

From: Diver, John
Sent: 14 December 2016 10:49
To: Planning
Subject: FW: re 26 Christchurch Hill NW3

[REDACTED]

Thank you,

John Diver
Planning Officer

Telephone: 02079746368

-----Original Message-----

From: Kenneth Grange [mailto:[REDACTED]]
Sent: 12 December 2016 18:02
To: Diver, John
Cc: Stephen Morris; Mark & Jacqueline Goodier; Kenneth Grange
Subject: re 26 Christchurch Hill NW3

Dear John.

I know this is beyond the deadlines that have been declared, but in view of none of our - the immediate neighbours and I - having been, as stated by the Architect, consulted in advance - I hope very much that you will add the following to my objections. A point to note in this is that the architect for The No 14 Well Road site did most carefully warn us of the Traffic issue for their site.

This comes about because I have been shown a draft of Stephen Morris's carefully argued letter of objections.

I know that he has already consulted a well qualified engineer about the whole proposed development.

And from that it is dramatically clear that by far the most serious issue for us - of the 3 issues - is that of potentially disastrous consequence; namely the impact - the physical impact - on the roadways and surrounding homes coming from the heavy plant and vehicles at this road junction.

To repeat my arguments; I have seen, and suffered directly, from land slip and collapse at the junction of Christchurch Hill and Well Road

I did tell you that I have been assured that the other close by major development at No 14 Well Rd will be ameliorated by assuring that any vehicles carrying heavy loads will have emptied their loads and be empty when they use the junction - in their case - for three point turning. The junction is simply too fragile for this hazard

This is needed, as you know, because their traffic will enter and exit their site from East Heath Road.

So, if their works - likely less damaging than those at No 26 - has been 'eased' by Camden by handling as described then surely Camden have an even greater problem to deal with at No 26 where all the site traffic either working on the site or carrying away and delivering very heavy loads will be concentrated directly alongside the vulnerable junction.

There is also the fact that both sites are likely to be worked simultaneously and over many months, even years.

Stephen Morris has directed me to the Draft Traffic Management Plan - some 68 pages of it.

Please John, as a matter of urgency tell me how I can see a copy of that Plan.

Thank you John

Kenneth Grange (Sir)