

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2015/4370/P	Ian Wood	219 Goldhurst Terrace NW6 3EP	14/09/2015 18:14:11	OBJ	<p>I am opposed to this application, because the work involved in this unnecessary project poses a serious risk of damage to neighbouring properties and will subject the local residents to many months (and possibly more than a year) of dirt, dust, noise and vibration, through no fault of their own and for no good reason. They will also have to contend with a significant increase in potentially dangerous traffic, and the Construction Management Plan (CMP) contains too many errors and inconsistencies to be fully credible. It clearly hasn't been thought through.</p> <p>For example, on page 7, it says that, 'The excavation is being loaded directly from conveyors into a lorry', and on page 16 that, 'The suspended parking bay outside of the house will be used for the unloading of HGVs', but the maps on pages 16 and 21 show that the parking bay will be occupied by a hoarded skip. This contradicts the claims on page 20 that, 'It is not intended to occupy the highway. Please see plan below showing proposed hoarding and skip placement' (which clearly shows the highway being occupied by the skip) and that, 'A gantry with conveyor will run over the pavement at a height of over 2.4m from the property into the skip'. Then on page 22, 'The contractor will apply for a temporary structure licence to facilitate the hoarding to allow the lorry to remove the spoil waste from the hoarded skip.' So the spoil isn't to be loaded directly from conveyors into a lorry, and there's no way that delivery trucks can be unloaded in the suspended parking bay.</p> <p>As for the large number of heavy trucks that will be involved in the work, the maps on pages 15 and 16 show the route they will take to get to the site from the A41 Finchley Road (will they really all come from the north?) and the route they will follow to get back to the A41. On page 16, it says that, 'Due to the one way system, vehicles leaving the site will drive straight to the end of the road and bear right on to fairhazel gardens'. There is nowhere for them to turn around at the site, so to get to Fairhazel Gardens they will have to reverse about 270 metres back along Goldhurst Terrace, in the face of oncoming traffic.</p> <p>I suspect that a lot of the information provided in the CMP has been copied and pasted from the documentation of previous contracts, which might explain the above contradictions and also the statement on page 14 that, 'Vehicles shall not wait or stack on any road within the Royal Borough.' Lucky old Royal Borough.</p> <p>Given the problems with the CMP, can any of the other documentation be considered wholly trustworthy? The Basement Impact Assessment, for instance, claims that no tunnels are known to exist under the site, but Thames Water's North Western Storm Relief tunnel, three-quarters the size of a Tube tunnel, runs directly below the proposed basement extension, so maybe not.</p>