

BARRATT — LONDON —

Applications Processing Team
London Borough of Hillingdon
Civic Centre
High Street
Uxbridge
Middlesex
UB8 1UW

24th April 2019

Dear Apps Team,

Re: The Former Nestle Factory, Hayes - Your ref 1331/APP/2018/4379 Condition 22 (works adjacent to railway)

Alistair du Joux emailed the following comment from Network Rail on the above condition to us on 28/02/2019.

After studying the details submitted, Network Rail objects to the discharge on condition 22, we require the applicant/developer to provide a method statement and risk assessment for the piling activities demonstrating how the construction activities will be carried out in details, what the risks are, how the contractor will mitigate the risks. Network Rail are more interested in mitigating and controlling risks to the railway, Network Rail assets, boundary and our services.

Barbara Morgan tel. 0117 3721125

Network Rail, 1st Floor, Bristol Temple Point, Bristol BS1 6NL

Please provide additional information as requested by Network Rail at a sufficient level of detail to address their concerns. This application cannot be positively determined until that has been done and Network Rail have written to remove their objection.

This condition relates to Block E and the comment refers to piling works on site. We confirm that there is no piling involved on this block. The new building will utilise raft foundation with granular fill below. Drawing FNF-HYD-XX-XX-311-5-0014 demonstrates that the new foundations are in a position where there would be negligible effect on Network Rail property. This will be rechecked at each stage of detail design as the Geotechnical Design Report is produced alongside the structural design.

Further to this, we have been liaising with the Network Rail Asset Protection Team (ASPRO) who have reviewed the early stages of the ground works methods with regards to possible implications on Network Rail assets. To date they have not had any comments and have advised that they are satisfied with the proposed works methods.

As such, we believe that the comments from Network Rail are satisfactorily addressed and the additional information requested will no longer be required.

Yours sincerely

Stephen Pargiter
Technical Manager