

OBJ8/07

IN THE MATTER OF THE STATUTORY DECLARATIONS ACT 1835
AND IN THE MATTER OF 239 HORN LANE, LONDON W3 9ED

TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004

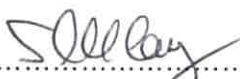
THE NETWORK RAIL
(OLD OAK COMMON GREAT WESTERN MAINLINE TRACK ACCESS)
ORDER 202[...]

STATUTORY DECLARATION OF MICHAEL ARNOLD AARONSON

DEPARTMENT FOR TRANSPORT REFERENCES:
TWA/21/APP/01/OBJ/8;
TWA/23/APP/02

This is the Exhibit marked **MA1** referred to in the Statutory Declaration of
Michael Arnold Aaronson sworn before me

This 16/10/.....2023.

Signed: 
A Commissioner of Oaths / Solicitor



Saul Courts
Solicitor
BSG Solicitors LLP
314 Regents Park Road
Finchley
London N3 2JX

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EXHIBIT MA I/I

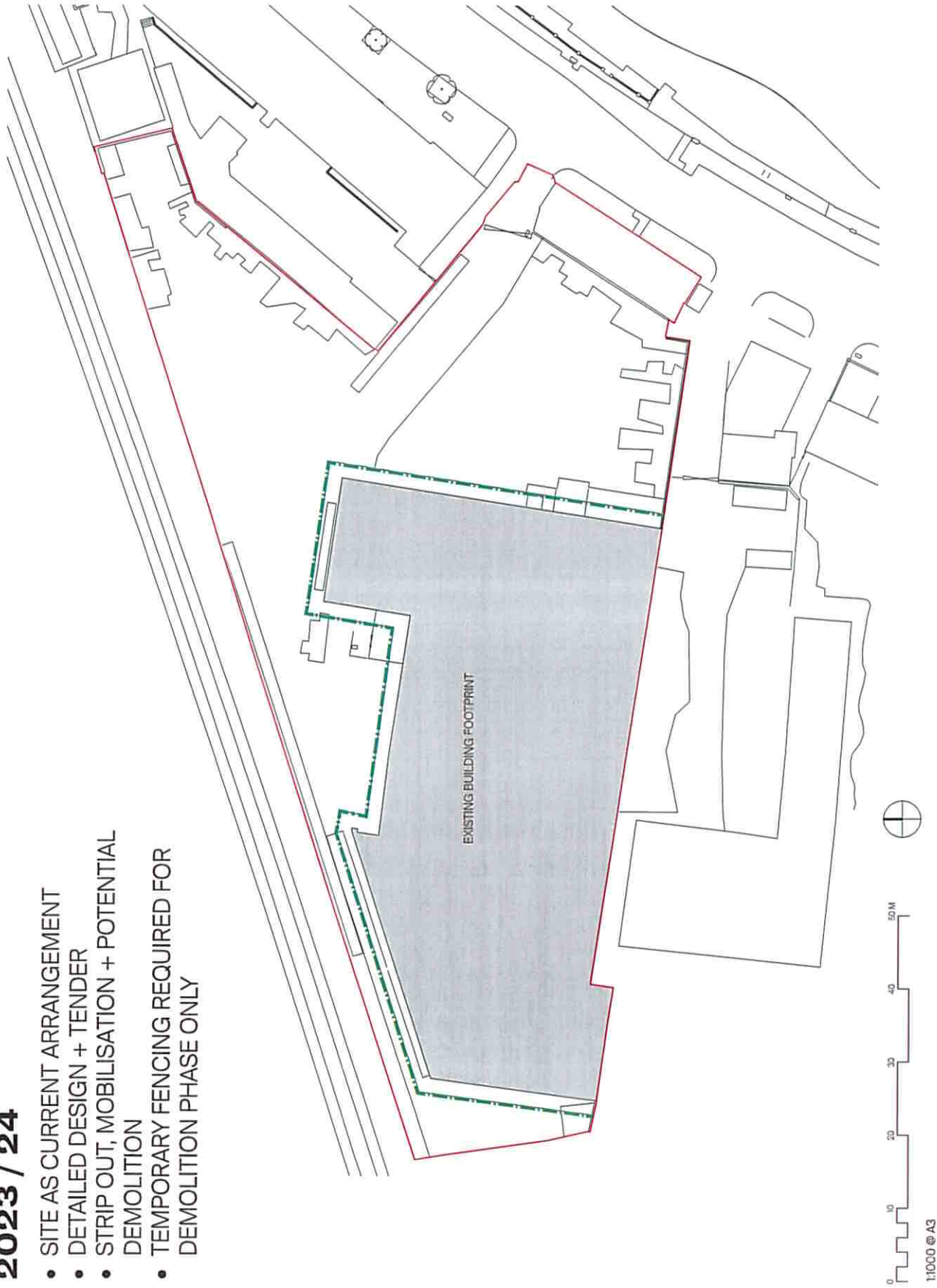
227-239 Horn Lane

CONSTRUCTION PROCESS SITE HOARDING LINES

REV 02 - 10-10-23

2023 / 24

- SITE AS CURRENT ARRANGEMENT
- DETAILED DESIGN + TENDER
- STRIP OUT, MOBILISATION + POTENTIAL DEMOLITION
- TEMPORARY FENCING REQUIRED FOR DEMOLITION PHASE ONLY



BUCKLEY GRAY YEOMAN

Q1 2025

- PILING
- TEMPORARY PROTECTION AROUND WORKING ZONE



WORKING HOURS
Monday - Friday 8am - 6pm
Saturday 8am - 1pm

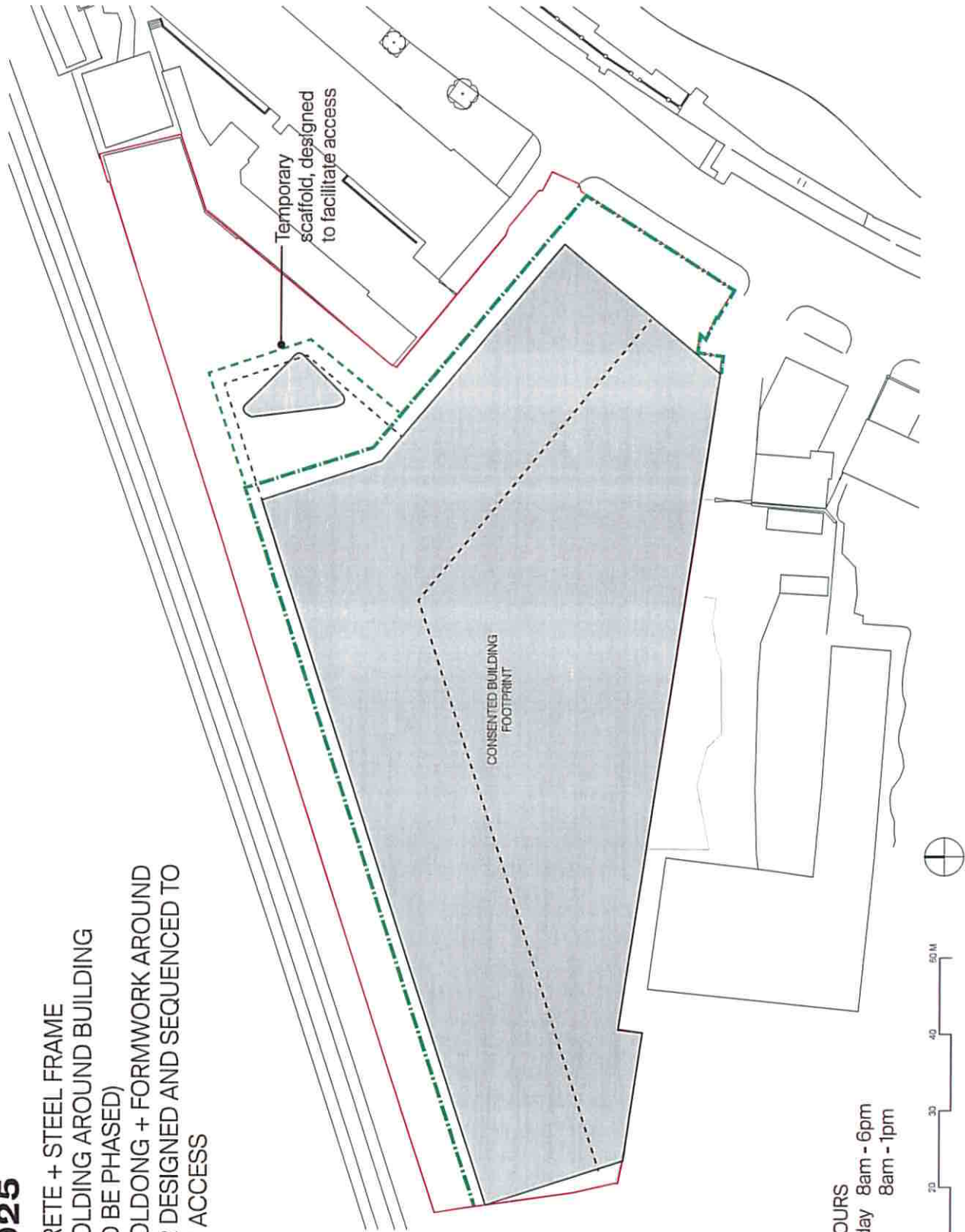
0 10 20 30 40 50 M

1:1000 @ A3

BUCKLEY GRAY YEOMAN

Q2 2025

- CONCRETE + STEEL FRAME
- SCAFFOLDING AROUND BUILDING (COULD BE PHASED)
- SCAFFOLDING + FORMWORK AROUND TOWER DESIGNED AND SEQUENCED TO ALLOW ACCESS



WORKING HOURS
 Monday - Friday 8am - 6pm
 Saturday 8am - 1pm

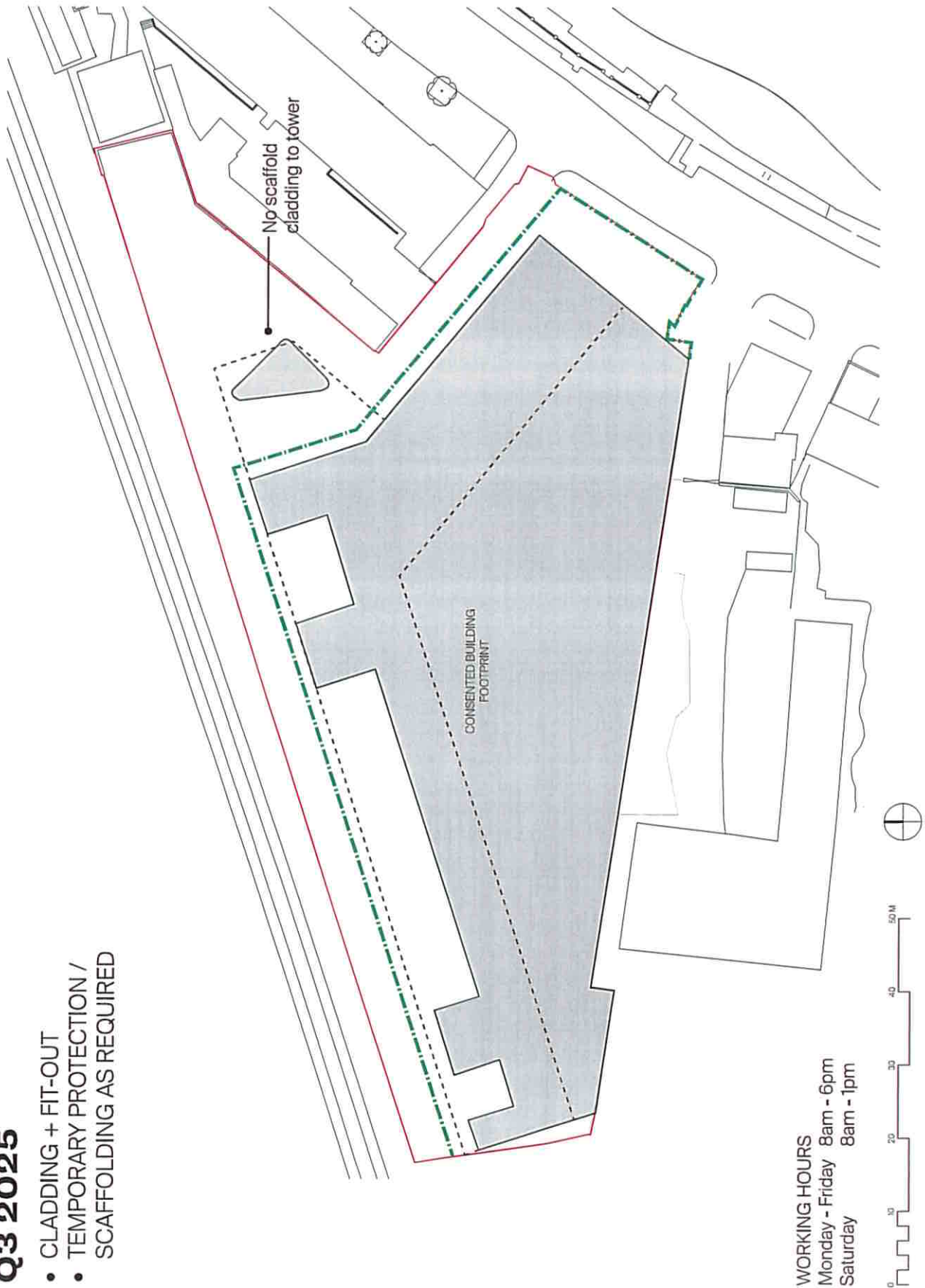


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BUCKLEY GRAY YEOMAN

Q3 2025

- CLADDING + FIT-OUT
- TEMPORARY PROTECTION / SCAFFOLDING AS REQUIRED

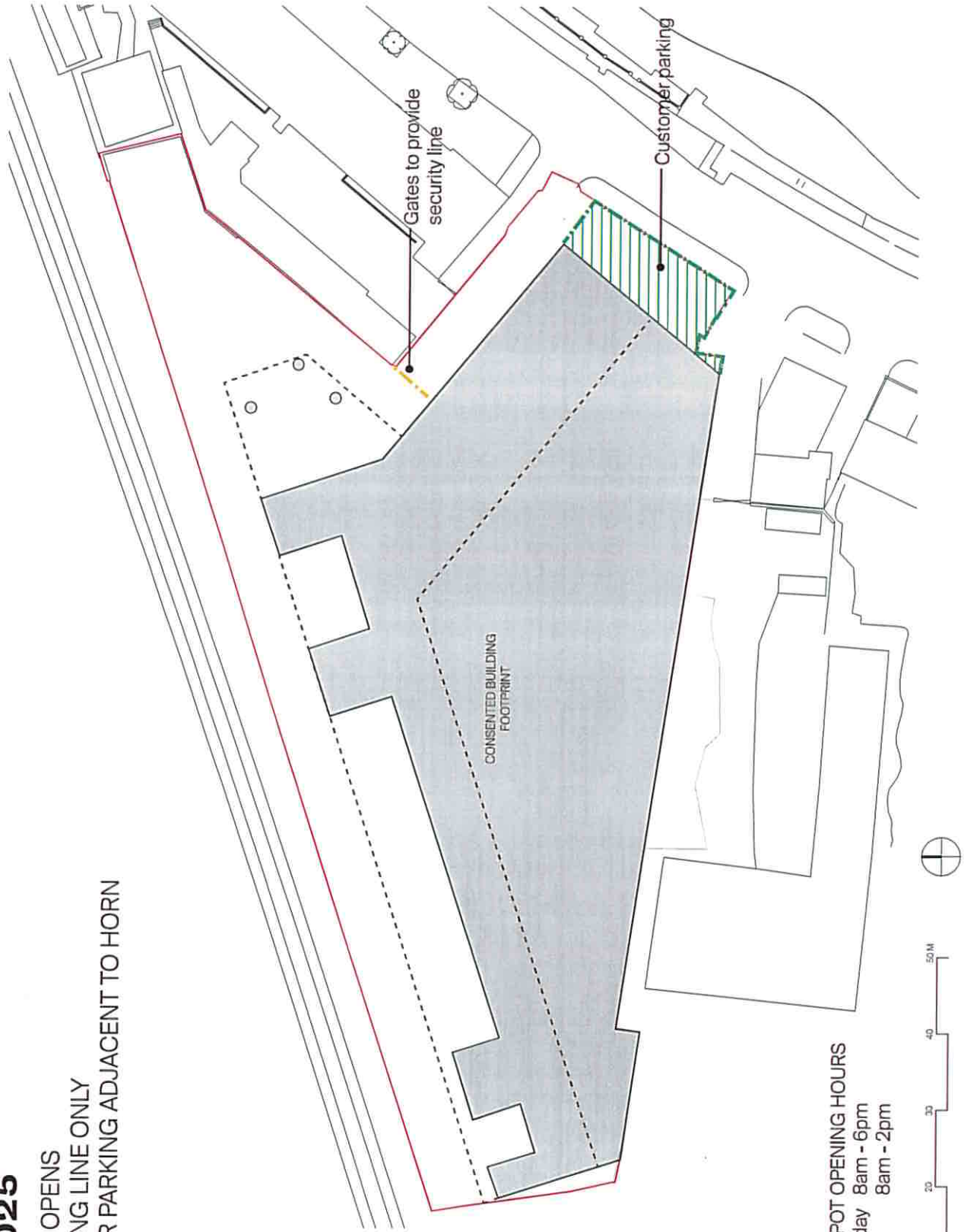


WORKING HOURS
Monday - Friday 8am - 6pm
Saturday 8am - 1pm

BUCKLEY GRAY YEOMAN

Q4 2025

- STORE OPENS
- BUILDING LINE ONLY
- VISITOR PARKING ADJACENT TO HORN LANE



BUILDER DEPOT OPENING HOURS
Monday - Friday 8am - 6pm
Saturday 8am - 2pm

0 10 20 30 40 50 M

1:1000 @ A3

BUCKLEY GRAY YEOMAN

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EXHIBIT MA I/2

Jewson Access Point Vehicle/Plant



Low access Tipper Lorry
Length (M) 16
Width (M) 3.2



Rigid Hiab Lorry
Length (M) 12
Width (M) 3.2



Tractor Unit Low Loader
Length (M) 18
Width (M) 3.2

Road Railer (RRV)



Example Welfare unit and site office



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EXHIBIT MA I/3

- 4.1.4.36 The existing boundary fence needs to be modified to allow for placing a new concrete approach slab to the RRAP, and Jewson's material storage adjacent to the track will need to be removed to allow access. A sliding security gate has been proposed in front of the RRAP. However, if an access gate can be inserted where shown in Figure 19, a low height Armco barrier can be installed adjacent to the rail. This will help with lifting materials from the compound onto the track during RRV shifts. If not, the fence will need to remain at 1.8m high and removed when required, with a gate across the RRAP.
- 4.1.4.37 It is suggested that an Armco barrier (or similar) be erected adjacent to Jewson's building to prevent accidental damage caused by vehicle movement.
- 4.1.4.38 The compound will be suitable for:
- Room for 8 No. Transit vans,
 - Laydown area which is 5m wide by 35m. The laydown area should enable a 30m SG switch to be delivered and then lifted and transported to Track,
 - Suitable lighting at a high level, e.g. typical streetlight,
 - Should ideally be located adjacent to the RRAP as any distance between this and RRAP would interfere with productivity and have a possible impact upon rostering.
- 4.1.4.39 The RRAP compound will be a class 3 access point with security level 2.
- 4.1.4.40 Possession of Mains will be needed to use the RRAP.
- 4.1.4.41 No change to track layout proposed.
- 4.1.4.42 The current design adopts a two-stage approach to the RRAP, the Temporary Stage is for construction and will include a larger storage and laydown area as detailed in Figure 19. This will maximise the benefit of the access. The Permanent Stage shown in Figure 20, shows a reduced compound and adjusted access gate arrangement.

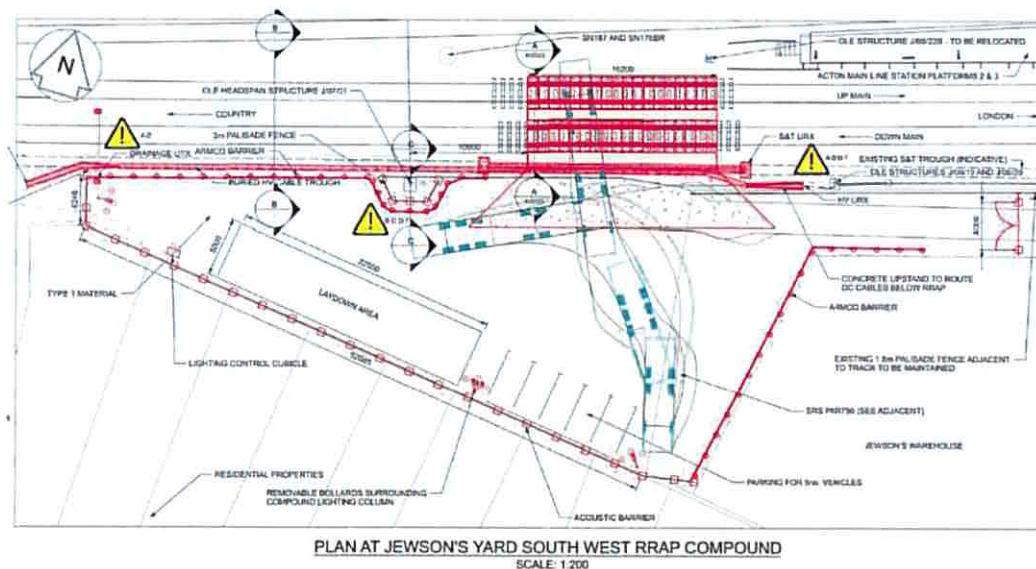


Figure 19: Temporary Stage of Jewson Acton SW RRAP

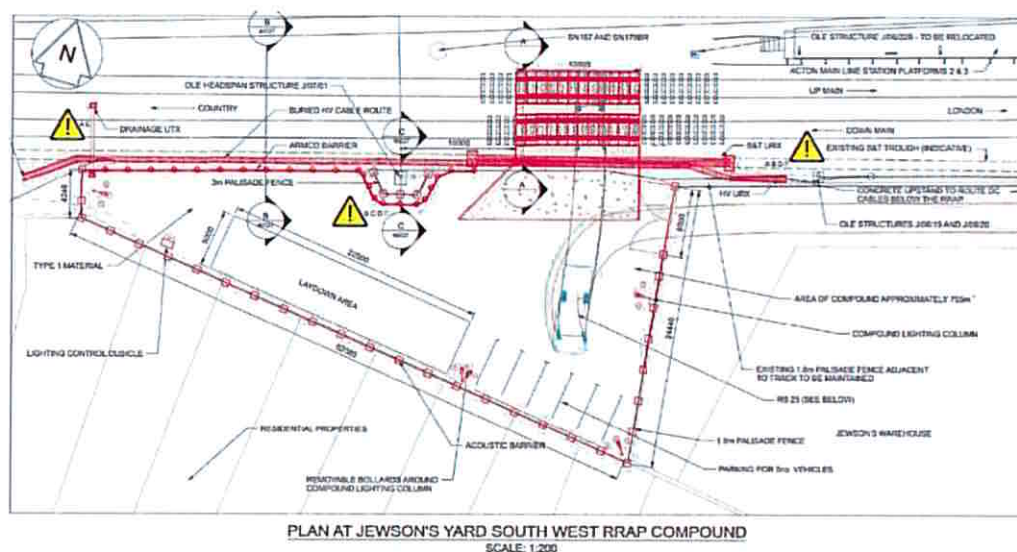


Figure 20: Permanent Stage of Jewson Acton SW RRAP

South East RRAP (North Pole Depot - Barlby Road) ref. 152270-ARC-REP-ECV-000007

- 4.1.4.43 The South East RRAP will utilise the existing RRAP at Barlby Road, within the North Pole Depot.
- 4.1.4.44 Proposals put forward in the RRAP report 152270-ARC-REP-ECV-000007 recommend that the RRAP is extended from (estimated) 14.4m to 16.8m, to allow for the SRS PKR750 vehicle. The compound and RRAP is currently lit and fenced off and is assumed to be classified as Access Point Class 3 and Security Level 2.
- 4.1.4.45 There are restrictions with this RRAP proposal e.g., access will require an appropriate possession of the depot.
- 4.1.4.46 No changes to the existing track layout are proposed.
- 4.1.4.47 It is not possible to put a RRAP on the mainline itself, due to clashes with rail apparatus, particularly switches in this location.

4.2 Compounds

4.2.1 Introduction

- 4.2.1.1 At the time of writing the compound, storage, and laydown areas outlined below are subject to agreement with BBVS and so are subject to change. Further integration work is required. This integration will continue into the next stage of design delivery.
- 4.2.1.2 There are several potential compounds to be utilised in this project. The location and use of each are determined by the works to be completed in the surrounding areas. In this section the compounds will be outlined, with the location, uses, timing, land use constraints, and access for each discussed. Following the review of each compound, general considerations will be given to compound security, ground works, vehicles considerations, water supply, as well as potential sustainability opportunities.

4.2.2 Compound Option A – East of HS2 Box Station

- 4.2.2.1 Where: East of the HS2 Box Station as shown in Figure 21 & Figure 22 below.
- 4.2.2.2 Use: This compound would be utilised to construct the bulk of the rail systems work to the East of Platforms 3-8. The compound will contain welfare facilities and parking areas for

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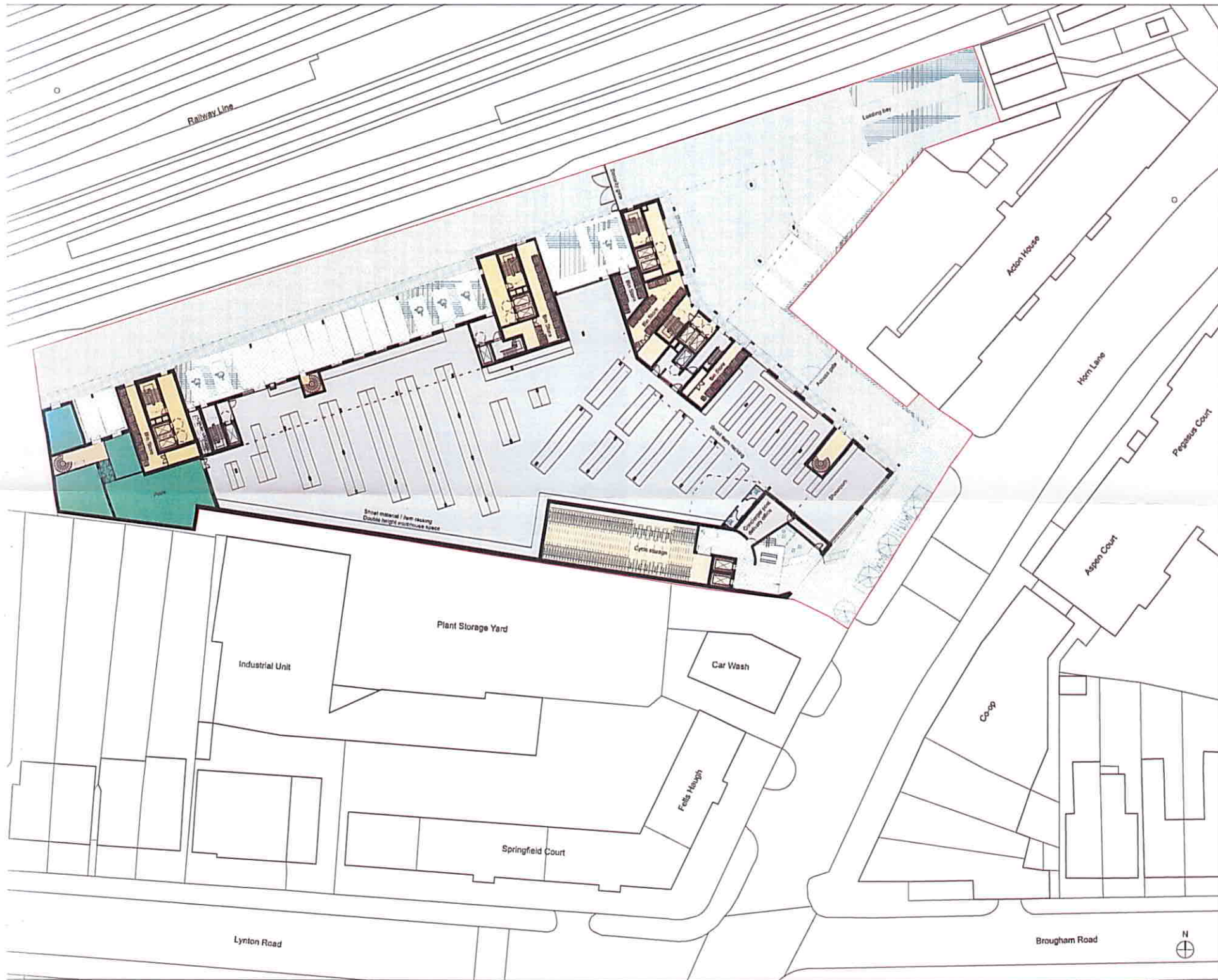
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EXHIBIT MA I/4



DETAILED NOTES:

D Buckley Gray Yeoman Limited

All dimensions to be checked on site prior to commencement of any works. And/or preparation of any shop drawings.

Notes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.

Notes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.

This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultant's information.

All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers information/datasheet.

Any discrepancies between information shown on this drawing and any other relevant information for Manufacturers/Suppliers recommendations is to be brought to the attention of the Architect.

DO NOT SCALE FROM THIS DRAWING.

NOTES:

KEY

- INDUSTRIAL
- RESIDENTIAL CORE
- PLANT
- PURVISUM
- STUDIO
- 1600
- 2800
- 1800

P7 06/06/23 FOR PLANNING
REV. DATE NOTS

BGY
BUCKLEY GRAY YEOMAN
44-20 TOTTENHAM
BRIGHTON

Client
Bellview Properties

Project
227-230 Horn Lane

DRAWING
Proposed Plan - Ground Level

SCALE
1:250 @ A1 (1:500 @ A3)

DATE
May 2023

DWG No.
1217_GA-100

REVISION
P7

STATUS
PLANNING

APPROVED
AB