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Pinner Road, Northwood

TfL Impact Statement

27/03/2024

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Document Revision and Management

Revision	Date	Notes	Prepared	Checked	Approved
00	27/03/2024	First Issue	TP	TP	TP
01	15/04/2024	Piling Issue	TP	TP	TP
02	17/04/2024	Updated as per comments	TP	TP	TP

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Contents

1 Introduction

Northwood is a proposed development in Pinner, Northwest London. It is intended to be a mixed-use construction with residential units on the upper floors and commercial on the ground floor.

1.1 Scope of Document

This document is intended to provide background to the project so as to advise Transport for London (TfL) on the impact of the structure on a nearby TfL asset.

The document is limited to the impact of the permanent structural works.

1.2 References

This document has been put together in reference to the following drawings and documents:

- 1000157-IWD-XX-00-DR-DR-A-1000 [Ground Floor Architectural Plan]
- IN22732 CL 002 [Subadra Geotechnical Report – Phase II]
- 1125-SBA-ZZ-ZZ-SK-S-0004 has been superseded as no longer relevant

2 Impact Assessment

2.1 TfL Asset

The site is adjacent to a railway embankment supported by a sheet piled wall. This sheet piled wall height is unknown.

2.2 Proposed Structure

The proposed structure will consist of masonry walls and steel columns supporting vertical loads. Following the advice of the geotechnical engineers the masonry walls and columns will be supported on micro piles down to 4.500mbgl with a ground beam to distribute the load.

The piling method has not yet been confirmed however the current proposal is to use augered piles.

There is no proposed basement with ground level to be retained roughly at a similar level.

No foundations will extend beyond the site boundary.

All excavations will be limited so that their depth does not intrude within a triangular area 45 degrees from the edge of the sheet piled wall.

The proposed foundations as indicated in Appendix A will not influence the TfL foundation zone as pressure is outside the zone of influence. Horizontal forces due to wind and notional loading will be resisted by the stiff walls along the north to south axis. A maximum of 15kN lateral load will be resisted per pile due to lateral forces.

2.3 TfL Guidelines

This document has been written with reference to TfL guidelines as published in Guidance Document G0023.

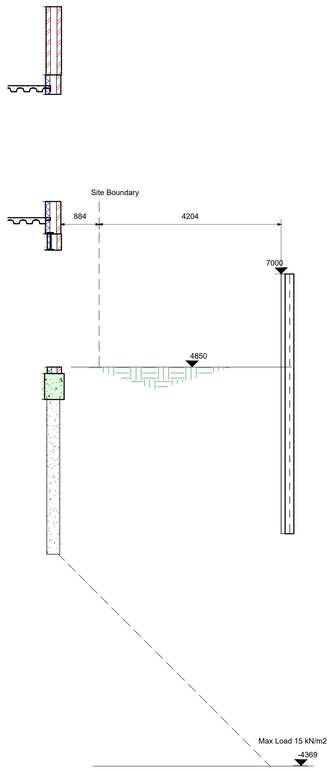
Refer to sketch drawing 22-182-S-P-2000 [TfL Retaining Wall Section] shown in **Appendix A**. This drawing indicates the zone of influence of the new foundations in relation to the existing retaining wall.

2.4 Conclusion

The piled solution will have minimal disruption to any TfL asset. The reasoning is highlighted in the below points:

- No vertical loads zone of influence will intrude on the sheet piling zone of influence.
- Temporary works excavations will not exceed 1m.
- Lateral loads imposed on the sheet wall will be minimal and are of sufficient distance to ensure they are dissipated evenly. They will not reduce the passive resistance to sliding of the sheet piled wall.

3 Appendix A - Drawings



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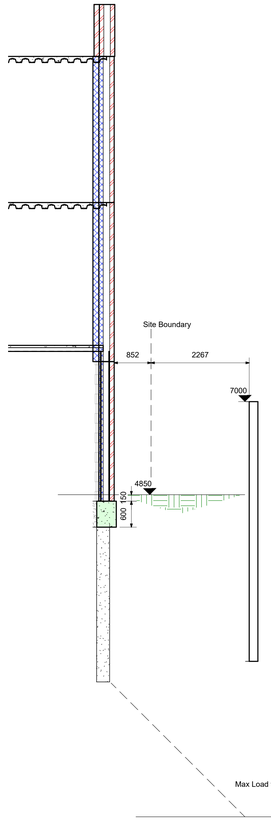

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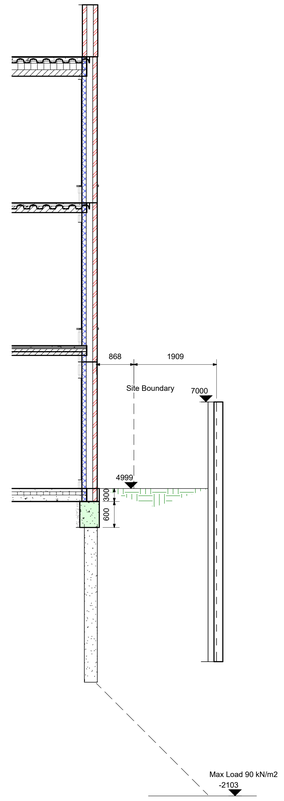

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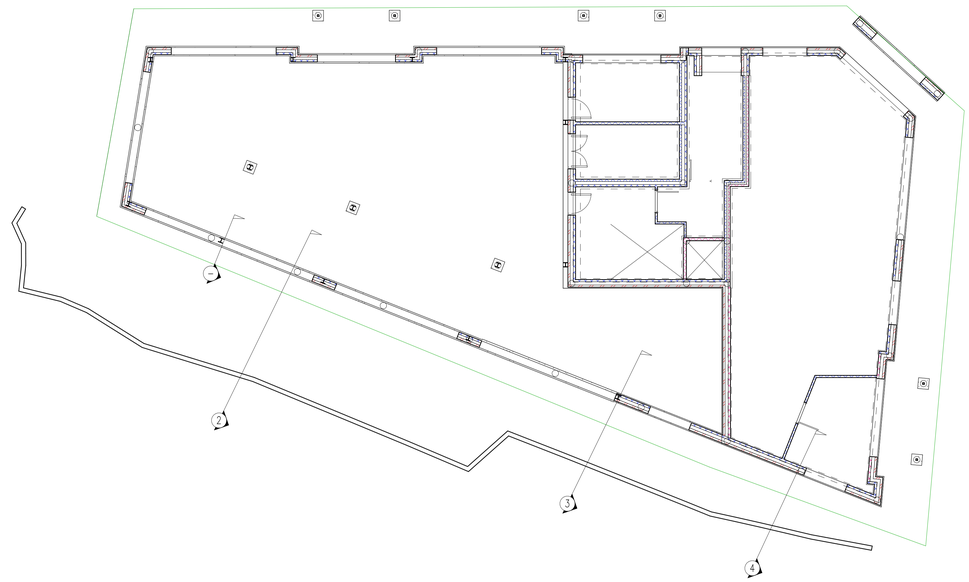

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Client: - BHL	Drawing No: - 22-182-S-P-2000	Date: - 16/04/2024	Drawings are for **PRELIMINARY**
Project Title: - Pinner Rd	Drawing Title: - TfL Retaining Wall Section	Drawing Scale: - As indicated	

Please refer to conditions of drawing use: