

**66 FITZJOHN'S AVENUE, LONDON NW3**

**RESPONSE TO QUERIES RAISED IN CAMPBELL REITH'S BASEMENT IMPACT ASSESSMENT  
AUDIT**

**INTRODUCTION:**

Michael Chester & Partners prepared a structural Basement Impact Assessment (BIA) to accompany a planning application for the above site by Webb Architects. The application included the demolition of an existing semi-detached property followed by the construction of a new semi-detached building with basement.

Campbell Reith act on behalf of London Borough of Camden and they have, via a revision to their Audit Report of the BIA, requested further information about the existence, or not, of a tunnel below the access road to the subject site. The following addresses the query which is reproduced for ease of reference.

**QUERY RAISED IN AUDIT TRACKER REPORT REV D2:**

- 1. 1.11. .... Further investigation is required to determine whether a tunnel exists and, if so, suitable mitigation provided.**

Further investigations have been carried out and no evidence has been found to suggest there is a tunnel below the access road to the site proposed for the new development.

Contact has been made with the author of the objections/observations (letter Salprime Ltd 18.07.16) and they have described what is essentially a void or narrow light well running down the side of No.64 which, it is thought, was created to allow the land to the side to be levelled for the access road maintaining access to a manhole. A sketch of what has been understood from the author is attached as Appendix A. The author's concerns are with the slab over the lightwell which he describes as insubstantial, though it is thought to have acted satisfactorily as a road base for some years.

The resolution to this issue is straight forward and is most appropriately addressed under the Party Wall procedure. At that stage access can be gained to the light well so that it can be measured and properly assessed. If the slab over the lightwell is found to be inadequate or, indeed, if it simply cannot be proven to be adequate, then it would be strengthened or replaced. Replacement with a suitably reinforced and sealed concrete slab is most likely to be the preferred option as it will provide a more durable and robust solution for all for the future.

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## **APPENDIX A**

**66 FITZJOHN'S AVENUE, LONDON NW3**

**SKETCH OF VOID / LIGHTWELL TO SIDE OF No.66 FITZJOHN'S AVENUE**

BOUNDARY LINE

ACCESS ROAD

LEVEL OF ROAD 19.68

BRICKWORK RETAINING WALL THICKNESS NOT KNOWN

MH

ESTIMATE LEVEL 18.01

VOID WITH SLAB OVER

APPRX 0.35M

APPRX 1.2M

LOCATION OF GRILLE OVER

MANHOLE LOCATION NOT KNOWN

LINE OF WINDOW OVER

HATCH ACCESS LOCATION NOT KNOWN

LIGHTWELL

LEVEL 18.01

No. 64

LGF FLAT

LIGHTWELL

