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3 - 6 Spring Place  
Spring Place Ltd

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Appendix #5  
Facade Requirement  
Note

Network Rail  
June 2018

Piercy & Company

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**Subject:** RE: UPDATED 3-6 Spring Place, Kentish Town

Hi Mike,

Further to our discussion in the progress meeting, Network rail requires all development in the proximity of operational railway to compliance with network rail company and railway industry standards. One of the main requirements is the safe and uninterrupted operation of the railway. We have reviewed your proposed design (attached) and commented, particularly on the appearance of the building i.e. the façade and the metal claddings. As you are aware, the railway is electrified with 25kV Overhead Line Equipment (OLE) which has its own high voltage electrical safety and restricted requirements. For these reasons Network Rail recommended to consider the use of non-conductive material for the building façade and the cladding system with no or restricted opening towards the railway elevations and the removal of the metal façade indicated in your proposal. We also drew your attention to the danger of flashover from the high voltage overhead lines, which can jump onto any conductive material in the close proximity.

The other aspect which we recommended was to consider the effect of solar reflection (glint and glare), any light pollution (daylight, sunlight, background lighting camouflage and overshadowing etc.) which can affect the train drivers' view and produce the false railway signal hence produce a safety hazard in the safe operation of the railway.

All façade solutions must have a safe access and maintenance strategy and consider the previously noted operational safety requirements. The current proposal seems to have addressed most of the safety issues and also mitigated the hazards to the railway and the prospective buyers or users.

Kind Regards

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