

Nigel Dexter

From: Kler Manjit <Manjit.Kler@tube.tfl.gov.uk>
Sent: 12 February 2020 11:59
To: Timothy Wainwright
Subject: RE: 369-377 Kentish Town

Hi Tim,

Upon review of the GMA by the LU Area Lead I confirm that that the predicted impact upon the Northern Line tunnels is at a level small enough for us not to be concerned or to require any further involvement in this project.

Please confirm that if the scope of works or construction methodology should change, that you will provide us with an opportunity to review our position accordingly.

Kind regards

Manjit

From: Timothy Wainwright [mailto:TWainwright@pricemyers.com]
Sent: 07 February 2020 14:43
To: Kler Manjit
Subject: RE: 369-377 Kentish Town

Manjit

Many thanks for your response

The BIA is a very large document so please download it - [here](#)

regards

Tim Wainwright
Associate

**PRICE &
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37 Alfred Place
London WC1E 7DP
020 7631 5128

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Registered Office 37 Alfred Place London WC1E 7DP

From: Kler Manjit <Manjit.Kler@tube.tfl.gov.uk>
Sent: 06 February 2020 07:17
To: Timothy Wainwright <TWainwright@pricemyers.com>
Subject: RE: 369-377 Kentish Town

Hi Tim

Your Project is probably not a Project that LU will need to be involved in.

Could you please send me an Impact Assessment for our review please.

Kind regards

Malcolm

From: Timothy Wainwright [<mailto:TWainwright@pricemyers.com>]
Sent: 05 February 2020 10:55
To: Kler Manjit
Subject: Re: 369-377 Kentish Town

Manjit
All piles are cfa. Piles in the basement walls are contiguous.

All piles shown are new.

Many thanks

Tim Wainwright

Sent from my iPhone

On 5 Feb 2020, at 09:49, Kler Manjit <Manjit.Kler@tube.tfl.gov.uk> wrote:

Thanks Tim.

I will discuss with the Area Lead Engineer.

Is all piling contiguous?

Are the 4 piles show in the Section Drawings all new?

Regards,
Manjit

From: Timothy Wainwright [<mailto:TWainwright@pricemyers.com>]
Sent: 05 February 2020 09:27
To: Kler Manjit
Subject: RE: 369-377 Kentish Town

Dear Manjit

You may recall we discussed the above project some weeks ago regarding the proximity of the LUL tunnel to our site at 369-377 Kentish Town Road.

At the time you kindly provided a extract from your asset plans showing the location of the tunnel.

The attached sketch shows our proposed basement plans with the line of the tunnel super imposed approx. 1m from the corner of our site. As you can see due to the set back in our basement layout the closest pile is some 7m from the tunnel extent and the basement excavation itself approximately 11.3m from the tunnel extent. I believe it is also important to note that the foundations and basement excavation in its closet proximity to the tunnel is only over a relatively narrow width. (The basement impact assessment consider this as a full width excavation)

I appreciate that the dimensions and tunnel alignments are not 100% accurate but I would suggest that given the approximate distances indicated the basement excavation proposed is still within the

distances considered in the basement impact assessment and as such will not adversely impact the tunnels.

Any comments on the above please let me know

regards

Tim Wainwright
Associate

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From: Kler Manjit <Manjit.Kler@tube.tfl.gov.uk>
Sent: 20 January 2020 13:10
To: Timothy Wainwright <TWainwright@pricemyers.com>
Subject: RE: 369-377 Kentish Town

Hi Tim,

See GIS Screenshot, as discussed last week.

Regards,
Manjit

From: Timothy Wainwright [<mailto:TWainwright@pricemyers.com>]
Sent: 15 January 2020 14:49
To: Kler Manjit
Subject: RE: 369-377 Kentish Town

Dear Manjit

Please find attached completed questionnaire and a site location plan.

Any questions please let me know.

regards

Tim Wainwright
Associate

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From: Kler Manjit <Manjit.Kler@tube.tfl.gov.uk>
Sent: 14 January 2020 08:56

To: Timothy Wainwright <TWainwright@pricemyers.com>

Subject: RE: 369-377 Kentish Town

Hello Tim,

I am the Infrastructure Protection Engineer who manages initial contact with Outside Party developers, prior to handover to an allocated Engineer within the IP Team.

In order to get the ball rolling on this I will require a bit of information from you before I decide if I need to engage with your Client commercially and so that I may allocate an Engineer within the team to provide assistance.

This will require a commercial engagement with your Client via our Record of Commercial Details (RoCD) which I will issue under separate correspondence.

In the meantime I would be grateful if you could initially answer some questions (see attached Questionnaire) so that I may understand a bit more about the development proposals.

Channels of Communication: Until further notice, I will be your first point of contact with LU. I attach the following documents for your attention:

- a. Advice on LU Infrastructure Protection Process to Outside Party.
- b. LU Guidance G0023 Infrastructure Protection – Special Conditions for Outside Parties Working On or Near the Railway

Please note the timescales required in the first two documents listed above.

Due to the proximity of the site to London Underground, there may/will be aspects of the works that we will need to be involved with. We will be looking for any risk from the project activities to London Underground's customers, staff, assets or infrastructure to be identified in site specific Risk Assessments and subsequently removed or reduced to as low as reasonably practicable as described in site specific Method Statements.

With regard to lighting, we would be looking for the developers to ensure there is no lighting which might negatively affect the safe operation of our network

Regards,
Manjit Kler
Outside Parties Engineer
Mob: 07809492149
Email: Manjit.Kler@tube.tfl.gov.uk

From: Kler Manjit
Sent: 14 January 2020 08:34
To: 'TWainwright@pricemyers.com'
Subject: FW: 369-377 Kentish Town

Hi Tim,

If you could give me a call on 07809492149.

Regards,
Manjit

From: Location Enquiries
Sent: 14 January 2020 08:14
To: OutsideParties

Cc: Howard Malcolm
Subject: FW: 369-377 Kentish Town

Manjit,

In the absence of details of basement construction the condition was put in to provide further details.

It is adjacent to NR but close to our tunnels, hence the condition.

The condition was:
London Underground

The development hereby permitted shall not be commenced until detailed design and method statements (prepared in consultation with London Underground) for basement construction only have been submitted to and approved in writing by the local planning authority which:

- provide details of basement construction
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof

I will leave it with you.

Kind regards
Shahina

From: Timothy Wainwright [<mailto:TWainwright@pricemyers.com>]
Sent: 13 January 2020 16:11
To: Location Enquiries
Subject: 369-377 Kentish Town

Dear Sirs

We are the structural engineers engaged on the redevelopment of a site at 369-377 Kentish Town Road (NW5 2JT). We have received conditional planning permission for the site which includes a requirement for consultation with London Underground (item 26 in the attached).

I attach a plan indicating the approximate location in relation to the tunnels.

The proposals for the site includes the formation of a single level basement and a concrete frame residential block. The foundations and basement retaining structures will be formed as continuous bored piles.

I would be grateful if you would put me in touch with the appropriate contact at LUL to allow me to discuss the proposals in more detail.

regards

Tim Wainwright
Associate

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**Infrastructure Protection – Development
Questionnaire**

In order to provide us with basic details on your intended works please complete the form below and provide the information requested. Headings marked with an asterisk () are considered essential.*

<u>Date:</u>	15 th January 2020
<u>Project Title</u>	369-377 Kentish Town Road
<u>Brief Outline of Scheme*</u> :	Construction of a mixed used development including a single level basement with 5 above ground levels.
<u>Current Project Phase:</u> <i>(Feasibility / Detailed Design / Planning / Tender / Construction)</i>	Planning/Construction development

Heading		Outside Party Response	TfL Internal Comment
Location of the Development / Works*	Site Address (incl. postcode)*:	369-377 Kentish Town Road. NW5 2TJ	
	Site Plan*: <i>(preferably based on OS 1:1250, but at least identifying all surrounding streets)</i>	Attached	
	Grid Reference*:	TQ 28924 85305	
Land Ownership	Land Ownership*:	KTR Carwash Project Ltd	
	Known Wayleaves, Easements and Licences that relate to the site:	We are unaware of any wayleaves or easements in the in favour of TfL.	
	Known planning, covenant or lease restrictions in favour of TfL	We are unaware of any planning, covenant or lease restrictions in favour of TfL	
Contact Details	Contact Name*:	Tim Wainwright	
	Company Name*:	Price & Myers	

**Infrastructure Protection – Development
Questionnaire**

Heading		Outside Party Response	TfL Internal Comment
	Address:	37 Alfred Place London WC1E 7DP	
	Telephone (incl. mobile)*:	0207 6315128	
	E-Mail Address*:	twainwright@pricemyers.com	
Empowered Developer Contact Details	Contact Name*:	Douglas Paskin	
	Company Name & Registration No.*:	KTR Carwash Project Ltd 10825487	
	Address:	104 Belsize Lane NW3 5BB	
	Telephone* (incl. mobile):	020 7794 3974	
	E-Mail Address*:	douglas@pksarchitects.com	
Planning	Planning Application ref. (if appropriate):	2019/0910/P	
CDM	CDM Client*:	TBC	
	Principal Designer:	TBC	
	Principal Contractor:	TBC	
Scope of Work	Demolition:	The site is currently occupied by a car wash with a number of single storey out buildings and industrial workshops which are to be demolished.	
	Piling:	The basement excavation will be formed within a contiguous bored piled wall. The building will be supported on CFA bored piles	
	Excavation:	The building includes the excavation of a single level basement, lift pit and below slab drainage system	

**Infrastructure Protection – Development
Questionnaire**

Heading		Outside Party Response	TfL Internal Comment
	New Build (No. of storeys?):	6 upper levels (Grd to 5 th floor) + basement	
	Tall plant / tower cranes / mobile cranes:	It is anticipated that a temporary mobile crane will be employed to lift large items of plant onto the roof.	
	Drainage:	Below ground drainage system connecting into the Thames Water sewer beneath the highway	
Programme	Start Date on Site:	TBC	
	Finish Date on Site:	TBC	
Risks to TfL Assets	Impacts on boundaries (incl. vehicle incursion risk):	There are no impacts on tfl boundaries or vehicle incursion risks	
	EMC:	There is no tfl EMC risk associated with the development	
	Radio:		
	Assessed impact on TfL assets:		

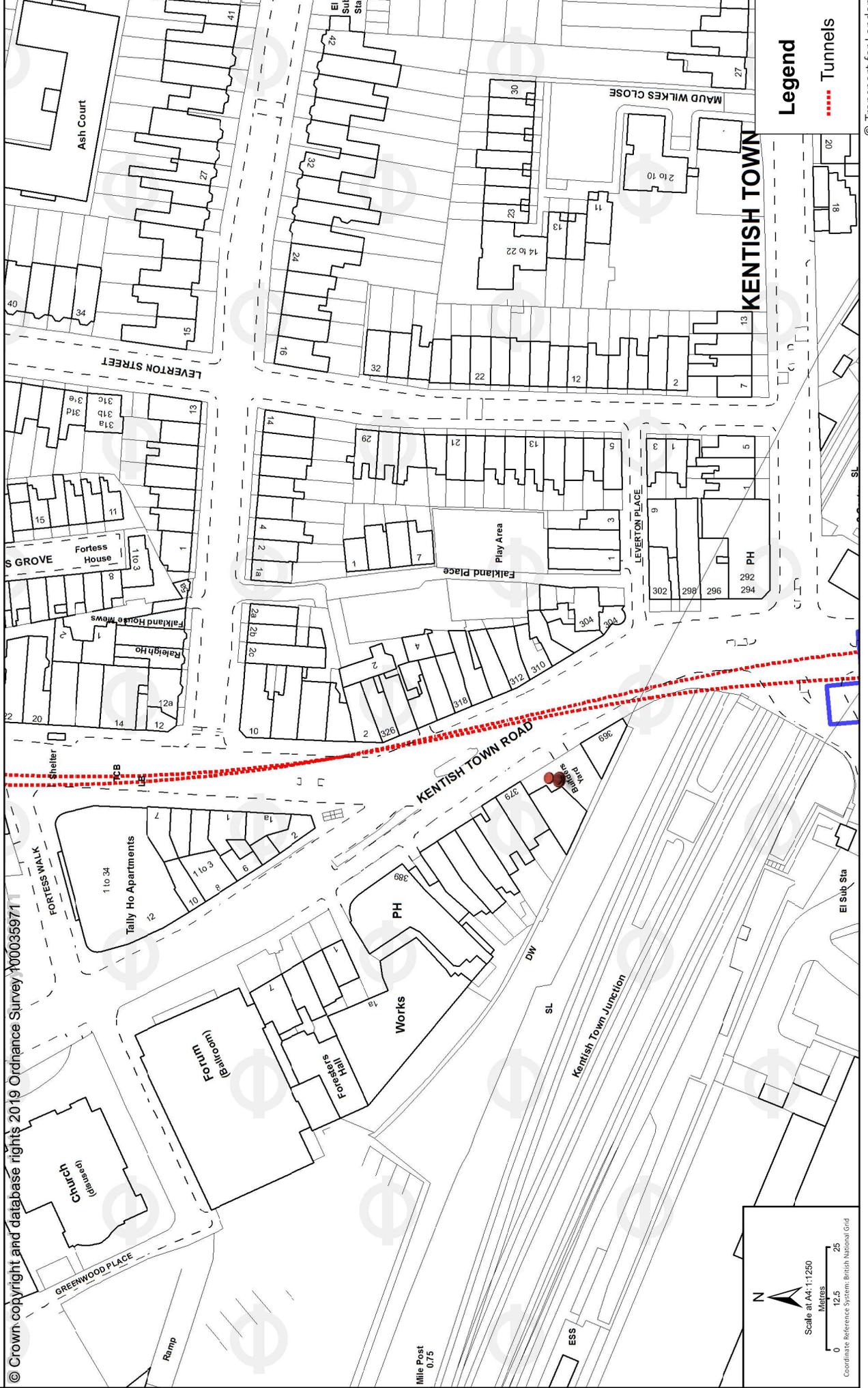
Additional information required following initial contact:-

- (i) Record of Commercial Details
- (ii) Project Directory

Site at Kentish Town Road London NW5 2TJ

Date: May 2019
Author: TfL Engineering

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Scale at A4: 1:1250

0 12.5 25
Metres

Coordinate Reference System: British National Grid

Legend
..... Tunnels