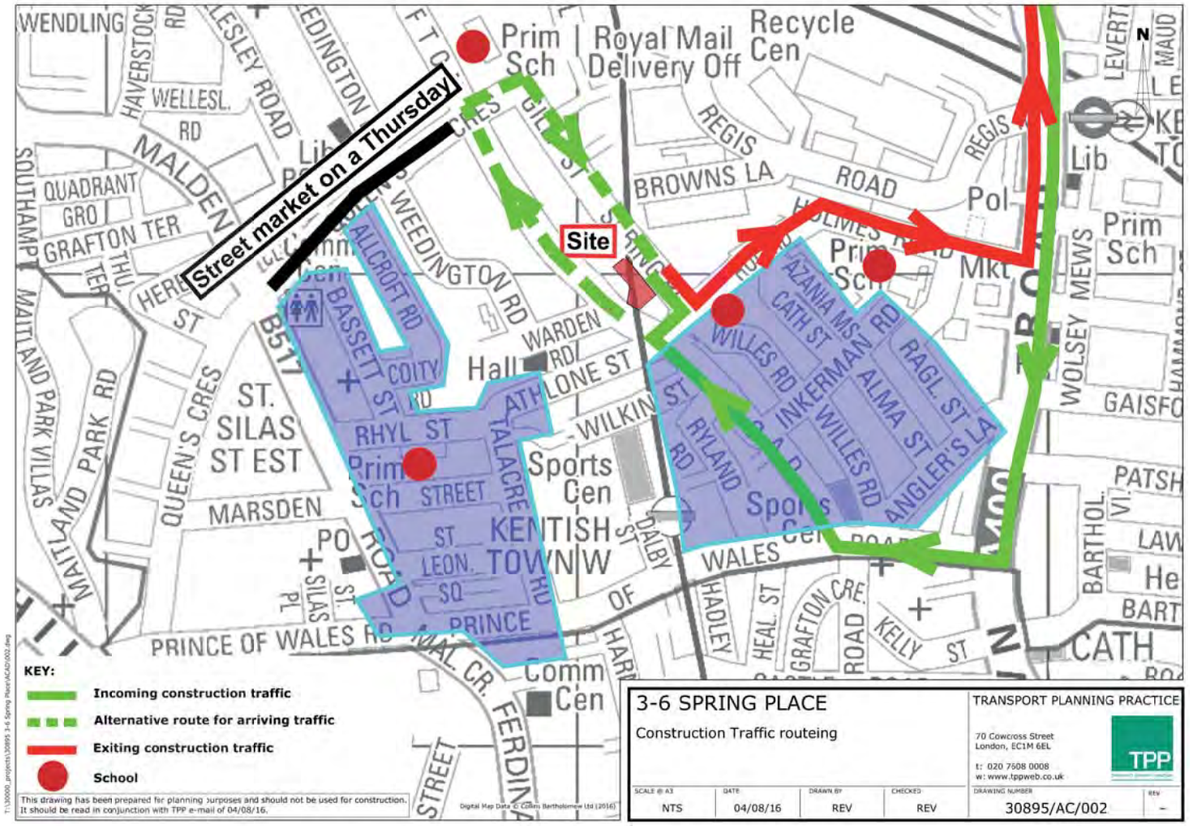
Inset 3: Junction of Kentish Town Road and Holmes Road

Parking bay suspensions

19. Parking bay suspensions will be necessary in Spring Place as shown on Drawing No. 30895/AC/014. This will involve the metered parking opposite the site and the motorcycle bays.

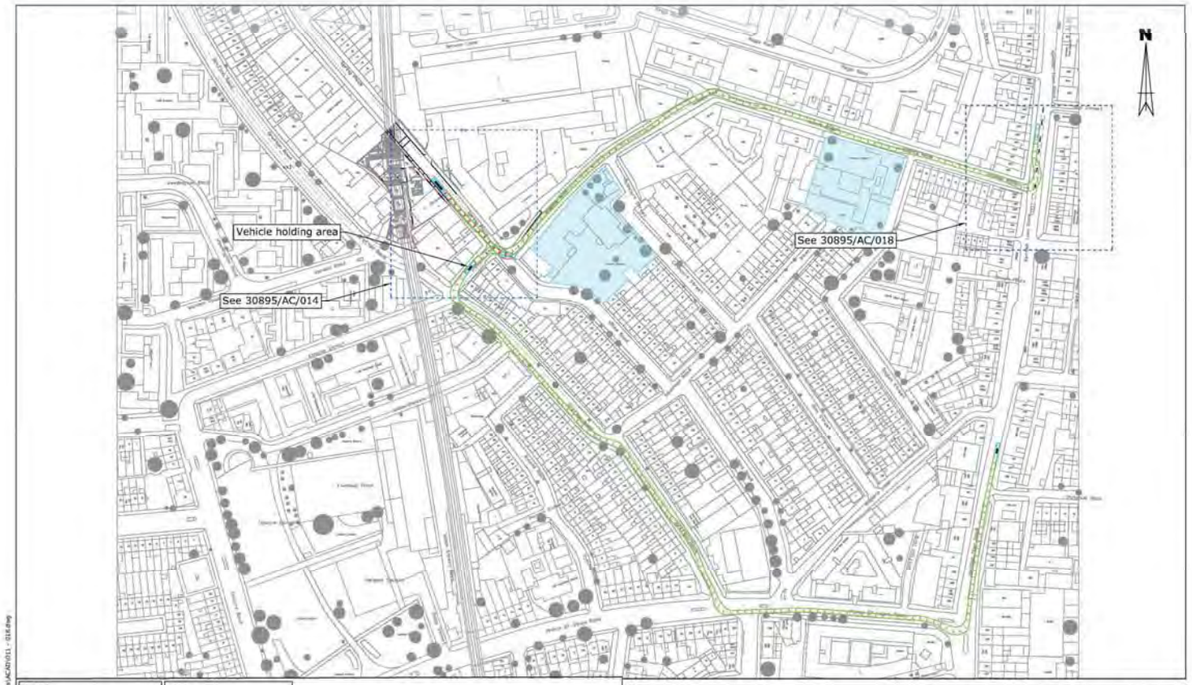
20. It will probably also be necessary to suspend the parking bay(s) next to the sub-station in Grafton Road occasionally during construction. The timing, frequency and duration of these suspensions cannot be determined at this stage.

21. A temporary holding area, for larger HGV's, will also have to be created in Athlone Street, as previously discussed.



Drawings

TPP
transport planning practice



Key

- Local Schools

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP document D03.

Based on drawing number: 160810_Proposed_Plan_Level_00

TPP REF - JN_09

3-6 SPRING PLACE

Route overview:
Swept path analysis of 10.2m tipper truck accessing site

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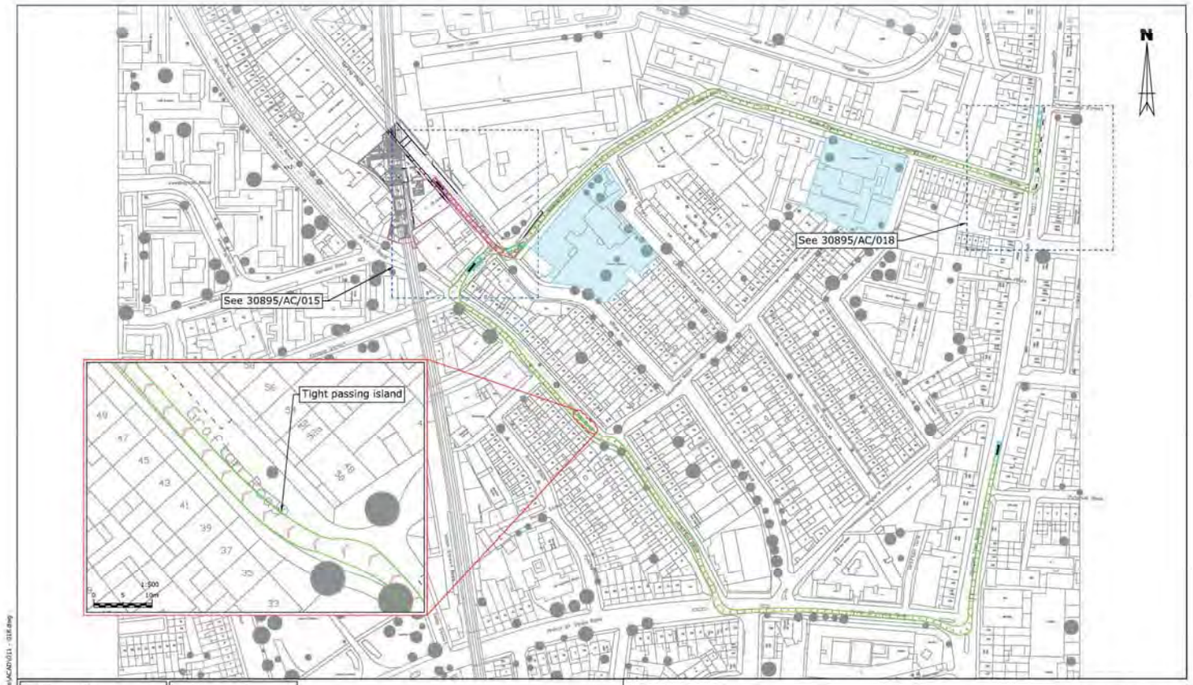

Key

- Local Schools

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Based on drawing number: 160810_Proposed_Plan_Level_00

TPP REF - JN_09

3-6 SPRING PLACE

Route overview:
Swept path analysis of 13.55m articulated vehicle accessing site

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SCALE @ A3	DATE	DRAWN BY	CHECKED	DRAWING NUMBER	REV
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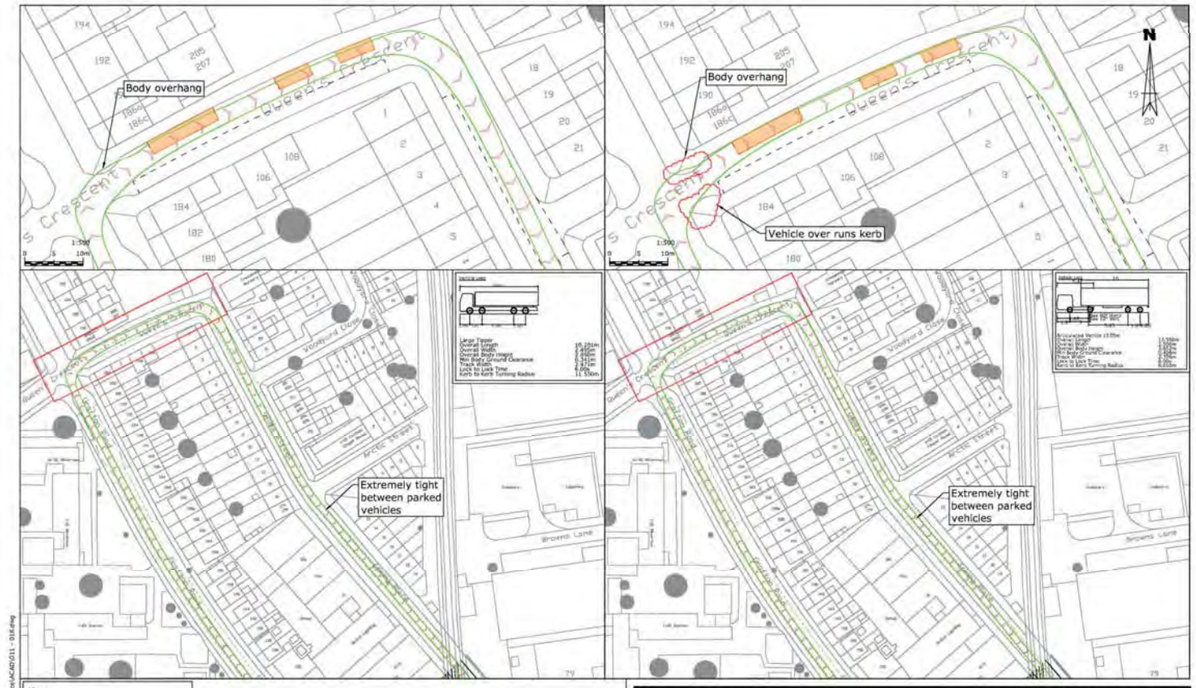

Key

- Bays to be suspended

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP document D03.

Based on drawing number: 190810_Proposed_Plan_Level_00 TPP SIZE - 2h_D9

3-6 SPRING PLACE

Swept path analysis of 10.2m tipper and 13.55m articulated vehicle attempting to access site via Queen's Crescent

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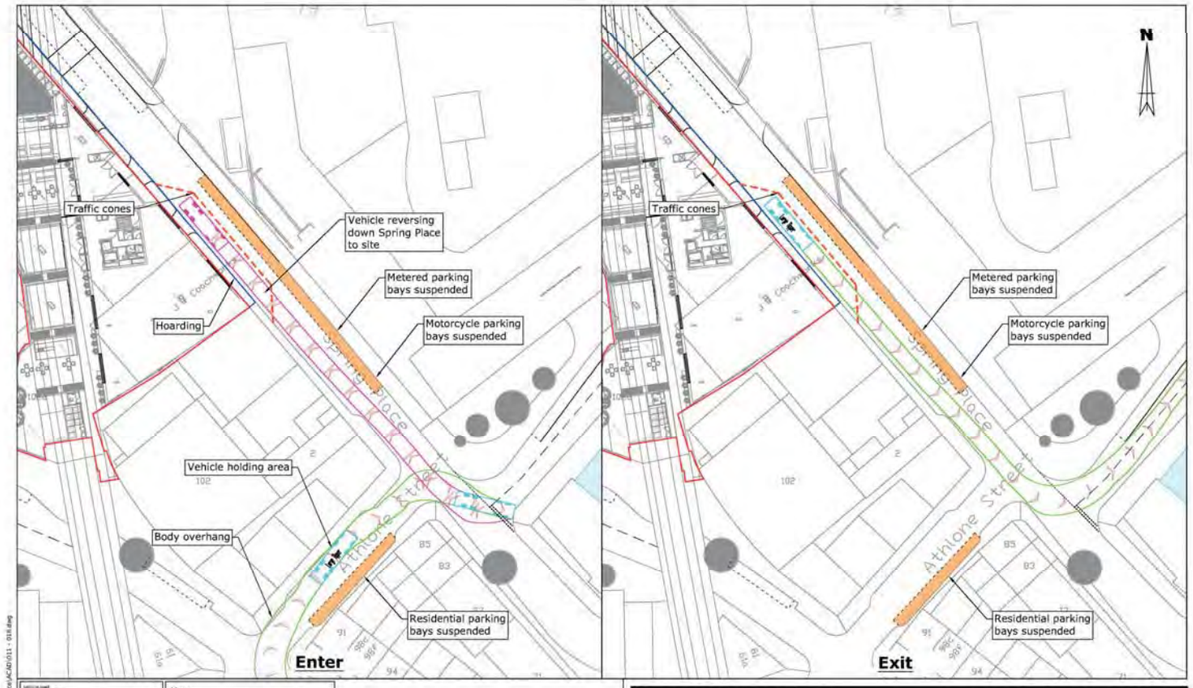

Key

- Bays to be suspended
- Local Schools

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP document D03.

Based on drawing number: 190810_Proposed_Plan_Level_00 TPP SIZE - 2h_D9

3-6 SPRING PLACE

Swept path analysis of 10.2m tipper truck accessing site (Including holding area in Athelone Street)

TRANSPORT PLANNING PRACTICE
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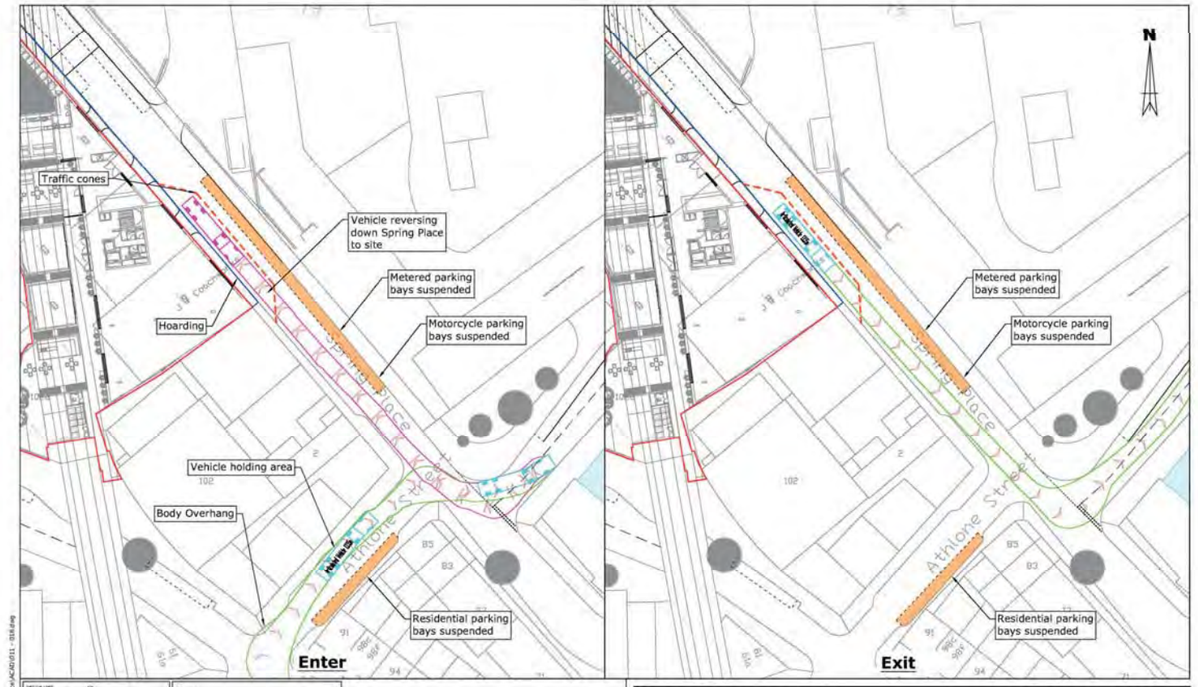

Key

- Bays to be suspended
- Local Schools

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP document D03.

Based on drawing number: 190810_Proposed_Plan_Level_00

3-6 SPRING PLACE

Swept path analysis of 13.55m articulated vehicle accessing site (Including holding area in Athelone Street)

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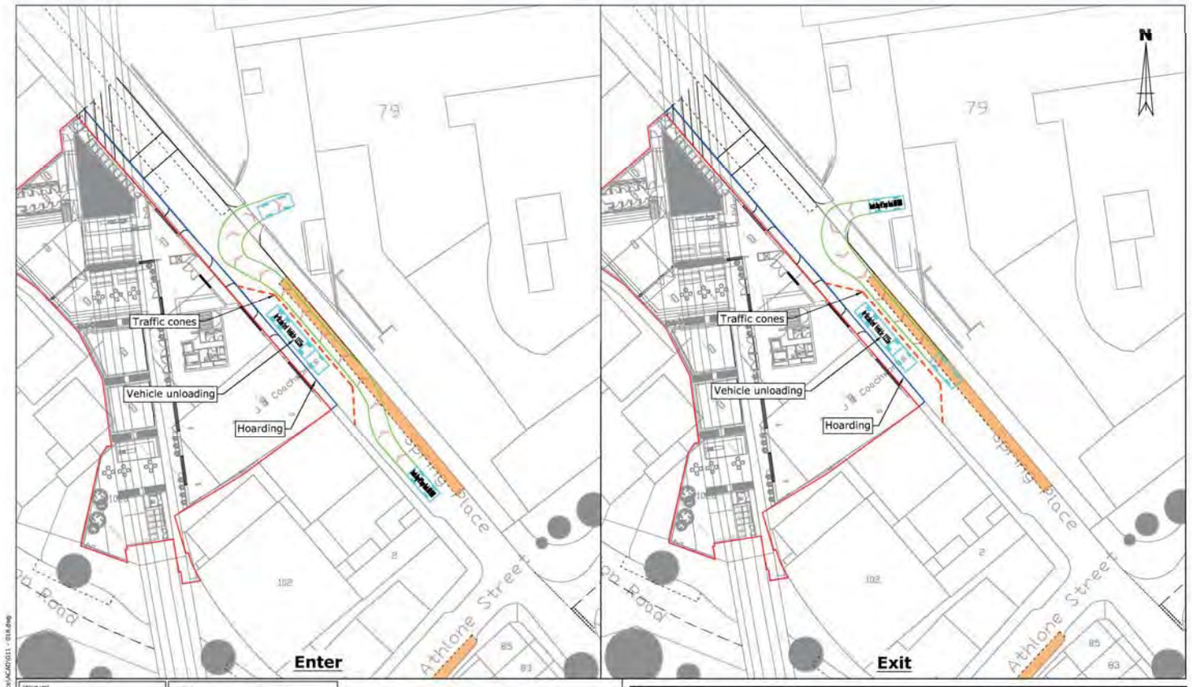

Key

- Bays to be suspended
- Local Schools

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP document D03.

Based on drawing number: 190810_Proposed_Plan_Level_00

3-6 SPRING PLACE

Swept path analysis of waste disposal vehicle accessing LB Camden Depot with 13.55m articulated vehicle unloading next to site

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SCALE @ A3	1:500	DATE	DRAWN BY	CHECKED	DRAWING NUMBER	REV
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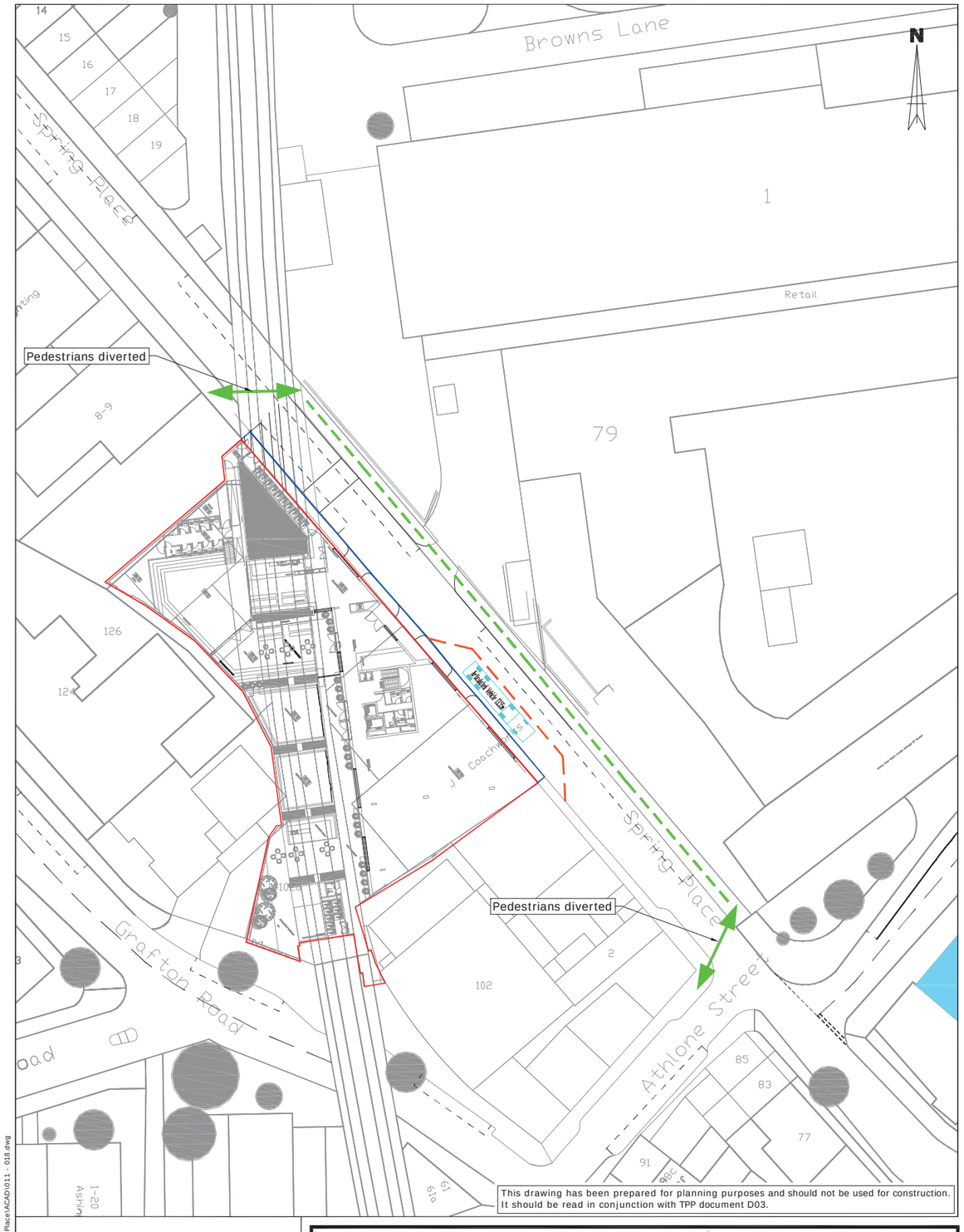

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T:\30000_projects\30895 3-6 Spring Place\ACAD\011 - 018.dwg

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3-6 SPRING PLACE

Temporary arrangement for pedestrians

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3-6 SPRING PLACE

Swept path analysis of 10.2m tipper and 13.55m articulated vehicle accessing Kentish Town Road.

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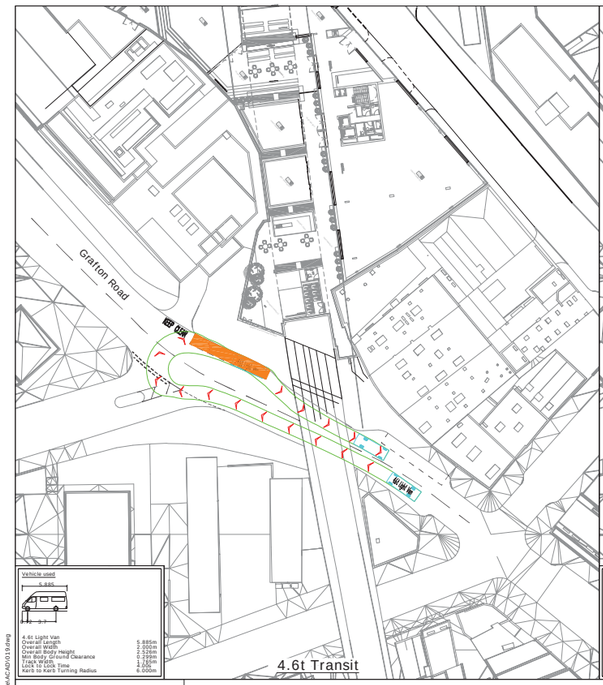

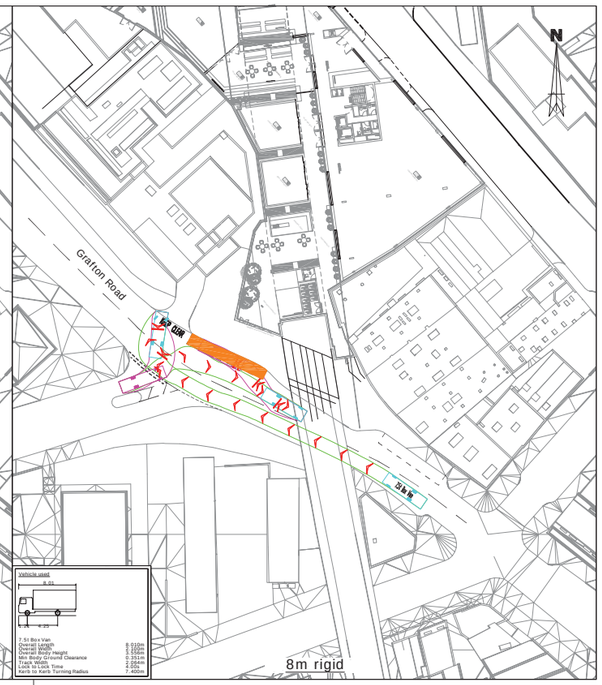

Key

- Bays to be suspended

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP document D03.

Based on drawing number 160810_Proposed_Plan_Level00. TPP REF - IN_09.

3-6 SPRING PLACE

Swept path analysis of 4.6t transit van and an 8m rigid accessing servicing bay

SCALE @ A3	1:500	DATE	DRAWN BY	CHECKED
0 5 10m		25/08/16	LD	REV

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
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DRAWING NUMBER	REV
30895/AC/019	-

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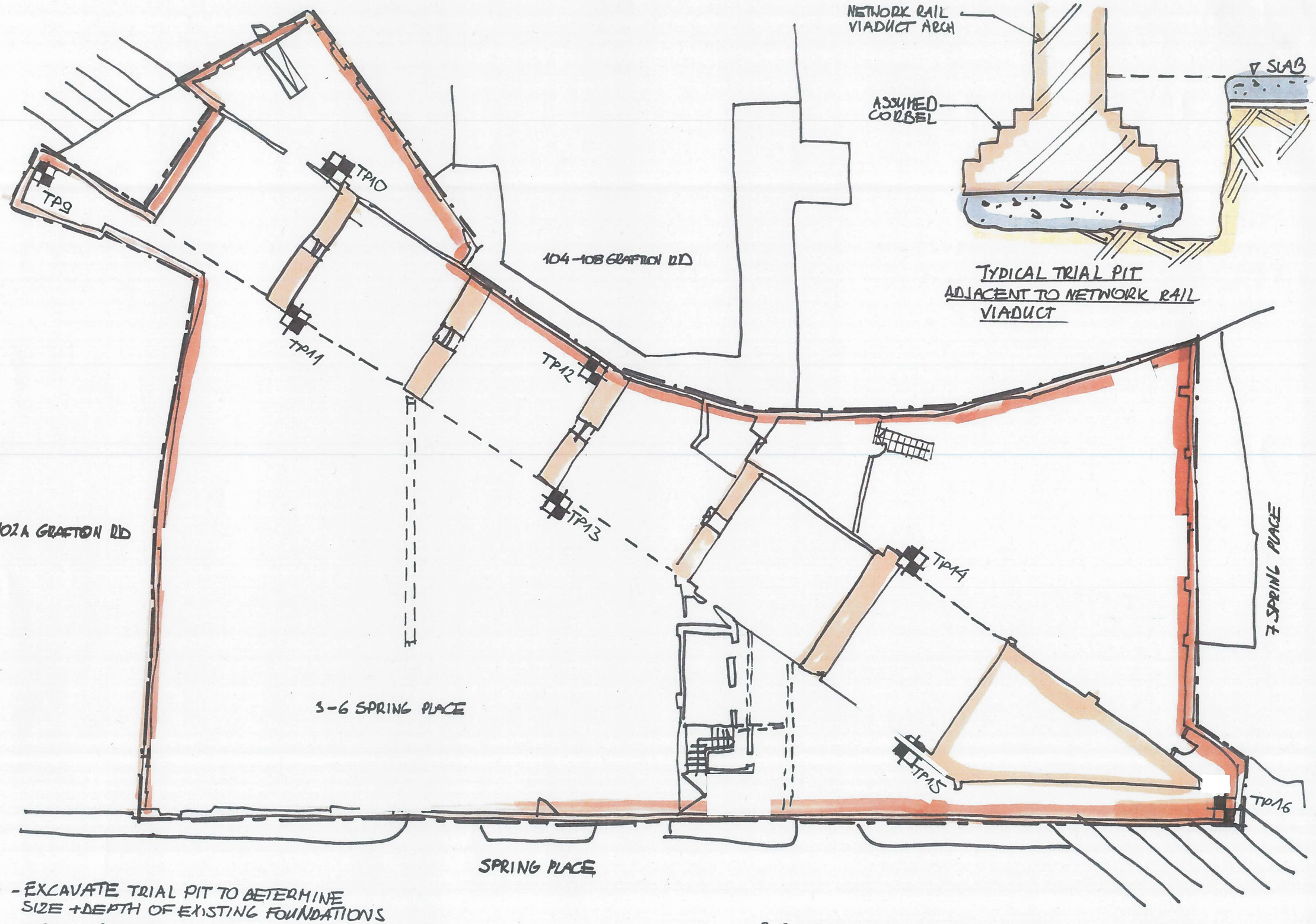
Appendix H

Scope of Additional Investigations



TP - EXCAVATE TRIAL PIT TO DETERMINE SIZE + DEPTH OF EXISTING FOUNDATIONS + SOIL STRATA
ALL TRIAL PITS TO BE INFILLED AND SLABS + FINISHES REINSTATED

Job 3-6 SPRING PLACE, NW5 3BA, LONDON Date 05/16
Title GEOTECHNICAL INVESTIGATIONS - STAGE 2 SL
Job No. 1399 Sheet JK24B Rev. 2

HEYNE TILLETT STEEL

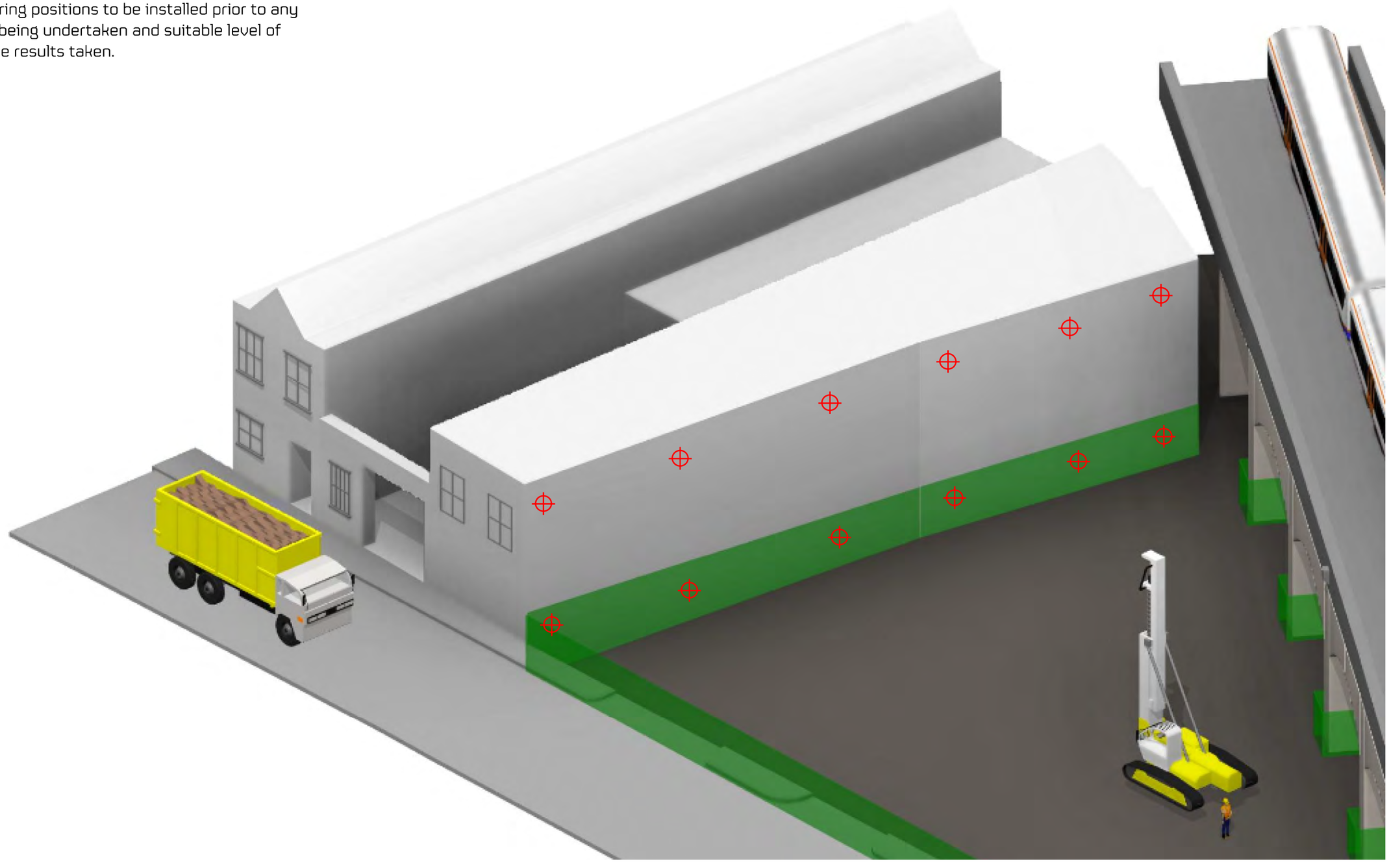
Appendix I

Monitoring Specification & Points

HEYNE TILLETT STEEL

Notes:

Monitoring positions to be installed prior to any works being undertaken and suitable level of baseline results taken.



Denotes proposed monitoring position. Points noted to agreed between surveyors/engineers. Final positions to be confirmed by contractors surveyor for accessibility.

Job	3-6 Spring Place, London NW5 3BA		Date 22.08.2016
Title	Proposed Monitoring		Eng. SL
Job No.	1399	Sheet SK028	Rev. P1

HEYNE TILLETT STEEL

3-6 Spring Place
1399
August 2016

HTS Statement on Movement Monitoring

1.0 Introduction

1.1 This document details the proposed methodology and best practice to be adopted in the monitoring and detection of movement in relation to the proposed works along the boundary of 1-2 Spring Place.

1.2 The primary purpose of the monitoring is to observe movement to ensure that this is within the expected ranges and to enable the early detection of any expected behaviour that will enable the rapid implementation of any remedial actions if required.

1.3 The monitoring will be undertaken by the main contractor or suitable qualified company.

1.4 Reporting of the monitoring shall be the responsibility of the main contractors and they are therefore responsible for the issuing of the results to the appointed surveyors at the agreed intervals.

2.0 Monitoring

2.1 Monitoring positions are proposed as per 1399-SK028 but the final number of should be agreed between surveyor and respective engineers.

2.2 Monitoring should in place prior to any works being undertaken to achieve baseline readings.

2.3 An EDM shall be used to record position three dimensionally of the retro targets fixed to the PW at the positions noted.

2.1 Control Stations

2.11 Control stations will be installed outside of the site. The location of these will be targets placed on stable structures outside the zone which the site works can be expected to influence, More than one control shall be install in case of one being lost. These off site reference "frame-works" will be arranged so as to be rigid so that the position of the control stations will established sufficiently accurately.

2.2 On-plan Positions

2.21 Retro targets will be used monitor both on-plan position and verticality.

2.3 Installed Targets

2.21 The access for the general site works will be sufficient for position the targets however ladder access may be required to install to the adjacent properties prior to the demolition.

2.22 Externally fixed targets will be removed after the project and by the use of degrading adhesive their fixing point will be back to as before the project within 4 years of the completion of the project.

2.4 Frequency of Monitoring

2.41 The frequency of the monitoring shall vary depending on the risk of the activities on site.

It is suggested that during subterranean works that monitoring shall take place weekly.

Frequency shall be increased to twice/week if the amber trigger level is reached or per the table noted below.

2.42 One the subterranean works are complete it is suggested the monitoring takes place monthly.

2.5 Surveying/Accuracy of Instruments

2.51 The surveyor of the targets should be able to quickly ascertain calculated displacements during the survey and so be able to react to and further investigate the results immediately.

2.52 It is suggested that the following parameters are used for the accuracy of the instruments:

Precise Level:	Standard Deviation	0.4mm for a 1km double-run
	Absolute error	+-1mm
Total Station Theodolite:	Angular Standard deviation	+-1/2"arc
	Distance standard deviation	+-1/2mm+1ppm
	Absolute error	+-2mm

2.6 Reporting and Presentation of Information

2.61 The schedule and format of measurements, data processing and reporting shall be tabular and graphical to enable simple interpretation of data.

2.62 Both displacements and movement from the last survey shall be calculated and presented.

2.63 Results shall be issued to HTS and adjoining surveyors within 2days of the survey being completed.

2.64 The weather conditions shall be recorded at the time of the survey along with any relevant items.

2.7 Monitoring, reporting and actions

2.71 The following table details the various triggers levels that are suggested to monitor movement at the various noted positions on SK043. These actions should be agreed prior to any works being carried out.

Status of Alert	Max. vertical or horizontal Displacement	Action(s) in the event of a trigger level being exceeded
Green	4mm	No action other than carry out work to original method statements and planned frequency for monitoring. Issue weekly or fortnightly reports to interested parties.
Amber 1	5mm	Inform SEng & Temporary Works Engineer that green trigger exceeded. Continue work but with increased vigilance required monitoring at least once per day. Issue daily reports (where practical) to interested parties.
Amber 2	7mm	Inform SEng, AO's Eng & Temporary Works Engineer immediately. Stop all works and await instruction. Increase monitoring at critical zones to more than twice daily and continue twice daily elsewhere. Issue reports within 24 hours to interested parties.
Red 1	10mm (movement ceased)	Inform SEng, AO's Eng & Temporary Works Engineer immediately. Stop all works and await instruction. Increase monitoring at critical zones to more than twice daily and continue twice daily elsewhere. Issue reports within 24 hours to interested parties.
Red 2	10mm (movement continuing)	Inform SEng, AO's Eng & Temporary Works Engineer immediately. Stop all works and seek immediate instruction. Increase monitoring to constant readings until movement ceased. Issue reports within 24 hours to interested parties. Advise adjoining occupiers in the unlikely event that continued movement leads to evacuation of the site.

Appendix J

Ret. Wall Calculations

Job 3-6 SPRING PLACE | Date 08/16
Title RC LINED WALL DESIGN | Eng. MA
Job No. 1393 | Sheet 1 OF 3 | Rev. –

HEYNE TILLETT STEEL

LOADING INFORMATION

DL = 45 kN/m
LL = 5 kN/m } WALL LOAD (SURCHARGE)

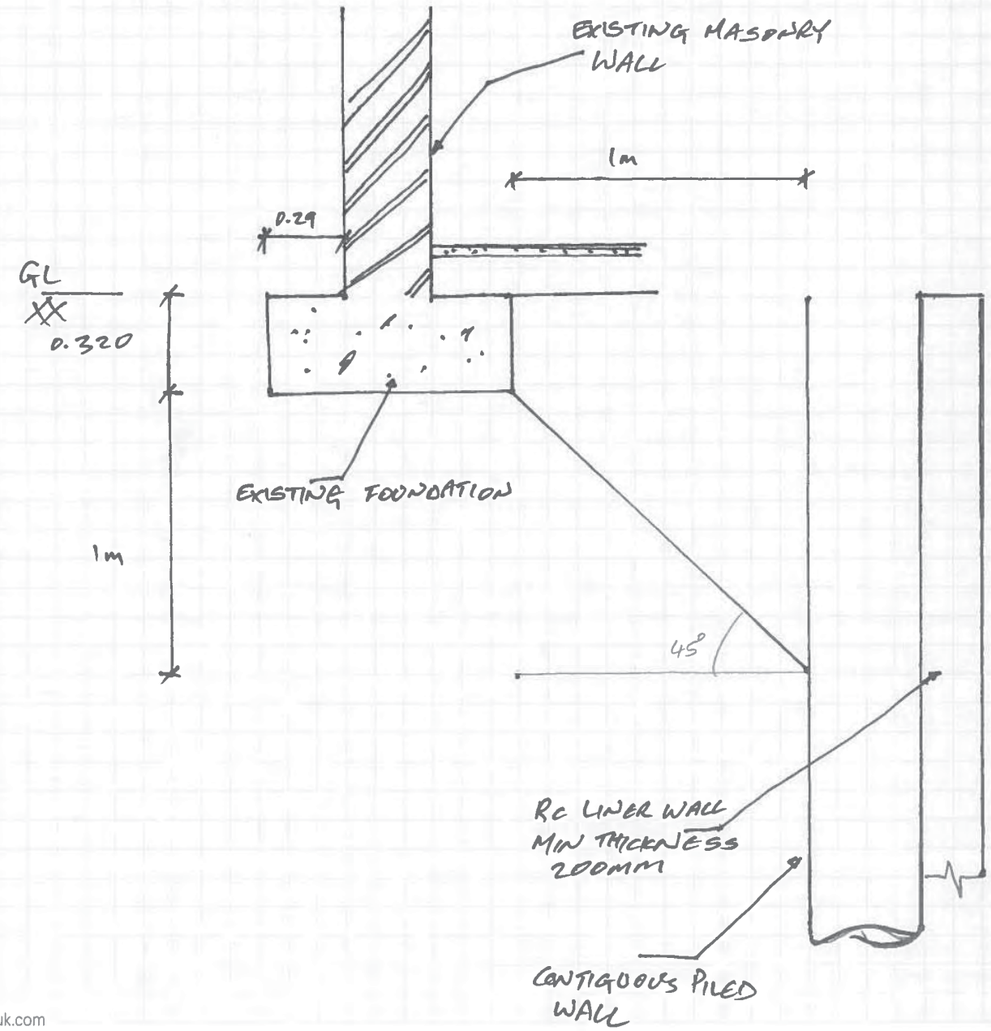
SURCHARGE = 10 kN/m²

MADE GROUND DEPTH OF 0-2M $\gamma = 17\ kN/m^3$ $\phi' = 20°$

LONDON CLAY DEPTH OF 2-... $\gamma = 19.5\ kN/m^3$ $\phi' = 23°$

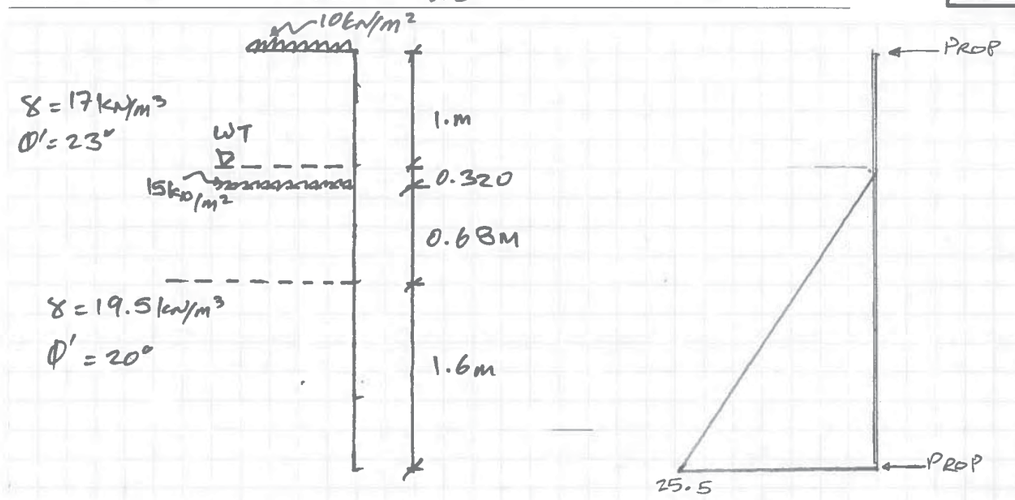
$k_{a(MADE\ GL)} = 0.49$

$k_{a(CLAY)} = 0.44$



Job 3-6 SPRING PLACE | Date 08/16
Title RC LINED WALL DESIGN | Eng. MA
Job No. 1393 | Sheet 2 OF 3 | Rev. –

HEYNE TILLETT STEEL



SURCHARGE LOAD & SOIL PRESSURE IS SUPPORTED BY CONTIGUOUS WALL. THE LINER WALL WILL BE DESIGNED TO RESIST WATER PRESSURE.

FORCE = $25.5 \times 2.6 \times \frac{1}{2}$ = 33.15 kN/m LEVER 0.86 m

MOMENT = $0.86 \times 33.15 = 28.5$ kNm/m

MOMENT FACTORED = $28.5 \times 1.5 = 42.8$ kNm/m

WALL THICKNESS = 200m

COVER = 30mm RC32/40

BAR Ø = 12MM

$d_{eff} = 200 - 30 - \frac{12}{2} = 164$ mm

$K = \frac{M}{bd^2 f_{ck}} = \frac{42.8 \times 10^6}{1000 \times 164^2 \times 32} = 0.05$

$K' = 0.168$ $K < K'$ ∴ SINGLY REINFORCED

$Z = \frac{d}{2}\left[1 + (1 - 3.53K)^{1/2}\right] = \frac{164}{2}\left[1 + (1 - 3.53 \times 0.05)^{1/2}\right]$

$= 129.55 \leq 0.95 \times 164 \Rightarrow 129.55 < 155.8$

$A_{SL} = \frac{M}{f_{yd} Z} = \frac{42.8 \times 10^6}{\frac{500}{1.15} \times 129.6} = 759.2\ mm^2/m$

TRY H16 @ 200 c/c ($A_{s,Prov} = 1005\ mm^2/m$)

Job 3-6 SPRING PLACE Date 08/16

Title RC LINER WALL DESIGN Eng. MA

Job No. 1399 Sheet 3 OF 3 Rev. –

HEYNE TILLETT STEEL

$$A_{s,min} = \frac{0.26 f_{ctm} bd}{f_{yk}} = \frac{0.26 \times 3 \times 1000 \times 164}{500} = 256\ mm^2/m$$

$A_{s,min} < A_{sL}$ ∴ Ok

$A_{s,max} = 0.04\ A_c = 0.04 \times 1000 \times 164 = 6560\ mm^2/m$

$A_{s,max} > A_{sL}$ ∴ Ok.

Appendix K

Network Rail Consultation

From: Ines Oliveira [mailto:IOliveira@hts.uk.com]
Sent: 14 January 2016 17:49
To: Asset Protection LNW (North)
Cc: Jamie Thompson; Szymon Lukas
Subject: Limitations on Development close to Network Rail Asset

Dear Sir/Madam

I work for a firm based in London and we have a client who is looking at developing a site near one of London's Overground railways operated by Network Rail, close to Kentish Town.
The development is still in the very early stage of design therefore we want to make sure we are taking into account any limitations imposed by the proximity of the railway in the design options.
We are aware of the required clearance of 4.5m horizontally from the rail, however we are unsure about any requirements/limitations for foundation works and underpinning close to the viaduct railway structures. Could you please provide some guidance on this.

Thank you very much

Kind regards,

Inês Oliveira
HEYNE TILLETT STEEL
4 Pear Tree Court, T: 020 7870 8050
London, EC1R 0DS
hts.uk.com

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From: Stott Adrian [mailto:Adrian.Stott@networkrail.co.uk] **On Behalf Of** Asset Protection LNW (North)
Sent: 18 January 2016 14:43
To: Asset Protection LNE EM <AssetProtectionLNEEM@networkrail.co.uk>
Cc: Ines Oliveira <IOliveira@hts.uk.com>
Subject: FW: Limitations on Development close to Network Rail Asset

FYI

The following enquiry appears to relate to your area.

Regards

Asset Protection LNW (North)

From: Ines Oliveira
Sent: 27 January 2016 15:11
To: AssetProtectionLNEEM@networkrail.co.uk
Cc: Jamie Thompson <JThompson@hts.uk.com>; Szymon Lukas <slukas@hts.uk.com>
Subject: RE: Limitations on Development close to Network Rail Asset

Dear Sir/Madam

Sorry to chase but have you had the chance to look into our enquire below?

Thank you for your help

Kind Regards

Inês Oliveira
HEYNE TILLETT STEEL
4 Pear Tree Court, T: 020 7870 8050
London, EC1R 0DS
hts.uk.com

From: Szymon Lukas [mailto:slukas@hts.uk.com]
Sent: 09 February 2016 10:36

To: Hogan Lawrence
Cc: Jamie Thompson; Asset Protection LNE EM; Ines Oliveira
Subject: EN11708 RE: Limitations on Development close to Network Rail Asset
Importance: High

Dear Lawrence,

Apologies for contacting you directly. We have tried contacting your team both via email and phone on a number of occasions during last couple of weeks but without any success.
We are structural engineering practice based in London and are currently working for a Client who is looking at developing a site near Kentish Town. The site is split in two halves by a railway viaduct which to the best our knowledge serves London Overground services operated by Network Rail London North Eastern East Midlands route.
The development is still in an early stage of design therefore we want to make sure we are taking into account any limitations and restrictions imposed by the proximity of the railway viaduct in the design options.
Would you be able to advise who is the person in your team that we can speak to regarding the above project?
I look forward to hearing from you soon.

Kind regards
Szymon Lukas
HEYNE TILLETT STEEL
4 Pear Tree Court, T: 020 7870 8050
London, EC1R 0DS M: 07772 241 226
hts.uk.com

From: Galloway Peter [mailto:Peter.Galloway@networkrail.co.uk] **On Behalf Of** Asset Protection LNE EM
Sent: 09 February 2016 15:05
To: Szymon Lukas <slukas@hts.uk.com>
Cc: Jamie Thompson <JThompson@hts.uk.com>; Ines Oliveira <IOliveira@hts.uk.com>
Subject: RE: EN11708 RE: Limitations on Development close to Network Rail Asset

Lukas,

Thank you for contacting Network Rail Asset Protection. Your initial enquiry Number is EN11708, please use this on all associated correspondence with LNE EM.

Please complete the attached development questionnaire as full as possible and return it with outline proposals for the development, particularly a location plan, as LNE EM Route is not responsible for all of the railway infrastructure in the Kentish Town area and without knowing which viaduct you are referring to and what is proposed it is difficult to assess what advice is appropriate and which Asset Protection team(s) needs to be consulted going forward.

Peter Galloway
Asset Protection Engineer

Tel: 01904 384011 (Direct)
E-mail: peter.galloway@networkrail.co.uk

From: Jamie Thompson [mailto:JThompson@hts.uk.com]
Sent: 11 March 2016 17:33
To: Asset Protection LNE EM; Galloway Peter

Cc: Ines Oliveira; Szymon Lukas; Jordan, Michael
Subject: RE: EN11708 RE: Limitations on Development close to Network Rail Asset

Peter,

Please find attached our Asset Protection Questionnaire, filled out with what we know at present. I have also attached a site location plan and an existing plan.

We are keen to set up a meeting with the relevant Asset Protection Team as soon as possible.

I look forward to hearing from you.

Kind regards,

Jamie Thompson
Associate
HEYNE TILLETT STEEL
4 Pear Tree Court, T: 020 7870 8050
London, EC1R 0DS M: 07743 330566
hts.uk.com

MIPIM 2016 **Please do get in touch if you would like to meet up.**

From: Galloway Peter
Sent: 14 March 2016 11:32
To: Asset Protection Anglia
Cc: JThompson@hts.uk.com
Subject: FW: EN11708 RE: Limitations on Development close to Network Rail Asset

This one's on your patch. BOK1 @ 0.1052.

Asset Protection LNEEM

From: Asset Protection Anglia <AssetProtectionAnglia@networkrail.co.uk>
Date: 15 March 2016 at 11:54:56 GMT

To: "JThompson@hts.uk.com" <JThompson@hts.uk.com>
Subject: FW: EN11708 RE: Limitations on Development close to Network Rail Asset

Dear Jamie,

We confirm receipt of your completed development questionnaire on 14th March 2016, which has been processed is currently with the engineer awaiting review. Once our engineer has completed his review, he will pass your paperwork together with any comments on to the Project Manager who will allocate your works to a member of his team. The project owner will then contact you to discuss your works and arrange a meeting if necessary.

We would ask that you allow 28 days from receipt of your completed questionnaire for this process but would like to assure you that we always aim to contact you before this time.

In the meantime if you have any queries please do not hesitate to contact us quoting reference AR5513.

Please note that no works should be carried out without written permission from Network Rail.

Regards,

Asset Protection Anglia

From: Tombs Steve [mailto:Steve.Tombs@networkrail.co.uk]
Sent: 15 April 2016 10:24
To: Jamie Thompson <JThompson@hts.uk.com>
Subject: 147190/5513 - 3-6 Spring place

Hello Jamie,

I have been assigned as your Scheme Project manager for the above mentioned project.

I have had a brief look at the project and it is one that I have seen previously from another developer.

Would it be possible for you to send me a copy of the lease agreement for the properties. Can you also send me any design drawing showing your proposed works.

I would also like to see a programme of works. The likelihood is that I will be requesting that Network Rail has site attendance during these works to monitor progress and safety. The programme helps me estimate our involvement in the project and estimated cost of our service.

You will need to enter into a Basic Asset Protection Agreement (BAPA) which will go out to your client once I have made my estimate.

I will sort out a meeting date for the next few weeks. This will give you a chance to run through your proposal with our engineer.

If you have any further questions please don't hesitate in contacting me, either by phone or email. I look forward to working with you and assisting you with a safe and successful project.

Kind Regards

Steve Tombs
Scheme Project Manager
Anglia Route Asset Management
Network Rail 11th Floor
One Stratford Place
Montfichet Road
Stratford

London
E20 1EJ

(Int: 085 68511
' Ext: 020 3356 2511
7 Group Fax: 012 1345 4282
ÈMobile: 07932 910 148
* steve.tombs@networkrail.co.uk

From: Jamie Thompson [mailto:JThompson@hts.uk.com]
Sent: 18 April 2016 12:16

To: Tombs Steve
Cc: Szymon Lukas; Jordan, Michael; Richard Berry
Subject: RE: 147190/5513 - 3-6 Spring place

Steve,

The proposals are currently being developed but the current proposals are to demolish the existing building which sits against the east of the viaduct and construct a new-build 4-5 storey commercial office building, which encompasses the space within the viaduct arches. This links via the northernmost railway arch to the west of the site where the existing structure will be refurbished rather than new build, providing further office space.

We are hoping to submit for planning in July 2016 and commence work on site in late 2016.

I have attached:

- Head lease for the site
- Typical ground floor plan – development of the scheme ongoing
- A render showing the currently proposed massing to the east of the viaduct

If you can set up a meeting as soon as possible we would like to discuss the above in more detail as soon as possible.

Thanks,

Jamie Thompson
Associate
HEYNE TILLETT STEEL
4 Pear Tree Court, T: 020 7870 8050
London, EC1R 0DS M: 07743 330566
hts.uk.com

From: Tombs Steve [mailto:Steve.Tombs@networkrail.co.uk]
Sent: 18 April 2016 12:40

To: Jamie Thompson <JThompson@hts.uk.com>
Cc: Szymon Lukas <slukas@hts.uk.com>; Jordan, Michael <michael.jordan@arcadis.com>; Richard Berry <Berry@brocktoncapital.com>
Subject: RE: 147190/5513 - 3-6 Spring place

Thanks Jamie,

Are you able to attend a meeting on Wednesday afternoon of this week?

Kind Regards

Steve Tombs
Scheme Project Manager
Anglia Route Asset Management
Network Rail 11th Floor
One Stratford Place
Montfichet Road
Stratford
London
E20 1EJ

(Int: 085 68511
' Ext: 020 3356 2511
7 Group Fax: 012 1345 4282
ÈMobile: 07932 910 148
* steve.tombs@networkrail.co.uk

From: Jamie Thompson
Sent: 19 April 2016 09:29

To: 'Tombs Steve' <Steve.Tombs@networkrail.co.uk>
Cc: Szymon Lukas <slukas@hts.uk.com>; 'Jordan, Michael' <michael.jordan@arcadis.com>; 'Richard Berry' <Berry@brocktoncapital.com>
Subject: RE: 147190/5513 - 3-6 Spring place [Filed 19 Apr 2016 09:28]

Good morning Steve,

Please could confirm time and location for the meeting tomorrow so we can make sure we are able to attend?

Thanks,

Jamie Thompson
Associate
HEYNE TILLETT STEEL
4 Pear Tree Court, T: 020 7870 8050
London, EC1R 0DS M: 07743 330566
hts.uk.com

From: Tombs Steve [mailto:Steve.Tombs@networkrail.co.uk]
Sent: 21 April 2016 12:25
To: Jamie Thompson <JThompson@hts.uk.com>
Cc: Szymon Lukas <slukas@hts.uk.com>; Jordan, Michael <michael.jordan@arcadis.com>; Richard Berry <Berry@brocktoncapital.com>
Subject: 147190/AR5513 - 3-6 Spring Place, Camden.

Hello Jamie,

Thank you and your colleagues for attending the meeting yesterday.

Points discussed;-

Your Freehold is a 999year period and your client may wish to consider the purchase of the land. I have sent you details of your contact within the property department. Be sure to speak with them regarding the land clearance process should you wish to go down the lines of purchase.

With regards to your formal design submission, I have attached a guidance notes on our procedures.

I have also attached the following;-

- Guidance doc for working adjacent to the railway.
- Technical requirements regarding your design submissions and forms that are required.
- Contractors engineering manager form. The person who will be in charge of the overall project from design to construction. Please supply a CV.
- Contractors responsible engineer. You will need to appoint a CRE for each discipline. Design, construction, temporary works. Please supply a CV.
- F001 Approval in principle. Your AIP can be submitted for the whole project elements apart from the your proposals for the arches which will need a separate submission. This is because this element of works will need to go through a separate circulation for approval.
- F002 Design intent and F003 design check certificate. You will need to submit one of each for;-
    1. Substructure – CAT 3 check
    2. Superstructure – CAT 2 check
    3. Piling matt – CAT 3 check

4. Crane base design – CAT 3 check
5. Scaffold design – CAT 3 check.

Following the AIP, the F002 will need to be accepted before the F003, however they can be submitted together to help speed up the approval process. Please allow 20 working days per submission.

- Guidance note for using a crane adjacent to the railway. Please not that we like to see both static and mobile cranes downgraded to 75% of the maximum working capacity.
- Guidance for piling adjacent to the railway & piling positions.
- Track monitoring suppliers. Rest assured, when you choose a supplier, they are used to NR requirements and can take this element away from you.
- Standard conditions.
- Works Package Plan. This is basically a network rail format for a method statement and risk assessment. This is the format we will need to see for all aspects of the works;
    1. Trial holes
    2. Demolition including Asbestos removal.
    3. Piling matt construction
    4. Piling
    5. Excavation works
    6. Scaffolding erecting and dismantling
    7. Crane base construction
    8. Erecting of crane
    9. Lifting plans
    10. Archway works

Rules of the Route times (ROTR) will be advised, along with possession availability for the area.

Before we can facilitate any review or approval process, you will need to enter into a Basic Asset Protection Agreement (BAPA). With the BAPA comes an estimate of Asset Protection costs. We will require you to sign and return two copies of the BAPA, complete a accounts questionnaire, either provide a PO for the amount or provide a cheque/confirmation of BACs payment, a company letter head. (please note that the company detailed on the BAPA, in this case will be **Brockton Capital LLP,** will need to be the company detailed on the questionnaire and the letter head. Conflictions can cause complications with setting up the account. Obviously, we will have a certain amount of administration to carry out during the project. One element is our accounts department. The BAPA can offer you the option of paying 50% up front and the second 50% when the first 50% has been used, or the full amount up front. NR administrative cost can be reduced substantially with a full payment up front, and effectively reducing your costs, however the choice will be yours.

I have your programme of works and will endeavour to get a BAPA out to you as soon as I can.

If you have any further questions, please don't hesitate in contacting me. I look forward to assisting you in what looks like an exciting project, and ensuring a safe and successful project conclusion.

Kind Regards

Steve Tombs
Scheme Project Manager
Anglia Route Asset Management
Network Rail 11th Floor
One Stratford Place
Montfichet Road
Stratford
London
E20 1EJ

(Int: 085 68511
' Ext: 020 3356 2511
7 Group Fax: 012 1345 4282

ÈMobile: 07932 910 148
* steve.tombs@networkrail.co.uk

From: Tombs Steve [mailto:Steve.Tombs@networkrail.co.uk]
Sent: 22 April 2016 16:00

To: Richard Berry <Berry@brocktoncapital.com>
Subject: 147190/AR5513 - BAPA agreement 3-6 Spring Place

Hello Richard,

Please find attached Basic Asset Protection Agreement (BAPA) for Spring Place. The estimate within the schedule is based on the information provided. I have made no allowances for possession cost as you were discussing the possibility of construction without scaffolding. Network Rail only charges for actual costs. If the project goes well, at the end of the project there is a positive balance, that will be refunded. The contrary will also apply.

You have the option of providing a purchase order where we will invoice periodically, pay 50% up front and the 2nd 50% will be claimed when this is exhausted, or pay the full amount up front which will reduce our administration costs.

Please follow the directions on the cover letter. It is important that we get all the documents back at the same time so the account can be set up swiftly. I have placed hard copies in the post and you should get these early next week.

If you have any further questions please don't hesitate in contacting me. Have a good weekend.

Kind Regards

Steve Tombs
Scheme Project Manager
Anglia Route Asset Management
Network Rail 11th Floor
One Stratford Place
Montfichet Road
Stratford
London
E20 1EJ
(Int: 085 68511
' Ext: 020 3356 2511
7 Group Fax: 012 1345 4282
ÈMobile: 07932 910 148
* steve.tombs@networkrail.co.uk

Steve

Please find attached a low risk CPP with RAMS for some GI works at Spring place. I have copied you in for information to give you a feel for the quality of sub-contractor we intend to use on this project. As you will read they are familiar with working with NR and LUL so are more than aware of the restrictions imposed on them. All works are a minimum of 10m away from the viaduct are of extremely low risk. These works will form Phase 1 of our GI establishing data from surrounding areas. Phase 2 will need NR approval as we start to come closer to the viaduct foundations and will be issued in due course allowing for the normal approval periods.

These works will be commencing on site at the back end of next week and are as described in the attached documentation. Should you have any major comments please let me know as soon as possible.

Kind regards,

Jason Hrusa | Associate | jason.hrusa@arcadis.com
Arcadis LLP | Arcadis House, 34 York Way, London | N1 9AB | UK
T. +44 (0) 20 7812 2000 | M. + 44 (0) 7917 392994
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