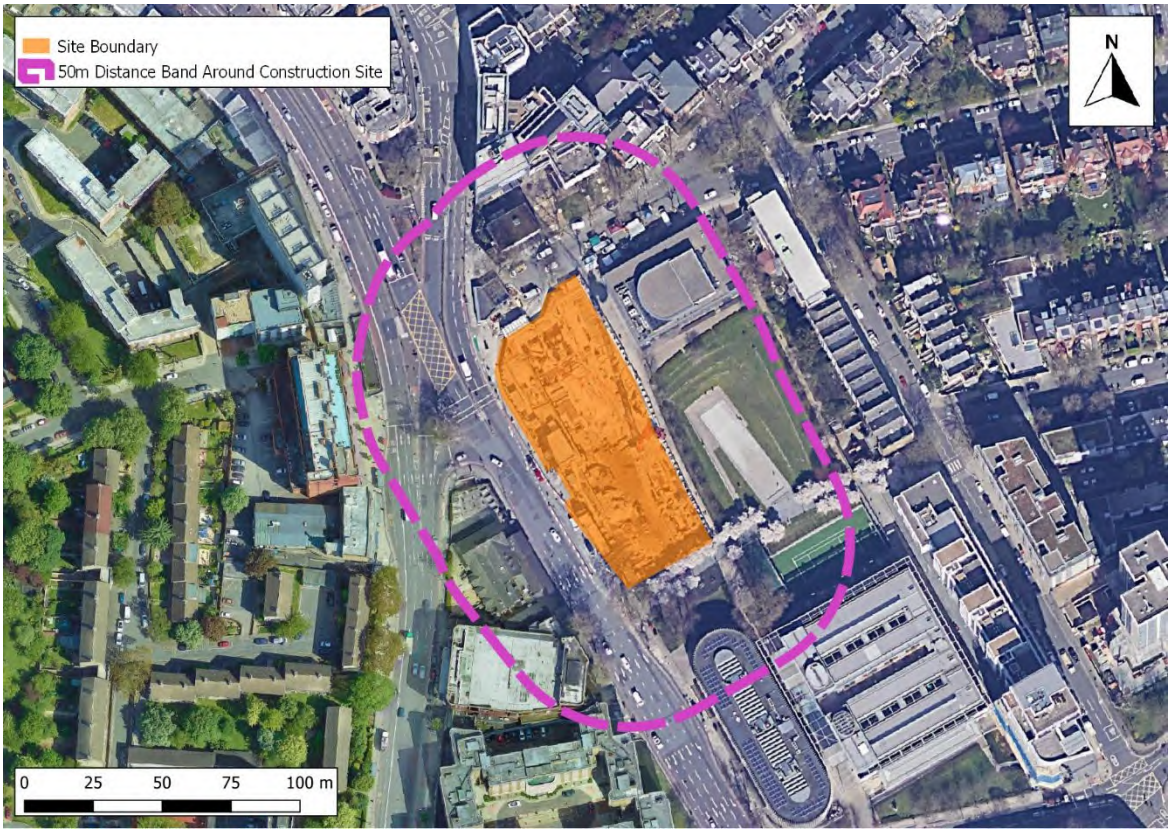

Figure A2-1: 50 m Distance Bands around Site Boundary

Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024.

A2.11 The IAQM guidance (IAQM, 2024) explains that there is a risk of material being tracked 250 m from the site exit. Vehicles will exit site turning left onto Avenue Road (A41), traveling south down the A41 before turning right onto Adelaid Road. There are estimated to be between 10-100 residential properties within 20m of the roads along which material could be tracked (Figure A2-1), and Table A1-3 in Appendix A1 thus indicates that the area is of 'high' sensitivity to dust soiling due to trackout.

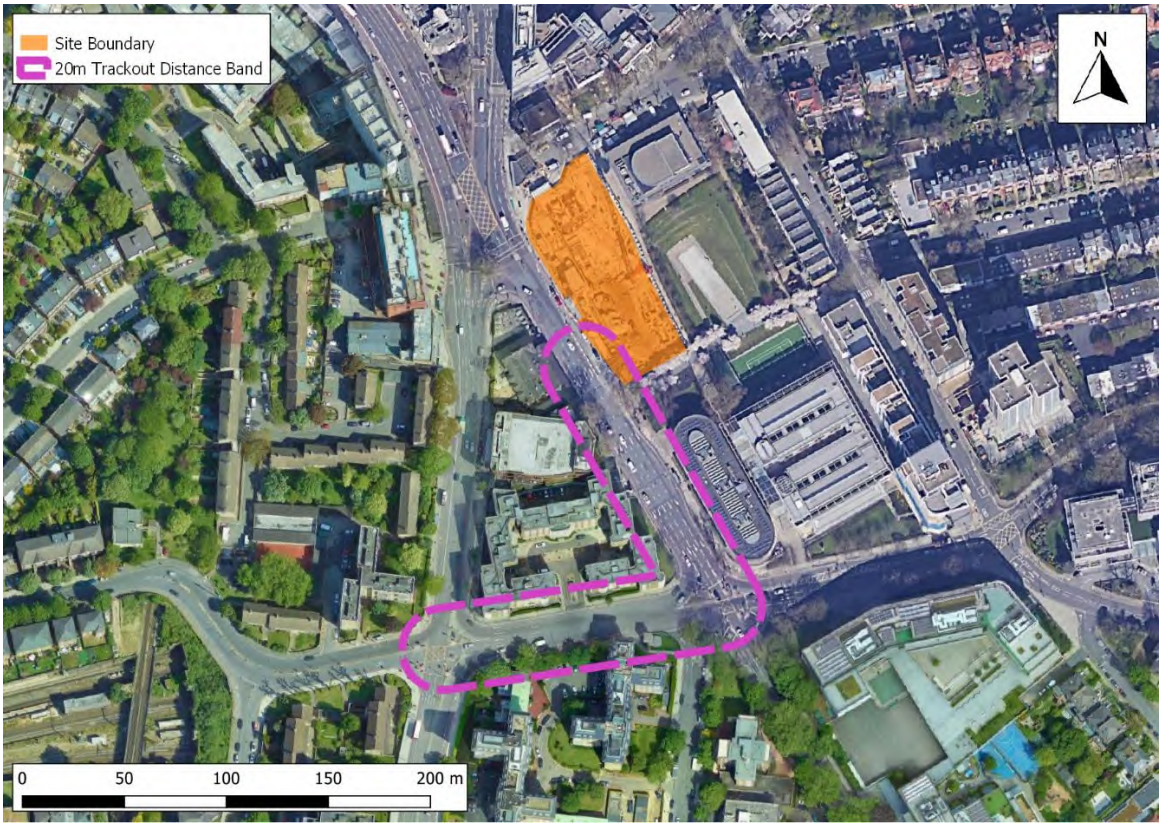

Figure A2-2: 20 m Distance Bands around Roads Used by Construction Traffic Within 250m of the Site Exit

Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024.

Sensitivity of the Area to any Human Health Effects

A2.12 Residential properties are also classified as being of 'high' sensitivity to human health effects, while places of work are classified as being of 'medium' sensitivity. The matrix in Table A1-4 in Appendix A1 requires information on the baseline annual mean PM_{10} concentration in the area. The nearest automatic monitor to the site is CD1 (Swiss Cottage) approximately 80 m north of the site, which measured an annual mean PM_{10} concentration of 18 µg/m^3 in 2023. Using the matrix in Table A1-4 in Appendix A1, the area surrounding the onsite works and the area surrounding roads along which material may be tracked from is of 'low' sensitivity to human health effects.

Sensitivity of the Area to any Ecological Effects

A2.13 The guidance only considers designated ecological sites within 50 m to have the potential to be impacted by the construction works. There are no designated ecological sites within 50 m of the site boundary or those roads along which material may be tracked, thus ecological impacts will not be considered further.

Summary of the Area Sensitivity

A2.14 Table A2-3 summarises the sensitivity of the area around the proposed construction works.

Table A2-3: Summary of the Area Sensitivity

Effects Associated With:	Sensitivity of the Surrounding Area	
	On-site Works	Trackout
Dust Soiling	Low Sensitivity	High Sensitivity
Human Health	Low Sensitivity	Low Sensitivity

Risk and Significance

A2.15 The dust emission magnitudes in Table A2-2 have been combined with the sensitivities of the area in Table A2-3 using the matrix in Table A1-6 in Appendix A1, in order to assign a risk category to each activity. The resulting risk categories for the four construction activities, without mitigation, are set out in Table A2-4. These risk categories have been used to determine the appropriate level of mitigation as set out in Section 2 (step 3 of the assessment procedure).

Table A2-4: Summary of Risk of Impacts Without Mitigation

Source	Dust Soiling	Human Health
Earthworks	Negligible	Negligible
Construction	Low Risk	Low Risk
Trackout	Medium Risk	Low Risk

A2.16 The IAQM guidance does not provide a method for assessing the significance of effects before mitigation, and advises that pre-mitigation significance should not be determined. With appropriate mitigation in place, the IAQM guidance is clear that the residual effect will normally be 'not significant' (IAQM, 2024).

A3 Weekly Inspection Checklist

Inspected Items	
Person completing the checklist	
Date of inspection	
Dust being controlled correctly by personnel	
Visual inspection of dust soiling on local streets, cars and windowsills	
Wind direction	
Wind speed	
Weather forecast	
Additional comments	

A4 Dust Event Form

Sheet No.:
Time & date form completed:
Date, time and duration of event:
Location of dust:
Weather conditions (i.e. dry, rain, fog, snow):
Cloud cover (Cloud height (low, high, very high): none, slight, partial complete):
Wind strength (light, steady, strong, gusting):
Wind direction (from/to):
Description of dust event, dust (i.e. colour, particle size) & any other comments:
On-site activities at the time the dust emission occurred:
Has a previous event occurred relating to this source:
Any other relevant information:
Any upwind dust?:
Operating conditions at the time the dust emission occurred:
Any remedial actions taken or to be taken:
Form completed by (name & signature):

A5 Dust Complaint Form

Sheet No.:	
Date:	**Time & date of complaint:**
Name and address of complainant:	
Date, time and duration of offending dust:	
Location of dust, if not at the above address:	
Weather conditions (i.e. dry, rain, fog, snow):	
Cloud cover (Cloud height (low, high, very high): none, slight, partial complete):	
Wind strength (light, steady, strong, gusting):	
Wind direction (from/to):	
Complainant's description of dust & any other comments (i.e. colour, particle size):	
Has complainant previously made complaint relating to the site?:	
Any other relevant information:	
Any upwind dust?:	
On-site activities at the time the dust emission occurred:	
Operating conditions at the time the dust emission occurred:	
Any remedial actions taken or to be taken:	
Form completed by (name & signature):	

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Appendix N

JG Environmental (Pest Control) Limited

Thursday 28th September 2017

JG Environmental Limited
Office: Unit 29, Thorney Business Estate, Thorney Lane North, Buckinghamshire,
SL0 9HF
0207 1838906
m.fenton@jgpestcontrol.co.uk

Site Address**: Essential Living, 100 Avenue Road, London, NW3 3HF**

Surveyor: Mikey Fenton

Client Requirements: The client requires a regular Pest Prevention Schedule to control the current rodent issue and prevent it spreading throughout the building

Survey Observations:

- There is an active rodent infestation on site of Mice noted within and under the kitchen cupboards on the ground floor and in recessed sockets in the offices
- The activity noted in these areas are a combination of old and fresh droppings indicating the Mice are well established.
- An aggravating factor is the public feeding the birds with scrap food in the park behind the site. This food source for Mice combined with dense external foliage and at least 1 clear ingress point to allow the Mice to nest inside this building will be considered as part our baiting strategy.

Recommendations:

- The first stage of the process is to control the current activity by implementing an intensive rodent eradication program over a period of 4 weeks
- This will be followed by the implementation of a pest prevention plan, which allows us to monitor and control any future activity which may arise on site. It allows us to have a technician on site approximately 4 weeks apart (12 Service visits per annum).
- Together with the placement of external baiting stations, this should be sufficient to maintain control over the premise and protect against any further infestations arising.
- During the service plan, various types of rodenticides and traps will be left on site on each floor and in external bait stations which can be monitored and controlled.
- The bottom of the underground car park door will be proofed using bristle strip to prevent Mouse ingress.
- The nesting debris and droppings will be cleared away and a biocide spray of the affected areas will be carried out to render the bacteria from these droppings inert

Important notes –

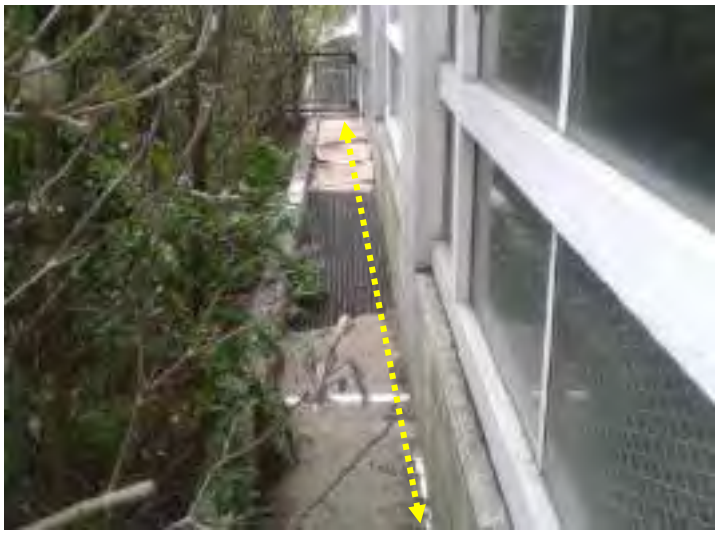
- Under the service plan you will receive 4 free call outs per annum and will be covered for the following pests: **Rodents internally**

Please quote reference **EL28917-001** on all future correspondence in relation to this quotation.

I hope the quotation is satisfactory. Please contact me direct on **07484 939 105** you have any further requests

Your Sincerely,
Mikey Fenton - Surveyor

JG Environmental (Pest Control) Limited



Top Pictures – Mouse droppings, fur and nesting debris inside a kitchen cupboard and recessed socket

Bottom Left – Area where bristle strip will be installed to the base of the car park doors **(blue)**. Bait boxes will also be placed in the area

Bottom Right – Bait boxes will be placed along this elevation (opposite fountain display) to prevent rodents breaching into the building via the grates

Our qualifications include:

BCPA Level 2 Certification in Pest Control

Our clients include:

JG Environmental (Pest Control) Limited

Client: Essential Living	Reference: **EL28917-001**
Site address: **100 Avenue Road** **London** **NW3 3HF**	Additional Information:

Line Item	Annual Service Agreement	Pest	Rate	Amount (excl. VAT)
1	**4 Visit Intensive Riddance Program for Mice Internally to cover the lift motor room, kitchen and offices on the ground floor**	Mice	£99.66	**£398.64 (One Off)**
2	**12 Visit Per Annum Pest Prevention Agreement incl. 4 free callouts pa to cover all floors**	Mice Internally	£92.00	**£276.00 (Quarterly Cost)**
3	**Maintenance Agreement Set Up** **Up to 15 Internal Mouse Bait Stations Per Level**	Setup	£75.00	**£75.00 (One Off Cost)**
4	**Supply & Installation of 3 External Metal Bait Stations [AF ATOM]**	Supply & Install Setup	£99.50	**£99.50 (One Off Cost)**
5	**Vacuum and removal of droppings/ nesting debris and One Off Biocide disinfection spray to cover the ground floor**	Biocide/ Disinfection	£195.95	**£195.95 (One Off Cost)**
6	**Installation of Bristle Strip to the base of the car park doors**	Job work	£117.82	**£117.82 (One Off Cost)**

Prices subject to VAT, permit costs & parking charges

Please quote above reference when referring to this quotation.

Prepared by: Mikey Fenton

(Quotation valid for 1 year from above date)

ISO 9001:2008 Stage 1 completed. Full accreditation to be achieved by November 2017.

Appendix O

CASELLA

Guardian2

Guardian2
Multi-Agent Monitoring Station

Guardian2 is designed to help you remain compliant with site emission levels, using remote monitoring and reporting of noise, dust and vibration.

www.casellasolutions.com

Guardian2

Key Features

- Real-time particulate, noise and ground vibration (PPV)
- Simultaneous PM10, PM2.5 and PM1.0 monitoring
- Web-hosted data with secure, password protected login
- Optional, maintenance free windspeed & direction sensor
- Email and text alerts to nominated recipients
- Manual or automatic reports
- IEC 61672-1 compliant sound level meter
- Wall or pole mounted
- Operates over a wide operating voltage 100-250 VAC

Guardian2 is a web-based remote monitoring system for noise, particulates and ground vibration, either as single 'agents' or in multiple combinations. It is ideal for construction & demolition sites plus many more fence-line applications. Where compliance with limits is required and good relationships with neighbouring people and businesses are a must, Guardian2 can guarantee the smooth progress of your project or manufacturing operations.

mHUB

With the new mHub, data can be streamed straight to your mobile device...

The Guardian2 advanced mHub datalogger and web connectivity allows data to be continuously sent to the cloud. Alerts and status reports can be seamlessly delivered to your mobile device.

Guardian2

Data Anywhere with www.casella247.com

The mHUB datalogger incorporates an electronic SIM which means that the system will search for the strongest cellular signal but in the event of a lack of connectivity, the mHUB will continue to log then push the stored data to the server when communication is re-established. The Casella 24/7 Data Management System is accessible via a secure log-in, giving organisational administrators and nominated users access rights to data, reports and alerts.

Plug In and Play

Integrated into a small, unobtrusive environmentally sealed housing, Guardian2 can be configured at the time of ordering for a variety of 'agents' depending upon the specific application or requirements. Installation couldn't be simpler; just bolt to a wall or mount on a pole, apply power and then within a few moments begin transmitting data using cellular connectivity to a secure server.

Configure Reports

- For single or multiple agents at once e.g. noise and dust
- Automatic reports can be set to report daily, weekly or monthly data, direct to your inbox
- Graphical or tabular reports

Alert Configuration

- Configure alerts by text or email
- Can be configured for any measured parameter
- Error alerts, e.g. for power loss

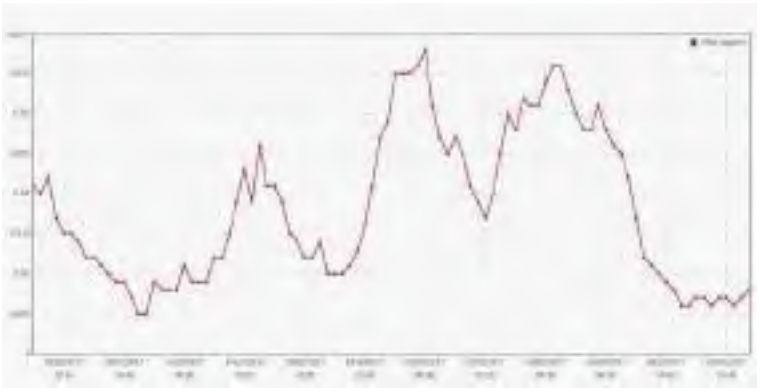
User Configuration

- Different levels of access can be configured to casella247.com
- Specify who just receives reports, or administrator access to configure reports and Guardian2 units
- Configure Guardian2 units on different sites remotely

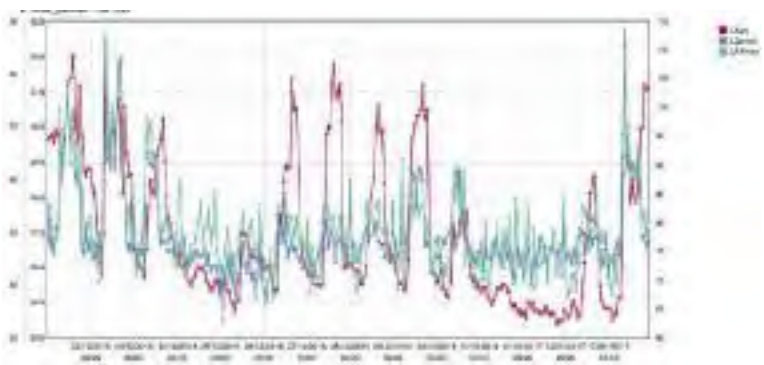
Reporting and alerts

Administrators can choose the number of Users who have access to data and receive alerts while Users themselves can create and edit reports and because there can be multiple sites and Guardians they can easily switch between them. Reports can be created manually or automatically and can be sent by email to multiple recipients if required. Alerts can be generated when specified limits are exceeded as well as notification of power and communications outages should data not be received when expected by the system. Action can then be taken to investigate the causes of these exceedances to head off potential complaints or citations as well as checking for integrity of the Guardian2 itself.

Report showing 15 minute average PM10 levels



Report showing noise data over two weeks



Specification

Noise:

Accuracy:	Class 1 to IEC61672-1
Parameters:	L_{Aeq}, L_{Amax}, $L_{A10\%}$, $L_{A90\%}$
Measurement range:	20-140dB RMS
Calibration:	Via provided acoustic CEL-120/1

Particulate:

Sensitivity:	1ug/m³
Zero stability:	+/-2ug/m³
Size fractions:	Simultaneous PM10, PM2.5 & PM1.0
Inlet:	Heated to reduce moisture affecting measurements

Vibration:

Transducer type:	Geophone
Number of channels:	3-axis
Frequency range:	2-250 Hz
Measurement Range:	+/- 200 mm/s
Resolution:	0.01 mm/s
Environmental rating:	IP65

Winds Speed and Direction Sensor:

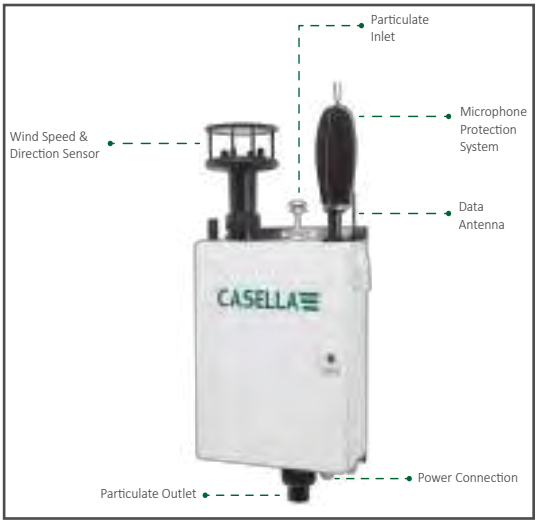
Wind Speed:	0-60m/s
Accuracy:	+/-2%
Resolution:	0.01m/s
Threshold:	0.01m/s
Wind Direction:	0-359° (No Deadband)
Accuracy:	+/-3%
Resolution:	0.1 degrees

General:

Enclosure Protection:	IP65
Operating Humidity:	<5% to 100%
Logger:	Inbuilt logger data transmission via GPRS
Power:	100-250VAC
Mounting:	Wall or pole mounted (50mm pole).
Dimensions:	400mm x 300mm x 150mm
Weight:	<13kg

Ordering Information

Accessories	Part Number
Replacement windshield enclosure system:	208041C
Windshield enclosure System extension kit (includes 5m windshield extension cable, mounting bracket & U-bolt and tripod/pole mounting bracket):	208104D
Spare 5m windshield extension cable:	208083C
Replacement foam:	208022C



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Casella India, IDEAL Industries India Pvt.Ltd, Haryana, India
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Email: casella.sales@ideal-industries.in

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Tel: +61 (0)395622684
Email: australia@casellasolutions.com

Distributed By:

Appendix P

Appendix Q

Developments in the Vicinity of Swiss Cottage: Summary Table

Address	Status	Permission for	Photo
Maryon House, 115-119 Goldhurst Terrace, NW6 3EY	Planning Permission Granted – S106 Not signed – resolution to Grant 19th Dec 2017	Four storey residential building to provide 10 residential buildings of 2 x 1 beds, 5 x 2 beds and 3 x 3 beds.	
Former Belsize Fire Station, 36 Lancaster Grove, NW3 4PB	Full Planning Permission Granted – Expires 4th July 2020	Change of use of former fire station (Sui Generis) to provide 12 self-contained residential units (Class C3) including demolition of single storey side extension to be replaced with a single storey side extension and insertion of roof dormers, with associated external alterations, landscaping and parking.	

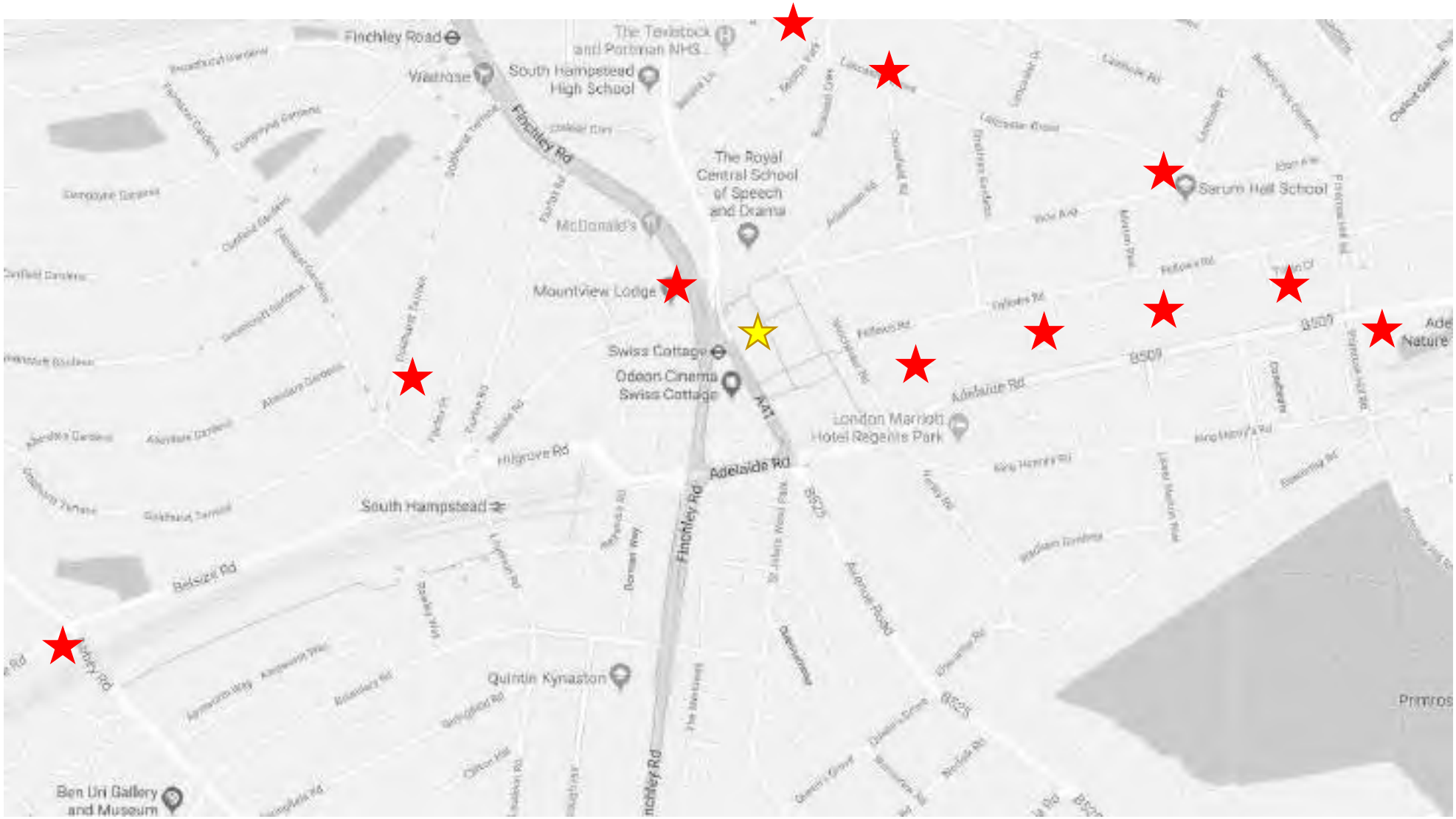
Centre Heights, 133-151 Finchley Road, NW3 6JG	Construction Completing	GPDO Prior Approval: Change of use of 1st to 5th floors of B1 (a) office floor space as 35 residential units (15 x Studio, 20 x 1-bedroom).	
Clifford Pugh House, 5-7 Lancaster Grove, NW3 4HE	Under Construction	Erection of six storey building (including basement and accommodation in roof space) to provide 15 flats (Class C3) (7x 1-bed, 1x 2-bed, 4x 2-bed and 3x 3-bed) with erection of veranda, 2 gazebos, and store to garden and front boundary wall, following demolition of existing student accommodation (Class Sui Generis) and front boundary wall.	

Abbey Road, Phase 1, NW6 4DP	Under Construction	Up to 141 residential units (including up to 66 affordable units) in a 14 storey tower and 6 storey block, with 522.5 sq m of retail floorspace (Class A1) and 398.9 sq m of flexible commercial floorspace (Classes A1-A5 and B1) at ground floor and associated space for parking, plant, servicing, ancillary storage and energy centre at basement level. Phase 1 includes open space and landscaping, alterations to existing highway layout and creation of new vehicular and pedestrian access routes, following demolition of the Belsize Road car park building.	
Chalcots Estate	Planning	5 towers (Taplow, Burnham, Bray, and Dorney), and one smaller 19-storey block (Blashford) replacing cladding, insulation and windows. Predicted start on site of summer 2018.	Taplow 

			Burnham  Bray  Dorney 

			Blashford 
The Hall School, 23 Crossfield Road, London, NW3 4NT	Planning Granted	Demolition of the 'Centenary' and 'Wathan Hall' buildings and erection of new four storey building with glazed link to original school building, two storey rear extension with external terrace and enlarged basement replacing the existing Wathan Hall, and enlargement of rear roof storey and insertion of three dormer windows to old school building, all in association with providing additional accommodation for the existing school use (Class D1).	

Summary Map


Finchley Road
Waitrose
South Hampstead High School
The Tavistock and Portman NHS...
The Royal Central School of Speech and Drama
McDonald's
Mountview Lodge
Swiss Cottage
Odeon Cinema Swiss Cottage
A41
Finchley Rd
Adelaide Rd
London Marriott Hotel Regents Park
Hilgrove Rd
South Hampstead
Belsize Rd
Quintin Kynaston
Ben Uri Gallery and Museum
Serum Hall School
B509
B525

Appendix S

Appendix V

MINUTES

Meeting Title:	100 Avenue Road (Theatre Square) & CS11 Coordination Meeting
Attendees:	Chris Hambridge (TfL), Dominic Hollen (TfL), Peter Carroll (TfL), Grayham Tindal (TfL), Joanna Ho (TfL), Ray Crawford (KIER), Barry Coltrini (EL), Camilla Lesser (EL), George Daugherty (PBA), Stephanie Yu (PBA)
Apologies:	
Date of Meeting:	19th March 2018, 2.30pm
Job Number:	42437/5501

Item	Subject	Actions
CMP		
1.	The updated CMP was issued to LB Camden on Friday 16th March. Copy to be issued to TfL.	PBA
Trees		
2.	An arboricultural report is required to demonstrate how tree roots in the soil compaction zone will be protected. This should include detailed drawings of the measures required (e.g. bridging, pavement reinforcement, pinned steel/ rubber sheeting) and a method statement describing how it will be constructed. A plan showing the extent of the soil compaction zone based on updated vehicle swept path analysis should be included.	EL
3.	Trial pits to understand the extent and location of tree roots are required if any construction is proposed within the root protection zone. A trial hole location plan to be prepared if necessary.	EL
4.	A hoarding around the trunk of the tree may be required and this should be assessed and recommendations given by the aforementioned report.	EL
Bus Stop and Pit Lane		
5.	The layout and forecast operation of the proposed relocation of Bus Stop D and Pit Lane is described in the PBA technical note no.02. This includes an assessment of how each would operate and was produced to support a request by EL to TfL for an 'agreement in principle' to both the Bus Stop and Pit Lane.	
6.	To support the evidence required for an 'agreement in principle', a meeting with TfL Buses is to be arranged. Attendees to be confirmed by Graham Stump but provisionally to include Andrew George, Chris Hambridge, Michael Barrett, Kieran Hutley.	PBA

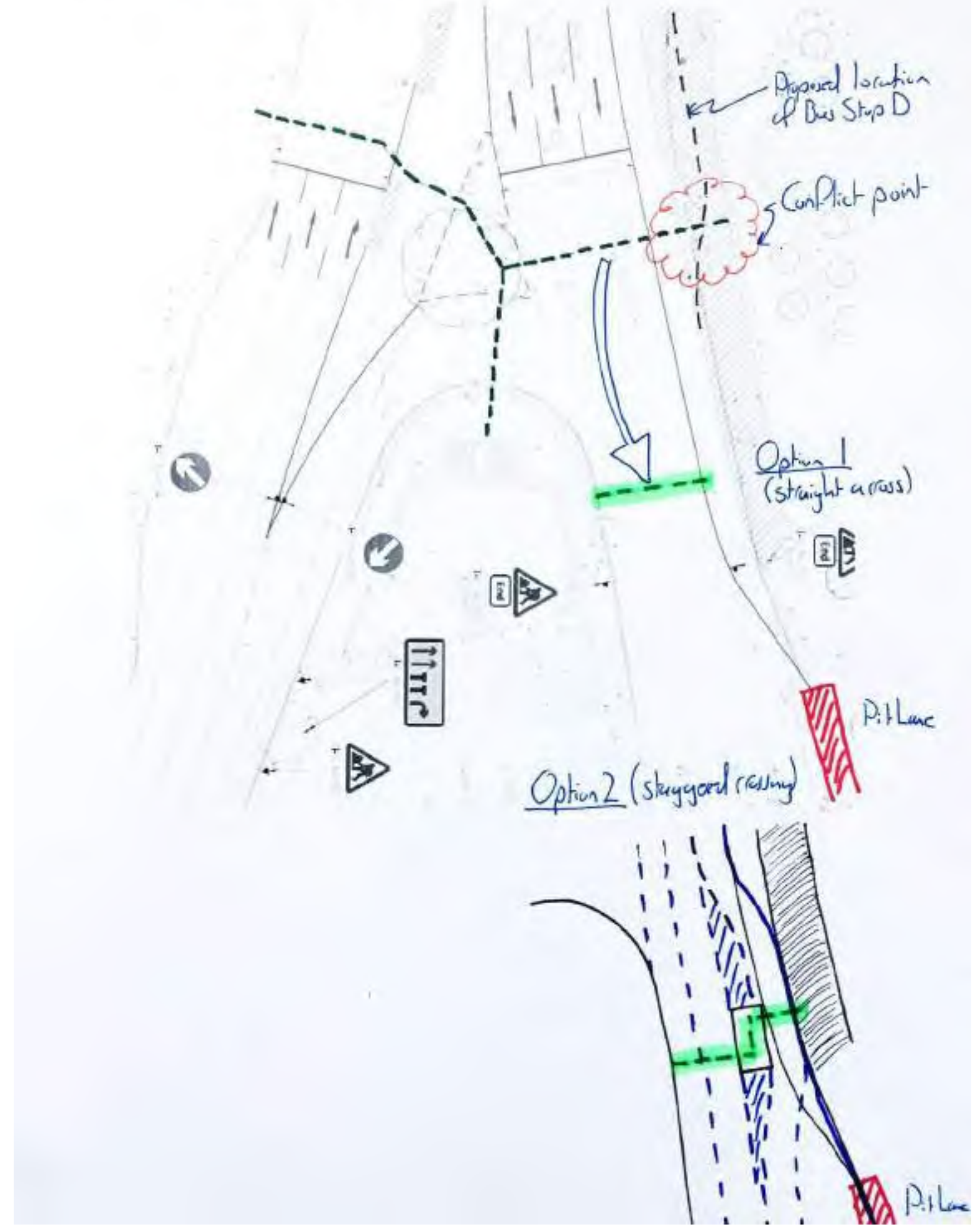
MINUTES

Item	Subject	Actions
7.	The proposed layout for Bus Stop D and Pit Lane (including root protection works) will also be subject to a Road Safety Audit. Pedestrian movements near the Pit Lane and across the site access will need to be carefully managed during this 3-year construction programme. A method statement for how this would be achieved should form part of the Road Safety Audit submission.	EL
8.	Detailed design drawings to be prepared for the Bus Stop and Pit Lane and issued to KIER. These should include full construction details and include any utility diversion or protection works required. Trail holes are required to assess the type and depth of utility services potentially affected by construction of the Pit Lane and Bus Stop. These could be undertaken by KIER if agreement with EL can be reached.	EL/ KIER
CS11 Update		
9.	TfL confirmed that an extension of the construction period from 3 years to 5 years would be unacceptable given the ongoing impacts to the CS11 scheme.	
CS11 Phasing		
10.	Based on current TM phasing plans, the relocated Bus Stop D is constructed in Phase 5.2 which is currently programmed to start on 15.03.19. There are possible benefits to both KEIR and EL to bring these works forward into Phase 1.7 and 2.1 programmed for mid-October. This would allow KIER to fully construct the bus stop without laying temporary kerbs/ footway in Phase 1.7 and for EL an earlier use of the Pit Lane could allow demolition works to be brought forward to reduce any overlap with the completed CS11 scheme.	
11.	Earlier construction of the relocated Bus Stop D is currently not possible because of the location of the temporary pedestrian crossing on Avenue Road. See 'conflict point' on attached sketch. Phase 1.7 currently has the crossing linked to the existing central island just north of the Swiss Cottage pub. There was a suggestion that the section of crossing on Avenue Road could be moved further south (Option 1 on attached sketch) or potentially utilising a central island (Option 2) to reduce pedestrian crossing distances. Review the location of temporary crossing on Avenue Road in Phase 1.7 and from this, confirm if the relocated Bus Stop D can be implemented earlier than the current proposal in Phase 5.1. This may require traffic modelling of the revised TM phase to understand local highway impacts but TfL/ KEIR to confirm.	TfL/ KIER
12.	Phases 2.1 and 5.1 are proposed to commence in the same time in the CS11 programme.	
13.	Full set of CS11 drawings (including construction phasing) required to allow the EL proposals to be overlaid. Once the overlay has been produced, discussion to be held over works to be taken out of the KIER scope of works with TfL and placed into the KIER scope of works with EL. KIER to provide the latest TM plans in AutoCAD and seek agreement from TfL to issue the CS11 design in the same format.	EL/ KIER

MINUTES

Item	Subject	Actions
14.	KIER to investigate an alternative construction method for the proposed CS11 pedestrian crossing on Avenue Road which would be more compatible with construction vehicle routing. This alternative construction could use sunken kerb lines in concrete rather than granite sets.	KIER/ TfL
Agreement between TfL and EL		
15.	That this should be a developer-led S278. One S278 will suffice to implement temporary works and then make good at end of construction. Money for both sets of works will be placed in Escrow.	EL/ TfL
AOB		
16.	Further consideration needs to be given to the enforcement of the Bus Lane Traffic Management Orders when used by construction vehicles accessing the Pit Lane.	TfL/ EL
17.	Site plan to be produced showing potential location for KIER CS11 site work cabins. Possible location identified directly outside the entrance to 100 Avenue Road near the steps.	EL/ KIER
18.	EL is seeking an agreement in principle from TfL to the layout of the relocated Bus Stop D and Pit Lane.	TfL

CS11 Phase 1.7 (Options 1 & 2)



Appendix W

Appendix W – updated September 2018

Note responding to queries raised at planning committee on 19th July 2018 and subsequently updated post the CS11 Judicial Review ruling

18.09.18

Section 1 - Queries addressed:

Section 2 – Full Programmes by BDG

Introduction

The following document addresses the points raised at the Planning Committee of the 19th July 2018 and should be read in conjunction with the updated Construction Management Plan and Appendices. These can be viewed at: https://creeksidewharf.london/public-consultation/theatre-square/scheme/.

Section 1 – Queries Addressed

1. TfL's Objection to Sole Construction from the A41

Essential Living and TfL have been in dialogue for over a year regarding the Construction Management Plan (CMP) for 100 Avenue Road, with TfL producing a formal written response which can be found on Page 38 of the Public Reports Pack for the 19th July 2018 planning committee found on Camden Council's website: http://democracy.camden.gov.uk/mgChooseDocPack.aspx?ID=7763.

TfL have subsequently submitted a new formal response to the CMP on the 19th October 2018, which can be found in **Appendix AA (revised)**.

As stated within their response, TfL have no objection to the site being serviced off the A41 but have expressly stated their opposition if the sole access route impacts on highway network or detrimentally impacts on the CS11 scheme for longer than is necessary. TfL have sought assurances from Essential Living that all measures to mitigate these impacts are utilised.

The proposed CMP seeks to minimise these impacts and has the support of TfL. An option with sole access off the A41, just utilising the "Pit Lane" for access and egress will prolong the construction programme by up to 2 years, a position that would be unacceptable to TfL.

A "Hybrid" option of access via Winchester Road for the demolition period and then all access solely off the A41 (via the Pit Lane and a secondary access point) has also been proposed by EL. This would result in a predicted programme increase of 9 months (please see **Fig. 6** for the summary programmes) due to the vehicle capacity of the Pit Lane and the requirement to delay part of the build to provide sufficient area for 2 way route through the site (please refer to Question 2 for further details).

Due to the elongation of the programme in the "Hybrid" option, this scenario would not be supported by TfL. However, they have suggested a slight amendment to this option so that the use of Winchester Road post demolition is permitted throughout the build programme with approval in writing from Camden Council and TfL, and that such use will be 'minimised as far as is practicable'

In this new Hybrid scenario, access will be required via Winchester Road during the demolition period only. Access solely of the A41 for demolition would be impractical for the following reasons:

- The constrained nature of the site makes it unsafe to turn all lorries on site;
- A requirement to close traffic lanes on the A41 to allow cranes access to the site. This is not a position that would be supported by TfL or Essential Living; and
- A significant increase in the programme due to the vehicle capacity restrictions with construction traffic impacting local residents and stakeholders for longer.

Access via Winchester Road and Eton Avenue will be required to be retained for **Emergency Vehicles** only throughout the construction period and the buildings' operational lifetime, therefore the amendment to the market will be required going forward, but without the need for trucks to pass through post demolition.

2. Impacts of a 5 Year Construction Programme

As set out in **Appendix Z** of the CMP we have reviewed many options for accessing the site, with **Fig.1** below setting out the constraints to the access and egress of the site.

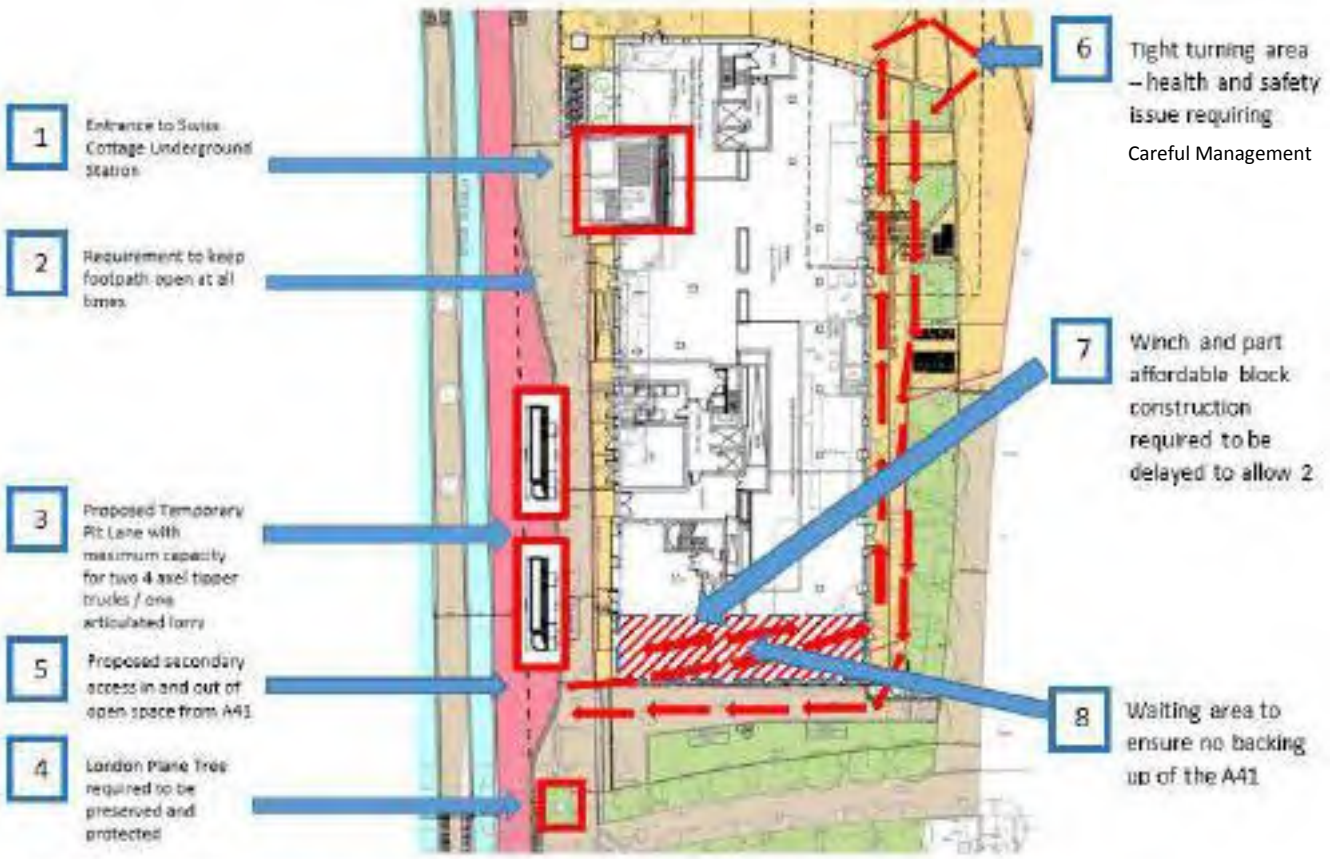


Fig. 1 – Site Constraints

A single point of access off the A41 via the "Pit Lane" has been discounted as impractical due to the impacts on construction logistics resulting in a prolongation of the programme by up to an estimated 2 years. This is due to two main reasons, namely:

- A two-stage process resulting in buildings being constructed separately
- Restricted capacity for lorries to service the site; and
- Limited access to the tower resulting in the double handling of materials across the site.

An alternative option would be to use Winchester Road for the demolition phase only with construction and fit-outs being undertaken from the A41 via the Pit Lane and the secondary access point. It has been estimated this would increase the programme by 9 months and although this is better than the "Pit Lane" only option it is not TfL's preferred solution given the extended impact on the A41.

Programme impacts from the site constraints set out in **Fig.1** are due to:

Restricted Capacity of the Pit Lane

The "Pit Lane" is restricted to 28m in length, **(Point 3)** due to the London plane tree **(Point 4)** and bus stop to south, and the Swiss Cottage London Underground entrance **(Point 1)** to the north, limiting the capacity of the Pit Lane to 48 vehicles per day.

There may be periods, that due to unforeseen circumstances that capacity is exceeded and construction vehicles queue back onto the A41. This could lead to:

- Disrupt the free flow of vehicle traffic leading to an increase in traffic congestion;
- Blocking of CS11 leading to conflict with cyclists and safety ramifications; and
- Obstruction of the Bus Lane which will have knock-on adverse impacts again to the highway safety as well as to bus routes and the reliability of local services.

Having a secondary access point off the A41 **(Point 5)** is therefore critical to minimising these negative impacts.

Delayed Construction of the Winch (Hybrid Option – not supported by TfL)

As can be seen in **(Point 6 and 7),** the logistics of having 2-way vehicle movement within a constrained site will be challenging and will require the delay of the construction of the Winch Community space and part of the affordable block until the rest of the site is complete **(Point 7),** causing a delay in the overall programme.

The use of a 2-way route through this area **(Point 8)** will result in a reduced vehicle capacity on-site compared with a single route through the site due to the increased requirements to pause vehicles whilst others are manoeuvred into position and turned around on-site causing further delay and an increased health and safety risk.

In order to gain TfL agreement of two access points off the A41 in the Hybrid option, it will be imperative that vehicles turning into the site do not block this main arterial route into London. Without a waiting area there is a high probability that vehicles will wait on the A41 for space to clear prior to turning into the site. Therefore the area hatched red **(Point 8)** will be utilised as a waiting area thus minimising waiting time on the A41. This will result in the requirement to delay the construction of this part of the building and with the resulting prolongation of the programme is not the TfL, LBS or Essential Living preferred option.

To further minimise this risk of queuing and overflow, a vehicle booking system will be implemented with the arrival of construction vehicles at the Pit Lane and the secondary access point actively managed.

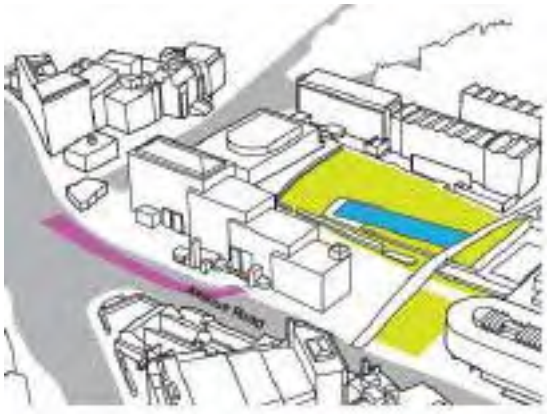
Increased Construction Period

The most efficient method to constructing this project is to access the site via multiple routes including via Winchester Road / Eton Avenue (as proposed in the CMP). Any limitations on access will restrict the access of materials to the site in particular to the tower to the north due to its distance from the "Pit Lane" and the constrained nature of the site.

The following phasing diagrams **(Figs 2 – 5)** set out the impacts on each phase of the development when restrictions on access to the project are included:

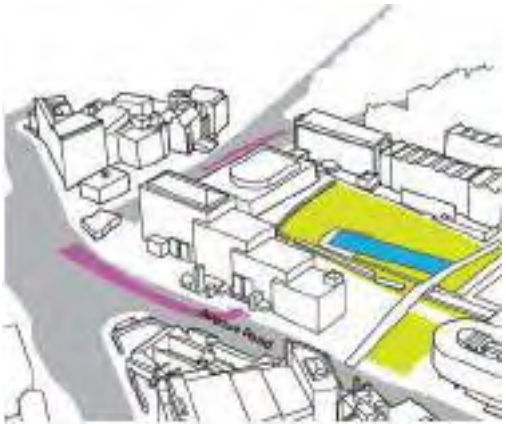
Demolition Phase

Single Access Point



- Single access point will prolong demolition due to the constraints of accessing the full site and the limits of vehicles being able to remove the waste from site
- Requirement to block lanes off the A41 to allow outrigger lorries access to site impacting bus movements
- High probability of congestion of public highway and conflict with the free flow of vehicle traffic to the detriment of highway safety
- Difficulty to phase demolition works around theatre events as work can only progress from south to north

Two Access Points



- Multiple access points allows swifter more efficient demolition reducing impact on local stakeholders
- No requirement for closure of any lanes of the A41
- Ease to programme demolition works around theatre schedule as work can be scheduled to the north or to the south of the site due to 2 entry and egress points depending upon the performance schedules

Fig. 2 – Demolition Phase

Basement & Enabling Works

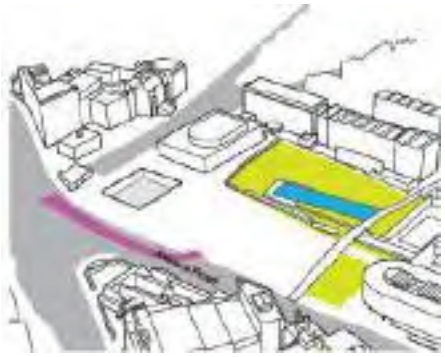
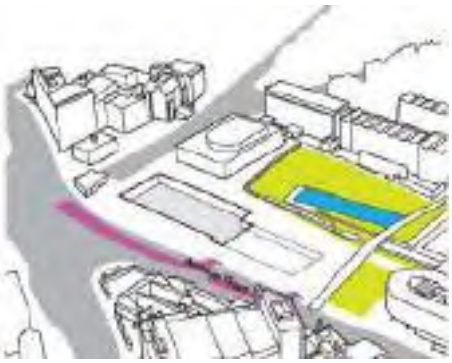
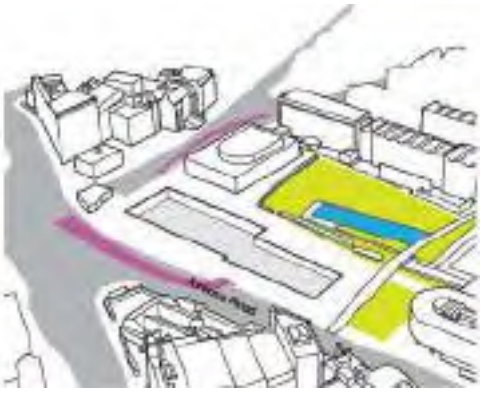
Single Access Point	Hybrid Access	Two Access Points
		
• Impact of restricted access limits the ability to run concurrent activities • Single point access requires all demolition activities completing before the commencement of any substructure works, which includes enabling and piling activities • Substructure work limited to tower only • Single access points leads to a high probability of vehicles backing up onto the A41 • Not supported by TfL	• Two access points off the A41 reduces the risk of vehicles backing up onto the A41 if the Pit Lane reaches capacity but is not supported by TfL's • Substructure works can be extended but not to the full extent of the area	• Multiple access points allows concurrent activities, resulting in a more efficient excavation phase • Substructure works may commence on both blocks simultaneously • No backing up of A41 or requirement to shut any lanes

Fig. 3 – Basement and Enabling Phase

Construction Phase

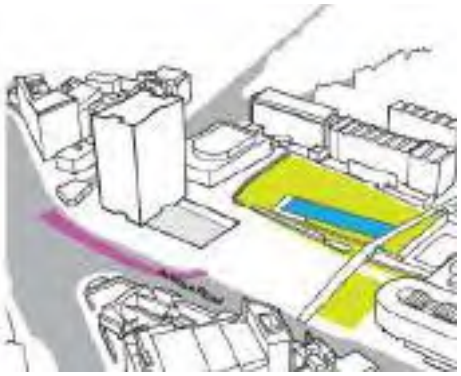
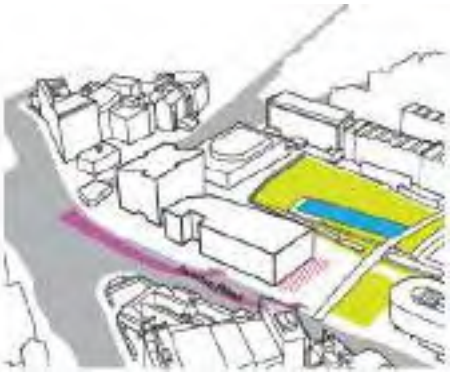
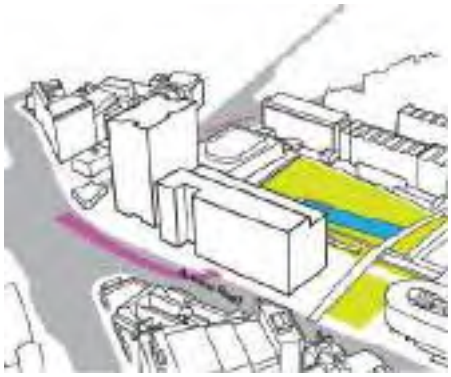
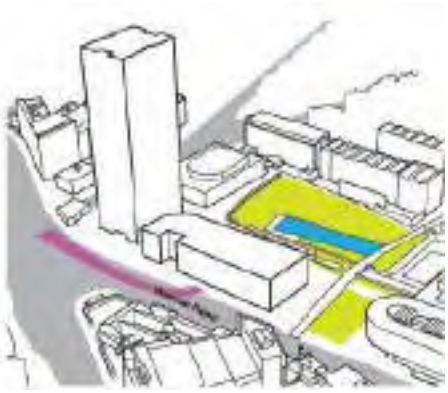
Single Access Point	Hybrid Access	Two Access Points
		
• Requirement for lower building area to be used as construction material lay down area due to limitations of pumping concrete over a large distance, resulting in the need for a static concrete pump • Further delays will be caused by the requirement to double handle materials from the lorries to the construction lay down area and finally to the tower leading to inefficiencies • The construction of the tower will therefore be built prior to any commencement works of the lower block	• Two access points off the A41 means superstructure works may commence on the tower and part of the lower block • Part of the lower block (part of the Winch and Affordable Block - hatched red) is required to be delayed to allow vehicle access to the rear of the site • Concrete for both blocks can be poured directly from wagons resulting in a quicker build than a single access point but delays to the lower block prolonging the overall programme	• Multiple access points means superstructure works may commence on both blocks at the same time • Concrete for both blocks can be poured directly from wagons resulting in a quicker build and less space to be used for construction materials • Multiple routes is the most efficient method resulting in the quickest and safest programme

Fig. 4 – Construction Phase

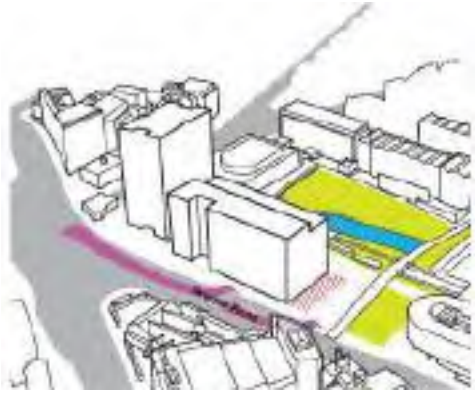
Construction Phase Continued

Single Access Point



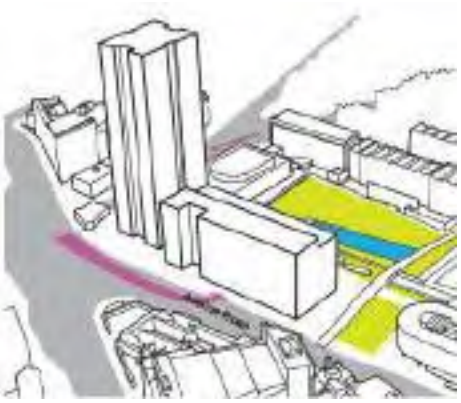
- Fit out of tower is undertaken prior to the commencement of the lower block due to the constraints of a single access point
- The increased pressure associated with operating in a more constrained environment increases the health and safety risk associated with delivering the project
- The delay in fitting out the lower block results in a prolongation of the programme

Hybrid Access



- Access off the A41 means superstructure works are delayed to Block B
- But fit out works to the tower and the majority of affordable element of Block B can commence earlier and can be undertaken concurrently
- Construction and fit out to the Winch area and remaining affordable block (hatched red) delayed to allow vehicle access to the site
- Increased risk of tailbacks on the A41 due to the requirement for scissor gate access to the site resulting in possible delays accessing off the A41 across pedestrian paths
- Health and Safety risk associated with delivering project with such constrained access points
- A quicker programme than the sole use of the pit lane, but the delay to the Winch completion extends the programme

Two Access Points



- Multiple access points results in superstructure works finishing faster
- Fit out works for tower can commence earlier, with Block B fit out being coordinated to complete at the same time as completion of Block A resulting in an overall quicker programme

Fig. 5 – Construction Phase Continued

We have estimated that the use of a single access point will result in up to a 2 year increase in the construction programme due to the reasons set out above, with a Hybrid option reducing this programme delay to approximately 9 months.

A high level summary programme showing the impact of any restrictions on access is below with **Appendix 1** setting out the full detailed programmes.

Fig. 6 – Summary Programmes

Multiple Access (preferred option)

We estimate that with the use of multiple access routes, including Winchester Road / Eton Avenue that the project will take approximately 3 years to complete.

Access off the A41 Only (not viable)

We estimate the sole use of the A41 "Pit Lane" for access to the site for the reasons previously set out will increase the programme by up to 2 years

Multiple Access for Demolition and then A41 (2 access points) post (Hybrid Option – not supported by TfL)

We estimate that by using Winchester Road and Eton Avenue access for the demolition phase only and then limiting access off the A41 only via 2 access points, will result in a prolongation of programme by an estimated 9 months.

3. Judicial Review of CS11 Scheme

Essential Living is aware that the CS11 Scheme has been Judicially Reviewed and that TfL are now reviewing their options.

In light of this, **Appendix Z** covers a temporary option whereby CS11 is delayed by a few months and Essential Living commence their works first. **Appendix Z** also covers an arrangement if CS11 were to be delayed indefinitely.

In summary, should there be a prolonged delay to introducing the Pit Lane, an interim layout for Bus Stop D (adjacent to the development site) provides drivers a safer exit from the site onto the A41 but also allows for a limited number of vehicles to access the site from the A41. This is shown in Fig 1 below.

Should the CS11 scheme be delayed further, the Pit Lane will need to be introduced within the existing layout of Avenue Road. See Fig. 2 below. With Bus Stop B being enhanced to absorb the buses diverted from Bus Stop D

Fig 1. Interim Layout
CS11 delayed 3 – 6 months

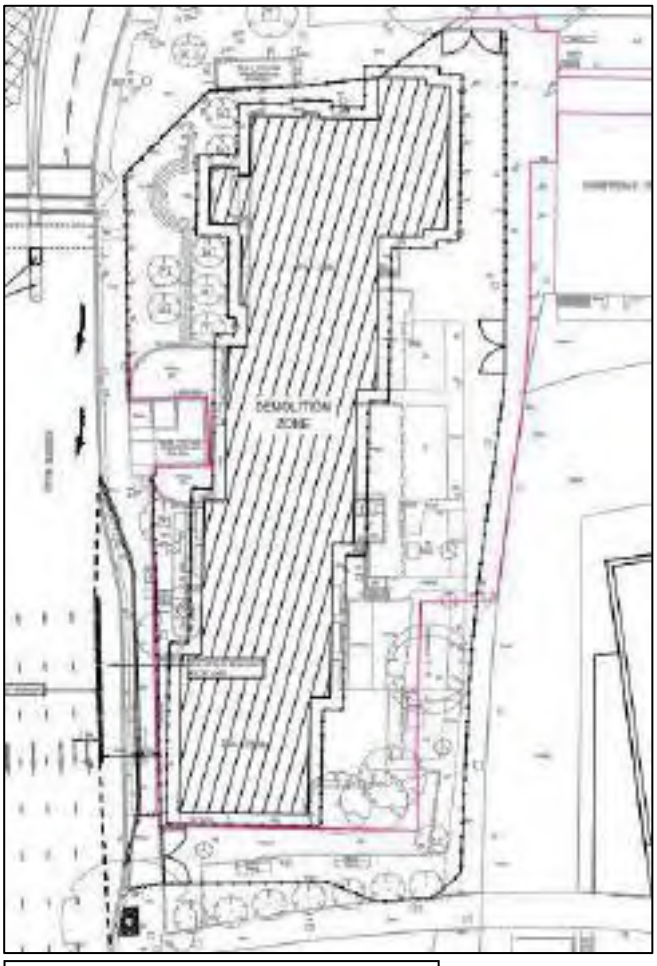


Fig 2. Extended Layout
CS11 delayed 6 months+

Demolition Phase (no CS11)

During the demolition phase, there is little difference between the 'with' and 'without' CS11 scenarios as demolition is likely to occur before Phase 5 of the CS11 scheme starts.

During demolition, simultaneous left-in and left-out vehicle movements can be accommodated at the A41 access for both the 'with' and 'without' CS11 scenarios.

The below Figures 3 to 6 sets out the proposed vehicle movements during this phase.

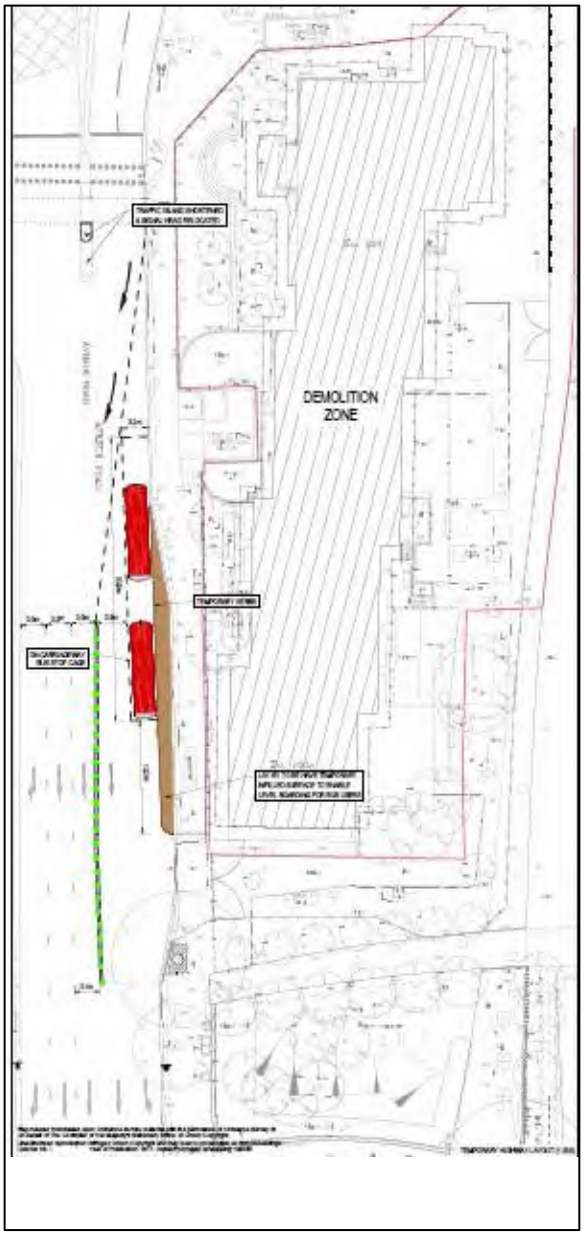


Fig. 3 – A41 works
- On-site carriageway Bus Stop
- Temporary Lane barrier separating bus stop
- Installation of temp kerbs to enable level boarding
- Traffic islands shortened and signal head relocated
- A41 part lane closure to allow safe entry / exit to site

Fig. 4 – Eton Avenue Access
- Access and egress via Eton Avenue

Fig. 5 – A41 Access and Egress
- Entry and Exit via the A41

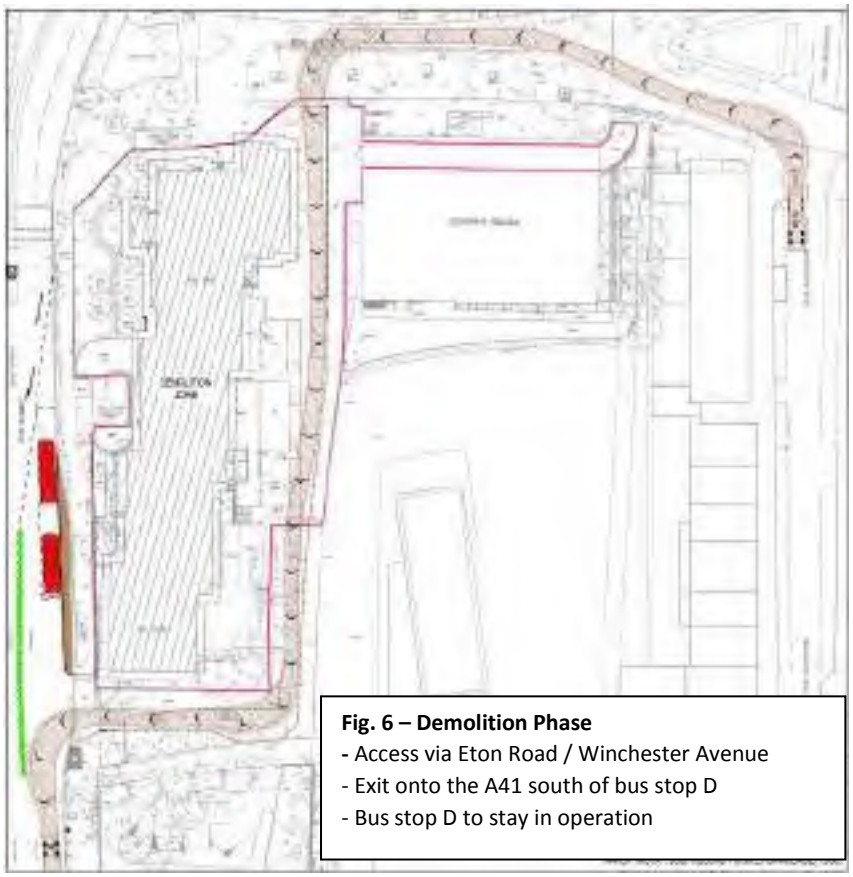


Fig. 6 – Demolition Phase
- Access via Eton Road / Winchester Avenue
- Exit onto the A41 south of bus stop D
- Bus stop D to stay in operation

Construction Phase (No CS11)

For the construction and fit out phases the traffic cones/ barrier adjacent to the Pit Lane are retained in the 'without' CS11 layout. This provides vehicles exiting the site and Pit Lane with more protection from A41 traffic flows. There is a small difference to the Pit Lane exit taper between the 'with' and 'without' layouts to retain more of the existing kerb in the 'without' CS11 layout.

During construction and fit out, simultaneous left-in and left-out vehicle movements cannot be accommodated at the A41 access in either the 'with' and 'without' CS11 scenarios. If there are further restrictions on the use of Winchester Road this issue becomes more critical as the number of vehicles turning left-in and left-out will increase. To maintain simultaneous vehicle movements at this access, construction of the southern end of the building would need to be delayed (see Drawing No. 42437/5501/112). This explains the approximate 9 month extension to the programme if Winchester Road is not used during the construction and fit out phases as previously suggested.

In the 'with-out' CS11 scenario it is proposed Bus Stop D is suspended with bus travellers using an enhanced Bus Stop B located just north of the College Crescent junction.

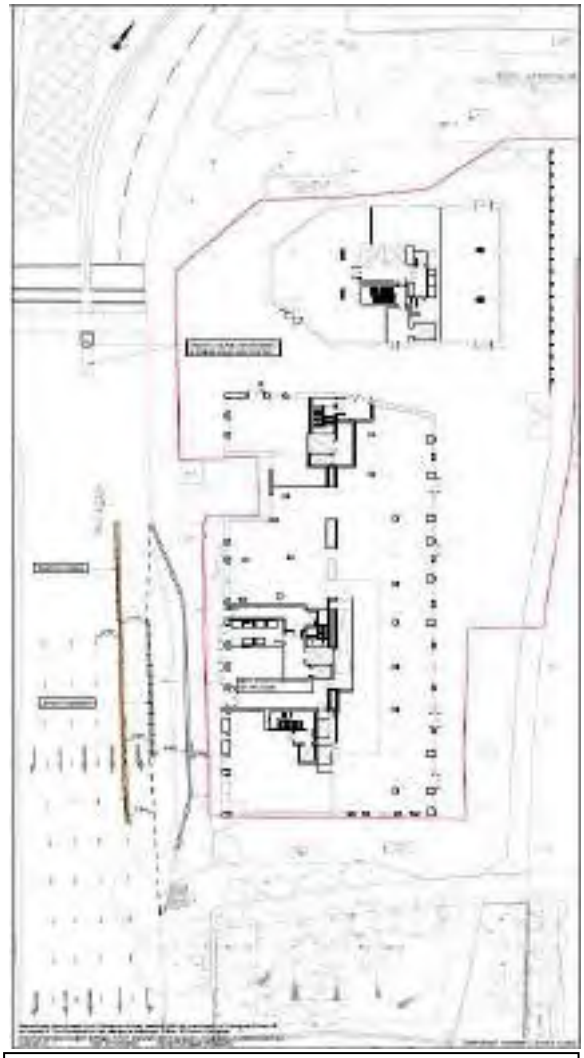


Fig. 7 – Construction Phase
- Bus stop D replaced by "Pit Lane"
- Bus Stop B enhanced
- Jersey barrier and traffic cones installed
- A41 part lane closure to allow safe entry / exit to site

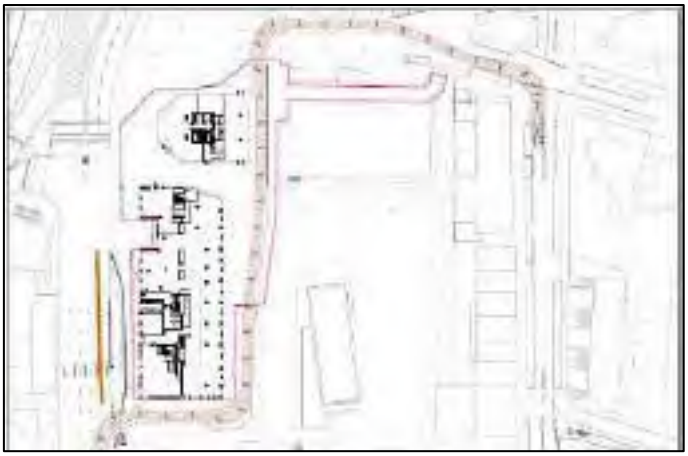


Fig. 8 – Construction Phase
- Limited access through the site exiting onto the A41
- Entry / Exit to Eton Road not required in Hybrid Option
- This route could be reversed with entry off the A41

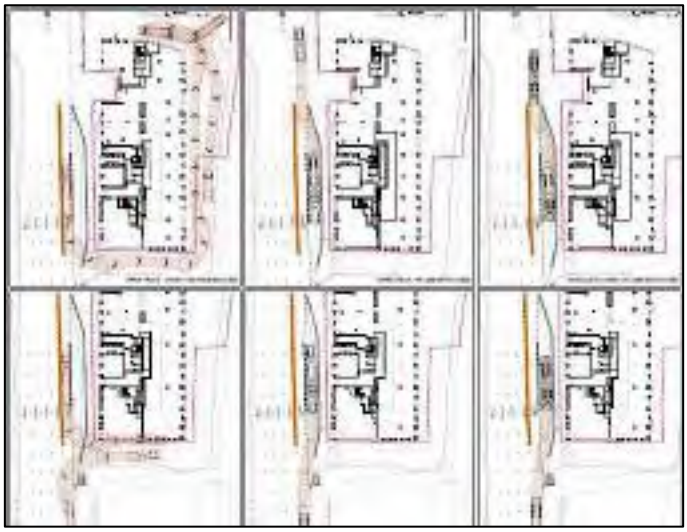


Fig. 9 – Vehicle Tracking
- Tracking of vehicle movement through the site and Pit Lane

4. Confirmation that the CMP is in accordance with the S106 Agreement & Demonstrates *minimal possible impact on environmental and highway network*

The applicable s106 Clause 3.5.3 states:

> *The Owner acknowledges and agrees that the Council will not approve the Construction Management Plan unless it demonstrates to the Council's reasonable satisfaction that the Construction Phase of the Development can be carried out safely and with minimal possible impact on the disturbance to the surrounding environment and highway network.*

Over the last year Essential Living has been reviewing the construction logistics of the site to ensure that the solution that minimises impact is reached.

The draft CMP submitted at planning application stage and forming part of the approved planning documents in 2016 (**Appendix X**) shows 100% of construction vehicles accessing site via Winchester Road and Eton Avenue, as per the below diagram.

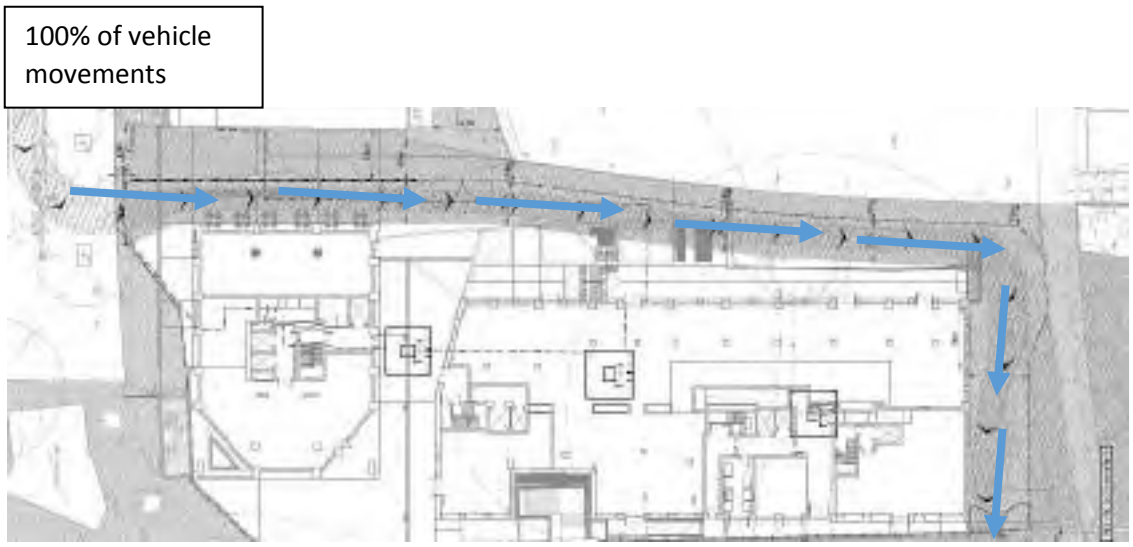


Fig. 7 – *Draft CMP 2014 –Approved Planning Documents, app. Ref. 2014/1617/P*

Essential Living has made significant improvements over the last year following consultation with TfL, as it is now proposed that at the peak use only 7 vehicles will be entering and exiting the site, totalling 14 movements via Winchester Road. If the Hybrid Option is preferred, these movement would be during the demolition phase only.

Our preferred option to use the A41 and Winchester Road will reduce vehicle movements along Winchester Road by 75% demonstrating that the solution presented is one of minimal possible impact and disturbance to the surrounding environment and highways network equally as required by 3.5.3 of the s106.

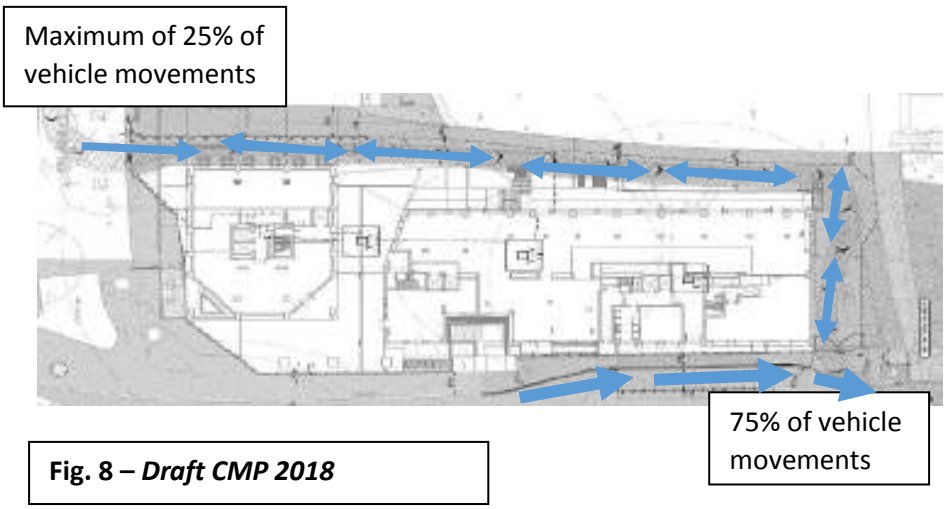


Fig. 8 – *Draft CMP 2018*

The "Hybrid" option, with the use of Winchester Road and Eton Avenue for the demolition phase only, after which a clear route will be kept to site for emergency services but no construction vehicles will use this access for the main construction phase. This would reduce movements along Winchester Road by up to 90%. As previously set out this will increase the impact on the area for longer and is not the preferred solution of TfL.

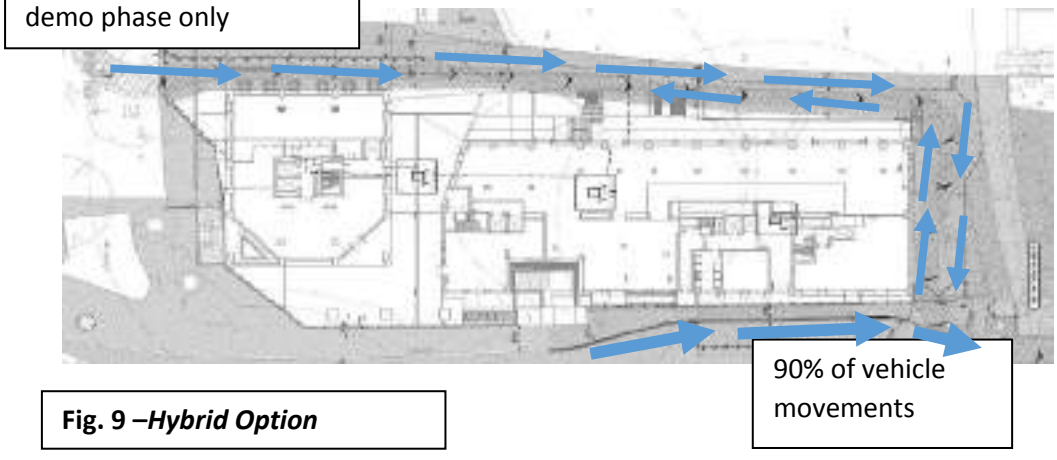


Fig. 9 –*Hybrid Option*

From a recent traffic survey undertaken along Winchester Road, there are currently 702 two-way vehicle movements on Winchester Road during the hours of a day when construction vehicles will be permitted (i.e. 9.30am to 3pm).

The addition of 14 vehicles (7 each way or 14 one-way) equates to less than a 2% increase in vehicles travelling along this sensitive route.

5. Facilities in Place for Noisy Works and Dust Suppression

Adherence and compliance to Condition 24 of 2014/1617/P (real time particulate air quality monitors) has been stated in the CMP along with Camden's Considerate Contractor Manual with all control methods having been agreed by Camden Council technical team.

Our full Dust Risk Assessment is contained within **Appendix S** which will be fully adhered to along with techniques to control dust emission from construction in the First Schedule of the S106 Agreement. The Air Quality and Dust Management Plan in **Appendix M** outlines the dust monitoring and mitigation strategy. Page 45, 46 & 47 of the CMP documents also detail dust suppression measures that will be used.

As shown in **Appendix L** noise and vibration monitors will be placed in key locations and data from these will be uploaded in real time to an agreed website, details of which will be placed on the notice board. If the noise exceeds the agreed DB limit, Essential Living will temporarily stop works to assess what is causing this and address the issue accordingly. **Appendix L** also details the monitoring strategy that will be implemented.

In addition, Essential Living commits to appointing an independent monitor, to be chosen by the construction working group, which will monitor noise, dust and vibration to ensure that the legal limits are not breached.

Page 44 of the CMP document also details the location of the acoustic blankets that will be installed during demolition.

6. Tree Protection

Tree protection is dealt with under condition 21 which was approved on 27th June 2016. The measures detailed in this condition include tree protection fencing, a construction exclusion zone, and avoiding root zones and canopies. For more details please see Camden's planning portal and search 2014/16/17/P and find the entry under Condition 21.

The London Plane tree on the pavement of the A41 is not within Essential Living's demise, and is a Highway Tree. However this tree will be a priority to protect due to its proximity to vehicle movements. We are committed to its protection and will seek full agreement to our protection measures proposed as part of the CMP.

Essential Living will commit to further exploratory research on tree root zones beneath the pavement surfacing and the appropriate barriers, matting and/or bridging to be put in place in order to protect this tree.

A full method statement will be provided with measures likely to include a transition ramp with matting (as shown below) to protect the tree roots along with tree barriers to protect the trunk.

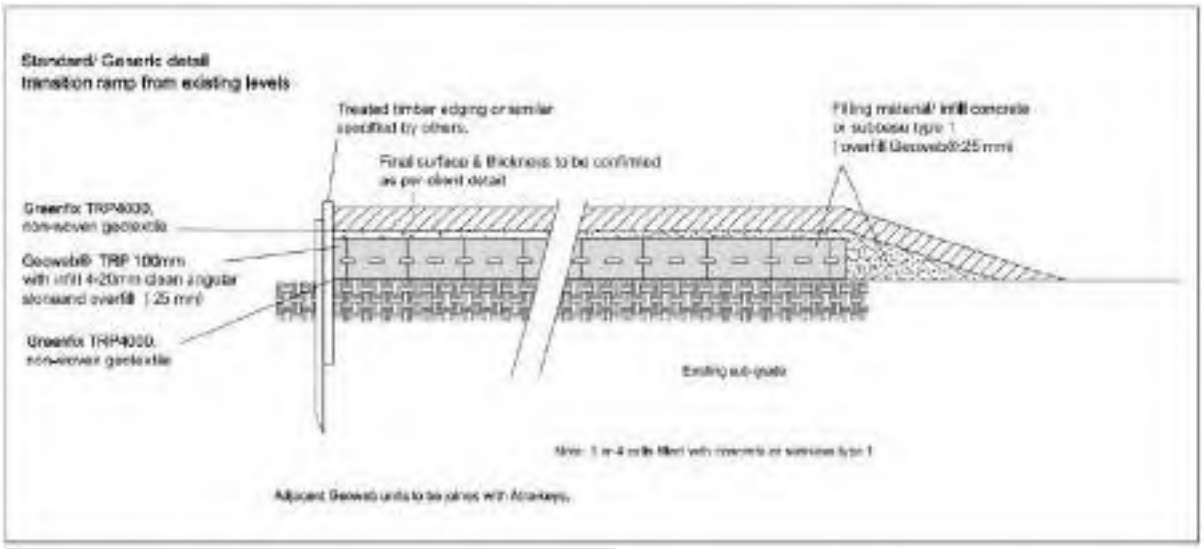


Fig. 10 – Proposed root mitigation measures

7. Types of Vehicles Being Used

The phasing diagrams in **Appendix F** of the CMP show the number of movements per phase and also what types of vehicles being used in each phase. **Appendix A** of the CMP further details the types, supporting pages 29 & 30 of the Construction Management Plan document.

In terms of air quality, construction vehicles used will adopt green fleet management practices that will result in a 10% reduction in tail pipe CO2 emissions over the duration of the construction phase. The Main Contractor will also abide by a FORS scheme standard.

8. Suggested Barrier Systems

Essential Living are fully committed to maintaining pedestrian and cyclist safety throughout the construction of 100 Avenue Road.

We are proposing the use of barriers which will be fully controlled by trained marshals at points where vehicles are required to cross public routes.

The following plan, identifies the location of the barriers:

Scissor gates will be used to ensure pedestrian safety during vehicle movements.

Heras fencing will be used to guide vehicles safely behind the market and therefore have no interface with pedestrians or cyclists

Pit Lane protection to ensure pedestrian safety between the pit lane and the construction site. This will be achieved through the use of hoarding and protective barriers

Jersey barriers to protect the construction vehicles at the egress point to the site.

Fig. 11 – Proposed Safety Barrier Locations

9. Market Officer Proposed

Essential Living has been in discussions with Camden Market Officers over the last year regarding the amendment to the market during the construction of 100 Avenue Road.

The proposal seeks to create a pedestrian friendly market 'street' with the market traders' vehicles parked away from the stalls. To effectively implement this, EL has undertaken to take steps to provide electricity supply to the stalls.

In addition on Wednesdays, the busiest day, Essential Living will fund an additional market officer to assist setup/pack up. It is our understanding that for the remainder of the week limited stalls are present and on-going discussions will take place over whether additional resources will be required.

The rationalised market layout is below with a more detailed plan provided in **Appendix AB** of the CMP.

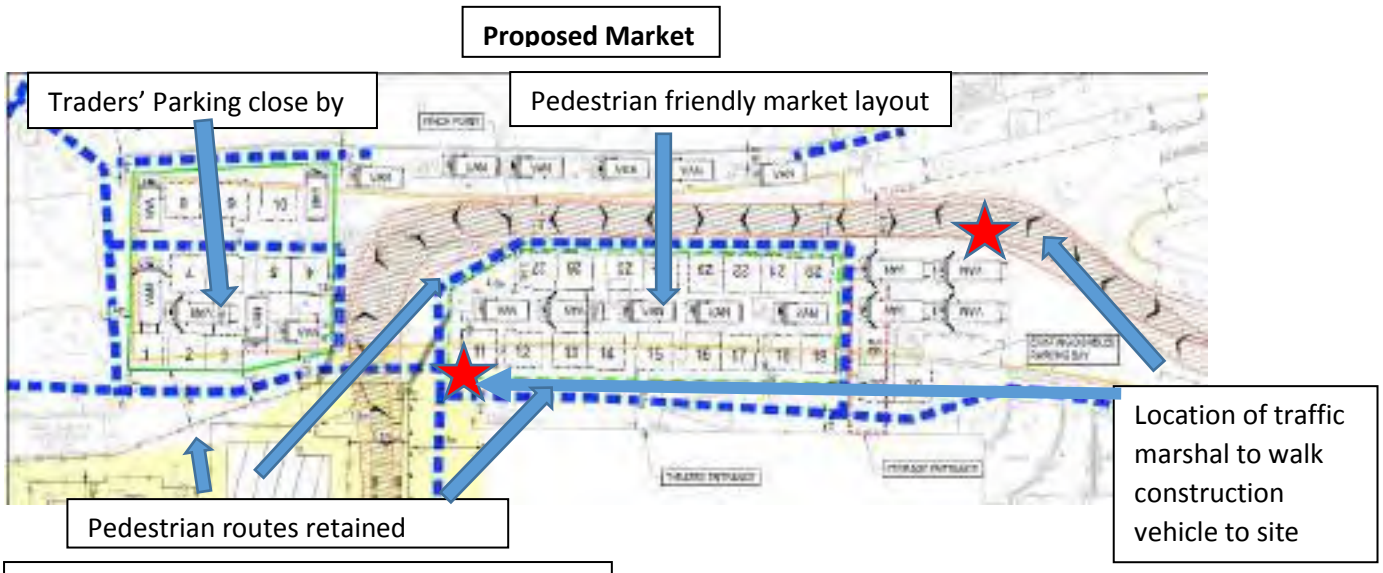


Fig. 12 – Proposed Market Alignment

Current Market Layout Vans and stalls together	**Proposed Market Layout** Segregated vans and stalls
	

This amended market layout will be permanent in order to maintain a clear access route to the site for emergency services as well as Camden Council's park maintenance team post demolition phase.

10. Alternative Access Options Considered

Various site access routes were considered during the preparation of the CMP. These routes along with summaries of any conclusions reached are set out in **Appendix Z** of the CMP.

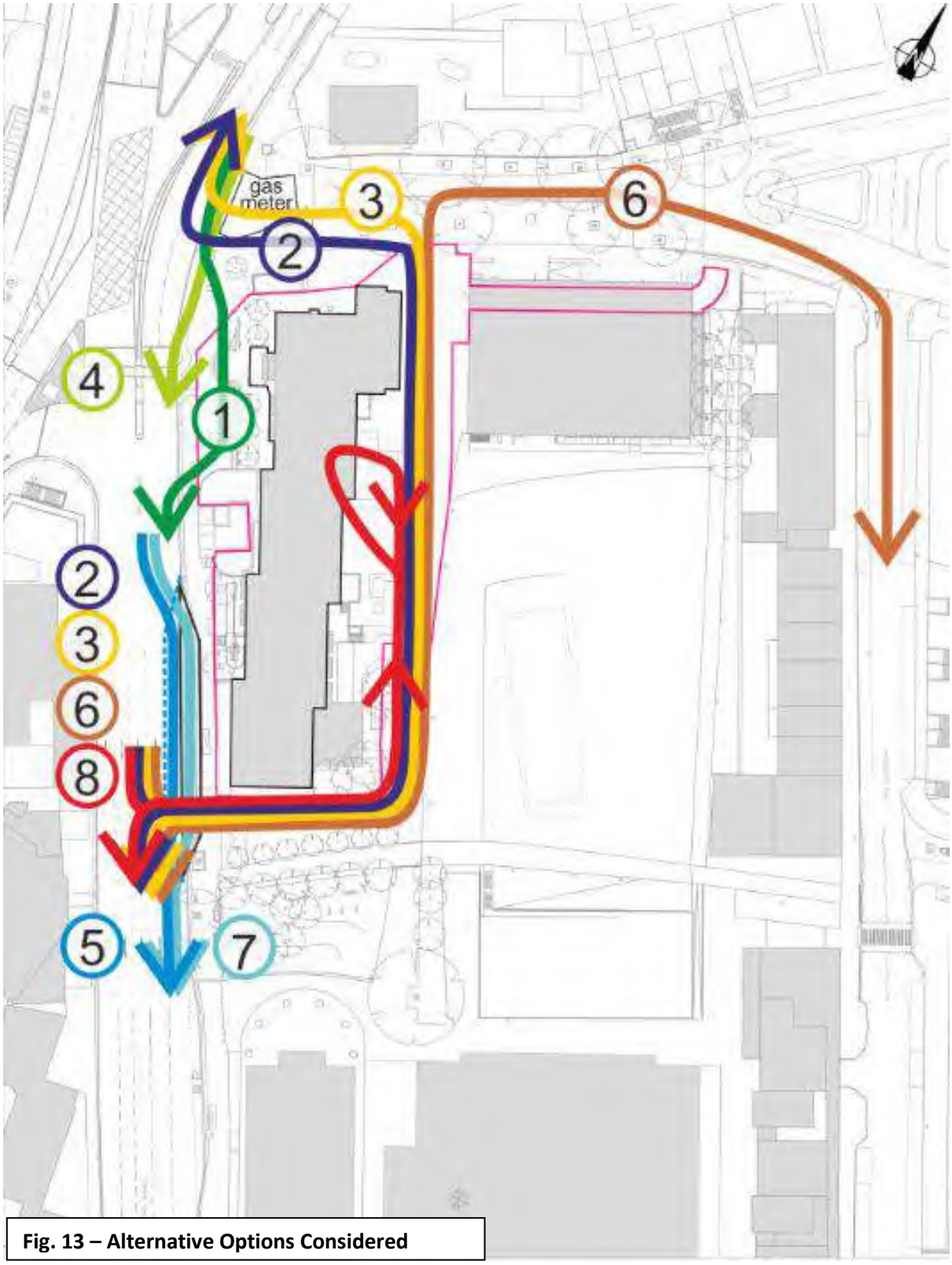


Fig. 13 – Alternative Options Considered

A summary of each option is as follows.

Option 1

Vehicle loading area located within the site between the two London Underground (LU) station entrances on Avenue Road. The access route would involve vehicles travelling down College Crescent rather than directly off the A41 resulting in an increased chance of vehicles backing up the A41 and blocking of buses whilst they turn into College Crescent (currently a bus only turn).

Vehicles would also need to cross the footway from College Crescent to enter and exit the loading area. The key constraints are:

- Safety issues related to vehicles crossing busy footways in front of entrances to the Swiss Cottage Underground station.
- Vehicle access route conflicts with the proposed location of a CS11 pedestrian and cycle crossing which will attract high levels of pedestrian activity.
- The vehicle access and egress routes would have to bypass a temporary crossing proposed as part of the CS11 works.
- Increased risk of left-turn hooks between cyclists and construction vehicles.
- Route runs over LU assets that include a pedestrian subway and ticket hall.

This option was rejected because of safety concerns related the high level of pedestrian and cycle activity at the existing and proposed CS11 crossings.

Option 2

This was rejected for the same reasons as Option 1 with additional impact on the major gas infrastructure and market storage facilities.

Option 3

This was rejected for the same reasons as Option 1 and 2 with the additional impact of the enabling works being highly disruptive.

Option 4

This was rejected on inefficient and potentially high risk site logistics combined with pedestrian and cycle safety concerns along with the requirement to turn into College Crescent at a bus only junction.

Option 5

This was rejected because of the extent of the impact to the CS11 scheme.

Option 6

This was recommended to be retained as a construction vehicle route but supported by a Pit Lane on the A41 (see Option 7) to substantially reduce the number of vehicle movements along Winchester Road and Eton Avenue.

To address local resident concerns, the number of vehicles movements will be limited to 14 per day (14 one-way or 7 movements two-way).

Additional measures to mitigate the impact of these limited construction vehicle movements throughout the period of works will include:

- Limited operational hours to avoid vehicle movements during the commuter peak periods and including the start and the end of the school day.
- Support to rationalise and manage the layout of the market stalls, ensuring any impact on traders and their businesses is minimised.
- Active traffic marshalling along Eton Avenue to ensure a safe environment for pedestrians and cyclists is maintained.

Option 7

This option is recommended as the sites' main construction vehicle access point (for either the Draft CMP 2018 vehicle routing proposal or the Hybrid Option) for the following reasons:

- Allows for the efficient movement of materials to and from the site helping to achieve the construction programmes for the development.
- Site hoarding can be adjusted to ensure an adequately wide footway adjacent to the Pit Lane.
- A vehicle booking system will be implemented to reduce the risk of vehicles blocking back into the CS11 Bus Lane.

Option 8 (for "Hybrid" option)

Recommended to provide a secondary access and egress point to the site via the A41, which will be used to avoid any disruption or increased road safety concerns as a result of vehicles being unable to access the "Pit Lane" for unforeseen circumstances.

This secondary access point is constrained due to the existing basement, new building cores and site boundary and therefore requires the delay in the construction of part the Winch Community area and part of the Affordable Block to allow a 2 way access and layby area on the site. This will impact on the programme compared with a single route through the site (via Winchester Road).

Please see **Appendix Z** of the CMP for more information on considerations that formed whether or not these options would be viable.

11. Objectors Claim Mayor Said all Work from A41

During the last Committee, one objector claimed the Mayor said the scheme could be exclusively constructed from the A41. We understand they are referring to a written answer given in response to the Mayor's Question Time on 21 June:

"…TfL has worked closely with the borough to ensure a construction plan which prioritises the safety and convenience of pedestrians and other vulnerable road users. The plan is now with the London Borough of Camden for approval. Construction will not start until this plan has been agreed…TfL has no objection to all lorries using the pit lane so long as the bus lane and traffic lanes are not blocked. This will be the responsibility of the developer and its logistics managers..."

The Mayor's comment of, "…so long as the bus lane and traffic lanes are not blocked", is most relevant to what may be considered as being acceptable and reasonable in accordance with the point made in Question 3 above, regarding S106 Clause 3.5.3.

As the technical note in **Appendix Z** of the CMP states, there is significant benefit to having access via Winchester Road as this minimises any potential for blocking of the A41. All other options, including the "Hybrid" option will increase the likelihood of blockages due to there being no backup access to the site as all access points post demolition would be off the A41.

TfL's most recent response to the CMP can be found in **Appendix AA and Appendix Aa (update)**.

12. Air Quality Summary

From a recent traffic survey undertaken along Winchester Road, there are currently 702 two-way vehicle movements on Winchester Road during the hours of a day when construction vehicles will be permitted (i.e. 9.30am to 3pm). The introduction of 7 extra trips per day (2% increase) during the demolition phase only would therefore have a negligible increase in air quality levels.

Essential Living have also committed to reducing carbon emissions through the adoption of their Energy Efficiency and Renewable Energy Plan. Air Quality monitoring will also be undertaken with a trigger level of PM10 Concentrations larger than 200ug/m^3, as per Condition 24. Were this to be exceeded, Essential Living will temporarily stop works to assess what is causing this and address the issue accordingly.

Essential Living are committed to undertaking construction in line with the Best Practice Guidance note "Control of dust and emissions from construction and demolition" published by London Councils. 100 Avenue Road is also a car free development.

The following air quality mitigation measures are proposed in **Appendix M**, including:

- Engines of all vehicles and plant on site are not left running unnecessarily
- Using low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices
- Using ultra low sulphur fuels in plant and vehicles
- Plant will be well maintained, with routine servicing of plant and vehicles to be completed in accordance with the manufacturers recommendations and records maintained for the work undertaken

- All project vehicles, including off-road vehicles, will hold current MOT certificates where required due to the age of the vehicle, (or to be tested to an equivalent standard) and that they will comply with exhaust emission regulations for their class
- Avoiding the use of diesel or petrol powered generators and using mains electricity or battery powered equipment
- Maximising energy efficiency (this may include using alternative modes of transport, maximising vehicle utilisation by ensuring full loading and efficient routing).
- All Non-Road Mobile Machinery (NRMM) will be Stage IIIA emission Criteria compliant, If Stage IIIA equipment is not available, NRMM should be fitted with particle traps and/or catalytic exhaust treatment wherever possible. Records will be kept on site detailing proof of emission limits for all equipment.

13. Open Space Licence

Once the CMP is approved, Essential Living will still need to agree a licence with London Borough of Camden as a landowner to use a strip of the parkland for access and egress from site onto the A41. This license is critical to minimising the use of Winchester Road and Eton Avenue and without it we will be forced to reassess our accessibility options once more.

This licence will be subjected to the usual public consultation process, which was undertaken on the 11th October 2018. A copy of the presentational material is included within **Appendix AC**

The licence will include mitigation measures for the temporary loss of open space. These measures include:

1) Green hoarding, integrated lighting and CCTV

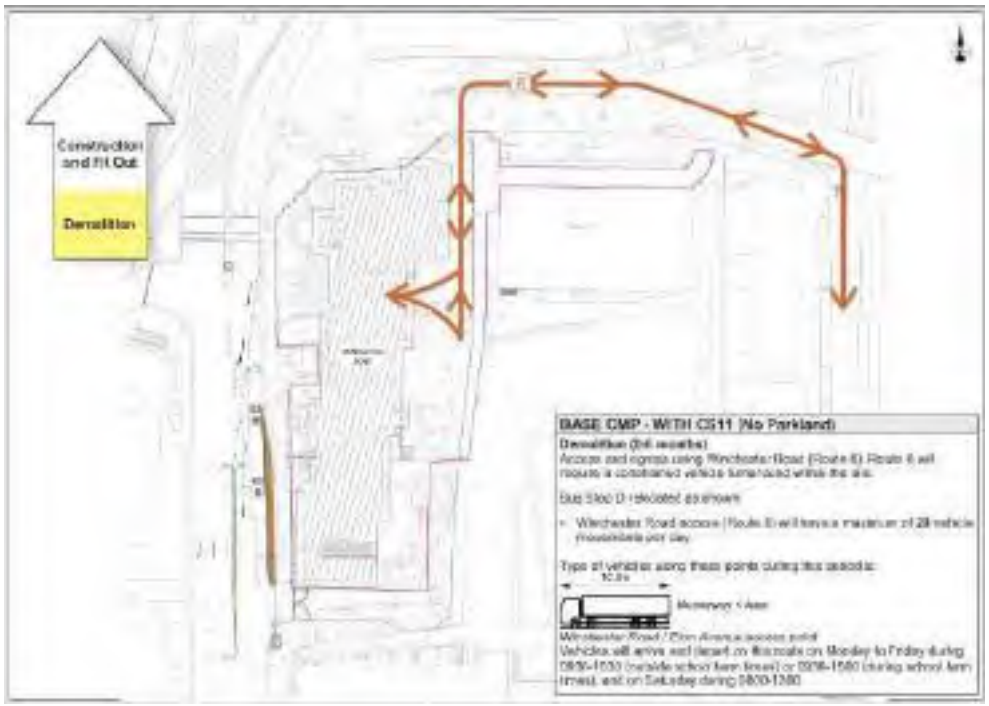
Fig. 14 – Proposed Hoarding Design

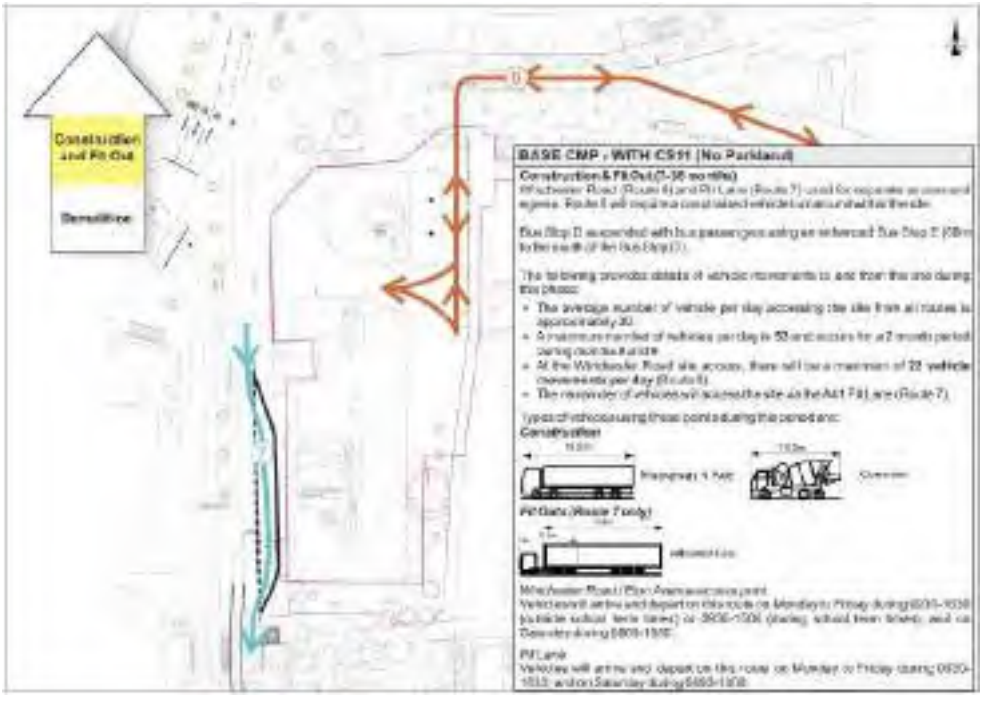
2) Option for improvement of the play space

Fig. 15 – Proposed Playspace Enhancement

For more information please see **Appendix Y** of the CMP

The following diagrams sets out the predicted vehicle movements, if the Parkland cannot be utilised (please see Appendix F for more details):





The impact of not granting the Parkland licence would be an increase of vehicle movements along Winchester Road, from a maximum of 14 movements during the demolition phase to 28 movements and from a maximum of 7 movements per day during the construction phase to a maximum of 22.

14. Further Meetings/Discussions with TfL Regarding Sole Use of A41

Extensive discussions have been undertaken with TfL throughout the last year. Their thorough feedback can be found in the committee report. Please see TfL's formal written response on Page 38 of the Public Reports Pack for the 19th July 2018 planning committee found on Camden Council's website: http://democracy.camden.gov.uk/mgChooseDocPack.aspx?ID=7763.

TfL's additional response can be found in **Appendix AA and Appendix AA (updated)**.

In addition, historic TfL meeting minutes can be found in **Appendix D1** and **Appendix V.**

Since the Planning Committee on 19th July 2018, Essential Living have engaged in further talks with TfL who confirm that the proposed CMP is acceptable to them and that the "Hybrid" option is not their preference. TfL also recognise that the draft CMP is a live document, and if any significant changes were to occur then the CMP would be reviewed.

15. Why it is Not Possible to Use the A41 and Impacts Have Been Minimised as Far as Possible

It is possible to use only the A41 during the construction phase, however the sole use of the Pit Lane is not a practical solution, given the prolongation of the programme and impacts on the A41 / CS11.

Having two access points is crucial for the following reasons:

1) Demolition

   Demolition solely of the A41 is impractical due to:

   - The constrained nature of the site precludes lorries being able to turnaround on site;
   - A requirement to double handle materials would be necessary increasing the level of noise and dust;
   - A requirement to close a number of lanes off the A41 to allow cranes access to the site. This is not a position that would be supported by TfL or Essential Living; and
   - Significant increase in programme due to the vehicle capacity restrictions. Impacting local stakeholders for longer

2) Safety

   It is not possible to use only one access point on the A41 and maintain a balance between pedestrians, cyclists, construction and an effective road network. The main point relates to queuing of construction vehicles down the A41 which in turn would disrupt the bus network and endanger cyclists and pedestrians. With two access points and the delay in the construction of part of the building this issue is mitigated.

3) Programme

   The impact of having one access means programme will slip by an estimated 2 years. This means 2 years of negative impacts on the local stakeholders, environment and highway network. Implementing the “Hybrid” 2 access point option will still increase the programme length from our proposed CMP solution, but an estimated 9 months rather than the 2 years.

4) TfL & CS11

   Access purely off one point the A41 will lead to an increased likelihood of congestion / queuing on the A41. Due to the capacity of the “Pit Lane” (2 x axle tippers), there is a greater risk that lorries will queue on the approach to the “Pit Lane” causing congestion on the A41, a main arterial route into London. This would not be supported by TfL.

Please see the supplementary technical note in **Appendix Z** of the CMP and the response to Question 3 regarding the options explored and efforts employed to minimise impacts.

Essential Living have proposed the solution they see as having minimal possible impact on the surrounding environment and road network. The proposed CMP is agreed by Camden Council's planning officers and technical teams.

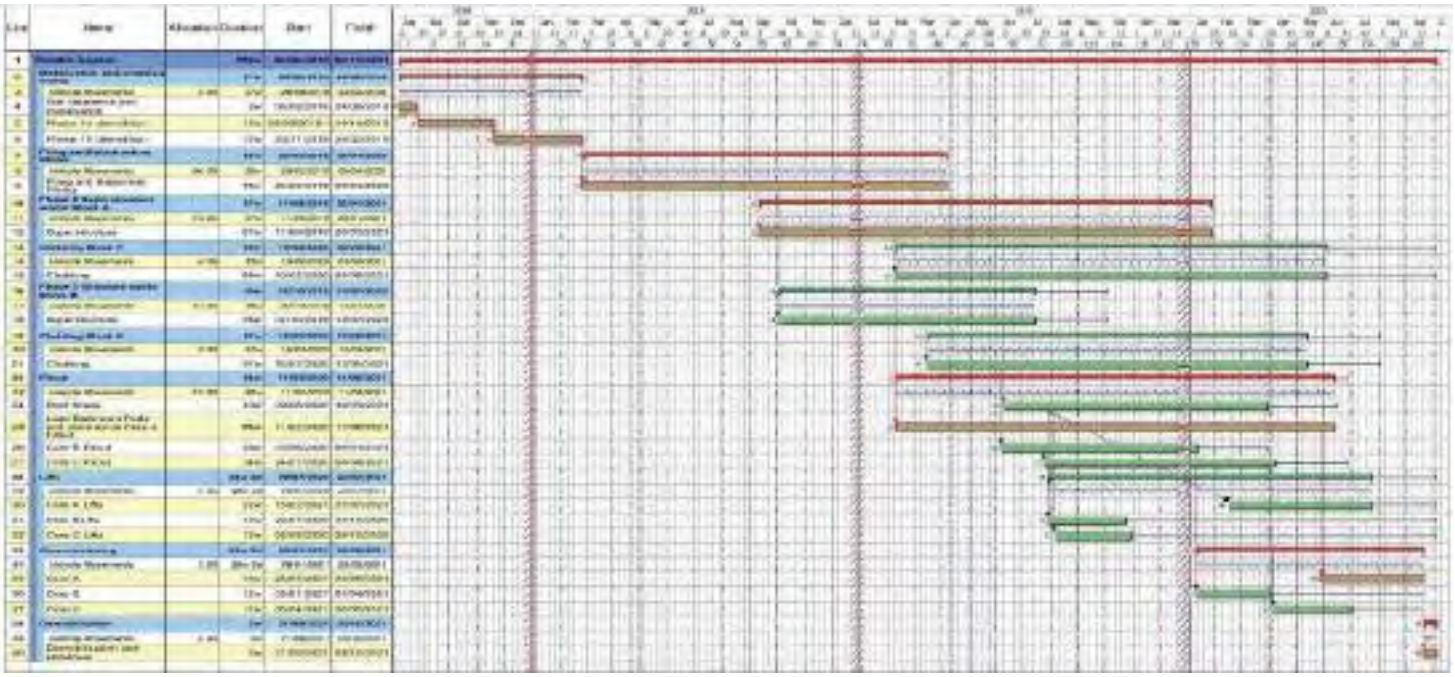
Due to the programme elongation the "Hybrid" option is not the preferred option for TfL.

16. Further Commitments made 19.07.18

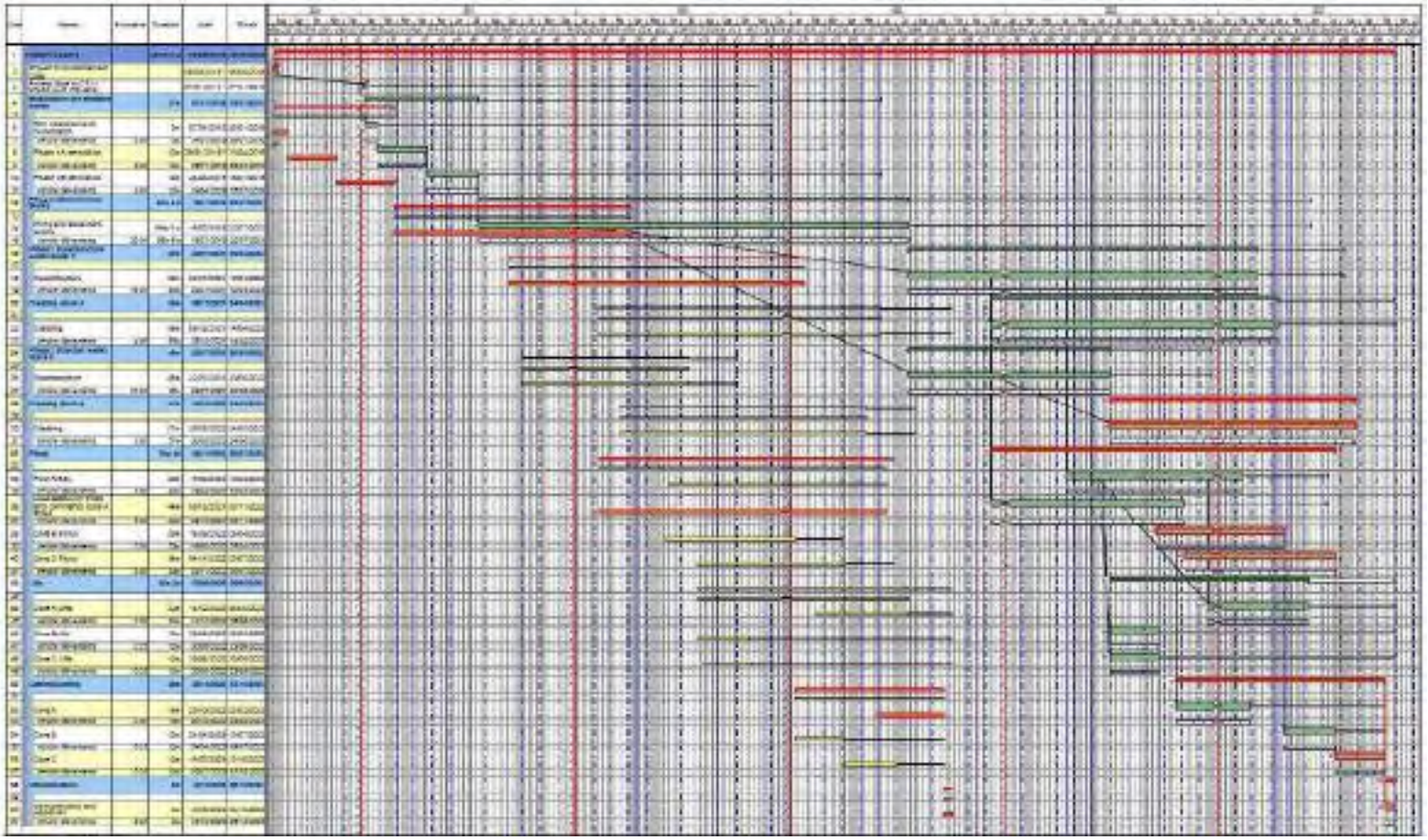
- No working on Bank Holidays (restricted by planning permission/environmental protection legislation and stated on pages 15 and 42 of the CMP document)

Section 2 – Detailed Programmes

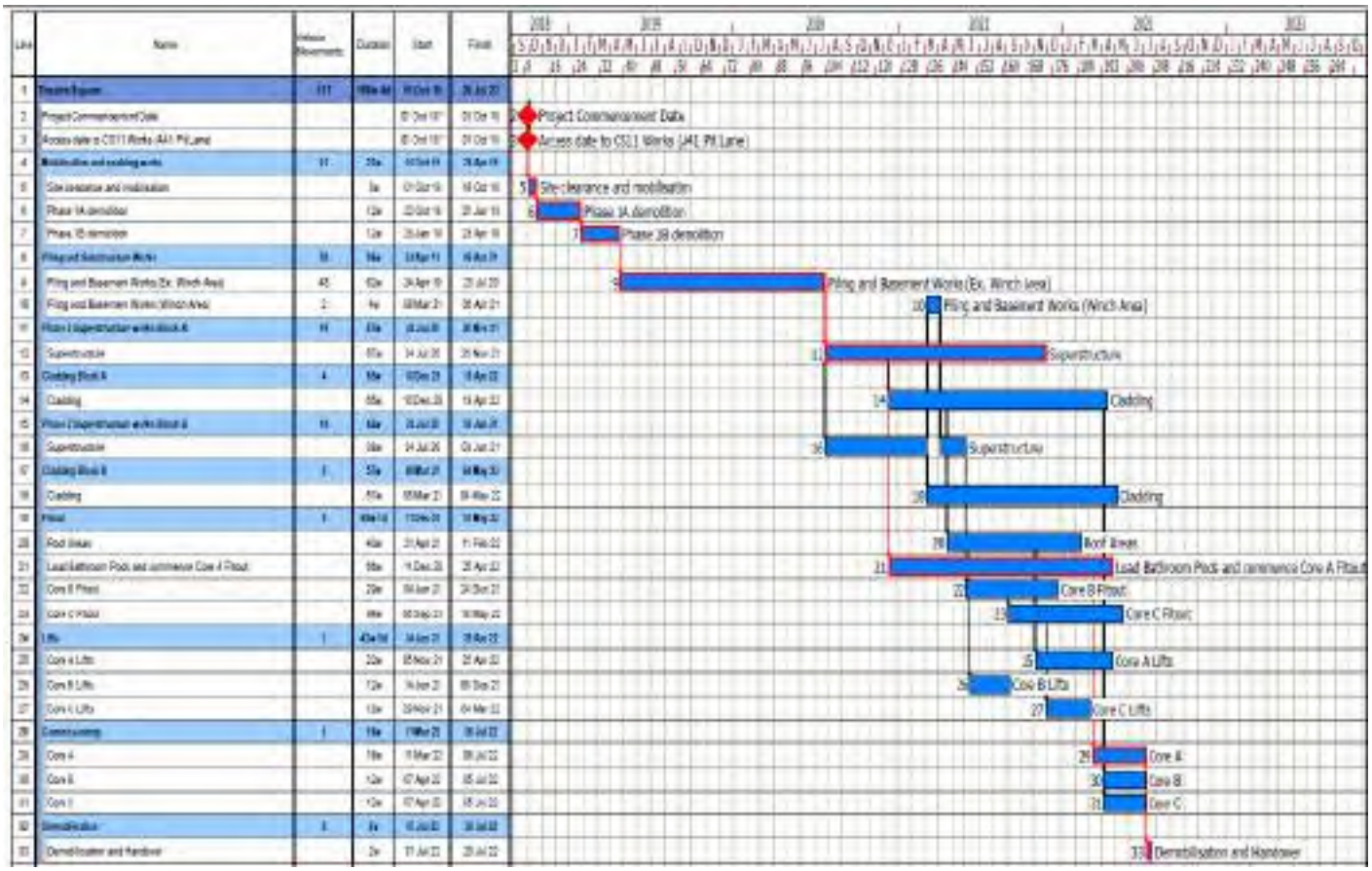
Original Programme – 2 access routes (A41 and Eton Ave), 3 years



Single Access – 1 access route off A41, 5 years



Hybrid Proposal – 2 permanent access routes off A41, 1 additional access route during demo – 3y, 9m



Appendix X

Construction Management Plan

100 Avenue Road
Swiss Cottage
London
NW3 3HF

Report No. 1
23rd May 2014
Rev 01

Table of Contents

This document sets out to identify potential disturbance to local residents, businesses and general public and details specific mitigation measures that ensure that the impacts are kept to an absolute minimum, ensuring industry best standards are in operation at all times.

Prepared By	:	*Tony Lonergan*
Date	:	*23rd May 2014*
Approved By	:	
Date	:	
Document Signed Off by	:	
Date		

1.0

2.0 Introduction

2.1. This document has been compiled to provide guidance for Camden Council as to how the developer, Essential Living intends to ensure that works undertaken at 100 Avenue Road, are executed in an organised and considerate manner. The contents of this plan will be further developed with the design team, Principal Contractor, Balfour Beatty Limited and specialist trade contractors; and with further reference to Guide for Contractors Working in Camden document.

2.2. Specific method statements will be developed with the Principal contractor, prior to their commencement on site to add further detail to this document. They will be based upon the principles and guidelines identified within this document and uphold the commitment of Essential Living (the developers) to ensure that works are undertaken in a manner that is sympathetic to the adjacent owners, relevant stakeholders, local residents, businesses and the public.

2.3. This report identifies how the critical construction activities will be undertaken, and specifically covers the environmental, public health and safety aspects of the proposed development. The baseline for our analysis is the Guide for Contractors Working in Camden, but we envisage these requirements as the minimum standards to be achieved and have identified improvements in most areas under consideration. In due course, a Site Environmental Management Plan (SEMP) will be developed to demonstrate how we will comply with the requirements of the Guide for Contractors Working in Camden and how we will address the measures contained within this report.

2.4. The Preliminary Construction Information document prepared by Turley in support of Application 2014/1617/P has been reviewed and developed within this document.

2.5. This document details:

- the specific obligations on the Contractor when undertaking the works;
- the specific measures to be used during the demolition and re-building of the works; and
- the specific details of the control measures for each environmental issue.

2.6. Key outputs from this report are:

Noise during demolition

2.7. We have recognised the sensitive nature of this site, and identified the smallest and quietest machinery to properly undertake the demolition works.

Noise during construction

2.8. The objective is to control noise within recognised limits. The on-going quiet enjoyment of the existing neighbours is of paramount importance. This Construction Management Plan identifies the specific measures to be taken in protecting the neighbours from the adverse effects as a result of the construction activities in the most efficient and economical way.

Community relations

2.9. Proper consultation with neighbours and the local community is of paramount importance. This Construction Management Plan identifies the need for a pro-active approach to the construction activities.

Working hours

2.10. To ensure that the impact of the construction is kept to a minimum on this project we would propose a voluntary Section 60 working agreement.

Deliveries

2.11. Deliveries to the site will be directed through Eton Avenue. Large items such as reinforcement, shuttering and glazing panels will be offloaded by tower crane, as illustrated in our logistics drawing enclosed. Fit out materials will be delivered to the superstructure floors via external hoists.

Waste removal

2.12. Waste will be loaded into tipper lorries or compactor lorries. It is anticipated that demolition waste will be loaded into the vehicles using a tower crane and purpose-made skips.

Programme

2.13. The overall duration for the site works from commencement of demolition to completion of the commercial fit out is anticipated at approximately 90 working weeks.

Code of Construction Practice

2.14. The Code of Construction Practice sets out the standards and procedures for managing the environmental impact of constructing major projects where construction of these projects has the potential to affect the environment, amenity and safety of local residents, businesses and the general public including the surroundings in the vicinity of the proposed works.

2.15. The Code of Construction Practice covers all aspects of construction work that could reasonably be anticipated to impact on the local community and the environment throughout the construction of the proposed works. This report sets out:

- the general principles to be applied during construction and the context within which mitigation measures will operate and be developed;
- the specific provisions for construction site operations; and
- the specific environmental issues that need to be considered throughout the period of construction works.

2.16. There is a large body of environmental and safety requirements relevant to construction projects, in the form of primary legislation (Acts of Parliament), secondary legislation (Statutory Instruments, including Regulations and Orders) and statutory guidance and Codes of Practice. Each section of the Code of Construction Practice sets out the main Statutory Provisions, Regulations, Codes of Practice and Standards relevant to each environmental topic. However, the Contractor will be responsible for identifying new legislation and regulation, and complying with all prevailing legislation at the time of construction including any requirements under Health and Safety.

Planning conditions/ working hours

2.17. Certain aspects of construction such as working hours are controlled by conditions contained in planning permission imposed under the Town and Country Planning Act. To ensure that the impact of the construction is kept to a minimum on this project we would propose a voluntary Section 60 working agreement.

Licences

2.18. In addition to the environmental requirements highlighted above, the Contractor will be responsible for obtaining licences from Camden Council before:

- erecting any scaffolding, hoardings, gantries, temporary crossings or fences on the highway;
- depositing a skip on the highway; and
- operating a mobile crane, aerial platform, concrete pump lorry or any such equipment.

3.0 Scope of Works

"Demolition of existing building and redevelopment of a 24 storey building and a part 7 part 5 storey building comprising a total of 184 residential units (class C3) and up to 1,041sqm of flexible retail/financial or professional or café/restaurant floor space (classes A1/A2/A3) inclusive of part sui generis floor space for potential new London Underground station access fronting Avenue Road and up to 1350sqm for community use (class D1) with associated works including enlargement of existing basement level to contain disabled car parking spaces and cycle parking, landscaping and access improvements."

4.0 Site Location

4.1. The current site is identified as 100 Avenue Road, London NW3 3HF

4.2. The site is located to the immediate east of the A41 Avenue Road, within Swiss Cottage. To the east of the site is an outdoor recreational area and theatre, to the south a public library and to the north Eton Avenue which operates as a cul-de-sac also providing access to the rear of the development site.

4.3. The surrounding area is predominantly a mixture of residential (particularly to the east) and retail/commercial properties, which line the A41 to the north and south.

Surrounding Road Network

4.4. The A41 Avenue Road makes up part of the part of the Transport for London Road Network (TLRN) Red Route and operates as a double red route on its eastern side adjacent to the development site. The A41 operates as a dual carriageway between the site and where it connects with the A406 North Circular Road to the north.

4.5. Eton Avenue runs in an east-west direction to the north of the site and provides vehicular access to the rear of the site. Eton Avenue operates as a shared surface area with a market held 3 days a week. On market days, market traders have permission to park on the double yellow lines.

4.6. The residential roads to the east of the development site are located within the Belsize controlled parking zone, which restricts parking to residents only between the hours of 09:00-18:30 between Monday to Friday and 09:30-13:30 on a Saturday. There are no restrictions on a Sunday.

Existing Site Operation

4.7. The existing building accommodates some 8,153sq m (GIA) office floor space split over 6 storeys (plus a basement level). Primary access for pedestrians is to the front of the site on Avenue Road.

4.8. Two A3 restaurant units also operate from the ground floor.

4.9. The existing basement car park accommodates some 49 spaces associated with the office aspect of the site.

4.10. Entrance to the basement is via a ramp from Eton Avenue to the north-east of the site, which passes under the adjacent theatre.

5.0 Site Establishment

5.1. Due to the confined nature of the site, the site offices, meeting rooms and welfare facilities will be located outside the footprint of the building.

6.0 High Speed 2 Interface

6.1. Correspondence from James Fox (Safeguarding Planning Manager- High Speed Two Limited) to London Borough Camden dated 8th April 2014 ref 2014/1617/P – 100 Avenue Road, London, NW3 3HF confirmed that the 100 Avenue Road project falls within the bounds of the proposed HS2 development. Below are key extracts from the letter.

"In this instance you have correctly identified that the application site is shown on safeguarding Map No. 5 as falling within the limits of land subject to the safeguarding direction as a sub-surface interest.
As the line of route will be in a bored tunnel at this location, the main interaction of this planning application with HS2 will be in the design and construction of foundations for the buildings. Whilst proposed HS2 tunnels are almost at their deepest point in this location, (with the crown around 30m beneath the existing pile toes), our engineers are confident that there is no chance of a clash between the proposed development and the railway works.

However, as the building lies partly within the 1 and 10mm settlement contours, HS2 Ltd needs to ensure that the proposed construction works will accommodate any anticipated settlement.
In light of the above situation and in the event that you are minded to approve the application, HS2 Ltd would request that the following planning conditions are placed on the decision notice. In the absence of these conditions there would be no means to ensure that the foundation design of the buildings are:

1. Built to ensure their structural integrity takes account of the future potential presence of HS2 beneath the site; and

2. Do not cause a construction conflict with the proposed alignment of HS2.

Conditions:

1. None of the development hereby permitted shall be commenced on those parts of the site shown on the site as shown as falling within the 'Limits of Land Subject to the Safeguarding Direction' until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any structures below ground level, including piling (temporary and permanent) have been submitted to and approved in writing by the Local Planning Authority which:
(a) Accommodate the proposed location of the HS2 structures and tunnels.
(b) Accommodate ground movement and associated effects arising from the construction thereof, and;
(c) Mitigate the effects of noise and vibration arising from the operation of the HS2 railway within the tunnels, ventilation shaft and associated below & above ground structures.

2. The design and construction method statements to be submitted under Condition 1 shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the HS2 structures and tunnels in or adjacent to the site of that development, the construction of the HS2 structures and tunnels is not impeded. The development shall be carried out in all respects in accordance with the approved design and method statement, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs (a) to (c) of condition 1 shall be completed, in their entirety, before any part of the building(s) hereby permitted is/are occupied.

3. No works below ground level comprised within the development hereby permitted shall be carried out at any time when a tunnel boring machine used for the purposes of boring tunnels for the HS2 Ltd railway is within 100 metres of the land on which the development hereby permitted is situated.

6.2. The Principal Contractor will work with the developer, the designers and HS2 to ensure the conditions stipulated in the letter are addressed and discharged in a timely manner.

6.3. Construction works to 100 Avenue Road are programme is to commence in early 2015 with an anticipated two year on site period, setting the completion early 2017. Works to the Adelaide Road Vent Shaft as part of the HS2 programme of works are scheduled to commence in mid 2019. We therefore foresee no impact on the project resulting from the HS2 programme.

6.4. We will continue to monitor progress of the HS2 project and liaise accordingly.

7.0 London Underground /TfL Interfaces

7.1. The site is located adjacent to Swiss Cottage London Underground Station. Works will be scheduled to minimise the impact on this station.

7.2. Protective Gantries will be erected above the existing entrances, to ensure the protection of the public.

7.3. As part of Camden Councils Core Strategy policy for the promotion of Sustainable and Efficient Travel; TfL are proposing major Highway modifications (CS11) to Avenue Road during 2015.

7.4. Detailed discussions with TfL will be organised at the earliest opportunity to establish any potential impacts on the works resulting from these modifications.

8.0 Methodology and Construction Sequence

Pre-Construction Works

8.1. Prior to commencement of works on site a period of pre-demolition planning and activities is envisaged to ensure works can commence.

- Production of a Site Environmental Management Plan in accordance with the Guide for Contractors Working in Camden
- Further discussions with LUL and relevant stakeholders
- Mobilisation of selected plant and operators.
- Formulation of project Health and Safety Plan and risk assessments.
- Formulation of Site waste management plans and environmental plans as per the current DEFRA guidelines.
- Development of project specific construction phase method statements.
- Production of detailed works programmes and sequencing.
- Surveys of existing services and structures to confirm demolition methodology and load testing capabilities.

Surveys

8.2. A full D&R survey should be undertaken to identify any asbestos contaminated materials present within the building. Once the asbestos report has been issued and findings known, the method of working shall be submitted to the HSE (ASB5 notification).

Advanced soft strip/service Isolations

8.3. Prior to any asbestos removal works that may be required, an advanced soft strip operation will proceed to clear the existing building and make it safe and expose, where safe to do so, the existing asbestos containing materials.

8.4. The first operation will be to isolate any live services to an area an advanced survey of all existing services would have been carried out in the pre-construction phase to highlight termination/zoning points.

8.5. Running concurrent with the service isolation will be a safety review of the existing structure to highlight any dangerous areas e.g. exposed edges, exposed asbestos etc. These areas will be isolated and have the relevant warning signs positioned any exposed edges or voids will be hand railed off.

Soft strip works

8.6. Following on from the initial soft strip, asbestos removal work, any other hazardous materials have been removed and any live services terminated and confirmed as such, the main soft strip of all fixtures and fittings within the existing structure will be carried out.

8.7. Vigilance regarding the structural integrity of the buildings will be maintained at all times by operatives and site staff during the soft stripping works as parts of the building will be exposed for the first time.

8.8. Working from the highest level downwards soft stripping will be carried out using hand-held tools and small machines with appropriate shear and grapple attachments in a general soft stripping exercise as per the following:

- The works will be accessed from the existing floor levels or from aluminium towers. Competent, trained persons will be used to erect the aluminium mobile towers.

- All of the works will be carried out by trained operatives using hand tools/hand-held plant to assist in the stripping process , as the materials are stripped they will be removed to ground or first floor level by using either drop zones within existing lift shafts or service risers or by utilising the existing lifts with wheelie bins. The material will then be deposited into skips/container lorries within the loading areas for removal from site.

During the soft strip works the operatives will be split into two gangs:

- A soft stripping gang who will remove the materials from the existing structure.
- An attendance gang who will control the distribution of waste to the ground floor from the workface.

8.9. Ceiling hangers, trunking, conduit, pipework and other non-structural metalwork will be cut out using oxygen/propane burning equipment, angle grinders or mechanical dismantling.

8.10. A 'Hot-Works' permit to work system will be enforced when any works of this nature are undertaken and fire extinguishers will be prominent. Hot works will cease two hours before the end of a working shift and the area thoroughly checked prior to breaks or to leaving site.

8.11. It will be impressed on the workforce that the site has a ‘No Smoking’ policy except for in designated areas and will prevent the accumulation of rubbish on the site.

8.12. Windows will be opened for the purpose of ventilation. Oxygen and propane bottles will be stored upright in a lockable cage.

8.13. By regularly removing the accumulated debris, the potential fire risk, that loose combustible material imposes, is minimised / removed.

8.14. Soft strip debris arising from the structures will be processed at ground level for disposal from site.

Structural Demolition

8.15. The structure for the building appears to be in fair condition for its age and type. Externally the building shows no signs of movement.

8.16. Due to the location of the building with respect to adjacent properties bounding the site we have reviewed the methodology and decided that using a traditional small machine de-construction method progressing floor by floor and assisted by hand tool de-construction on more sensitive and constricted parts of the site is the most suitable method for demolition.

8.17. Due to the location and constraints surrounding the site and the potential risk of an uncontrolled collapse we are not proposing at this stage the use of long reach machines.

8.18. Works should initially commence with the erection of an enclosed perimeter scaffold which effectively covers the existing building during the demolition activities. Whilst the scaffold is being erected, a separate team will be stripping out the existing fixtures and fittings within the existing building and removing any contaminated materials.

Progressive Floor-by-Floor Small Machine Demolition

8.19. Progressive small machine de-construction will involve the use of excavators fitted with hydraulic breakers and appropriate sheer and grapple attachments which will undertake progressive demolition in the following sequence:

- During the on-site establishment and soft strip phase, trial holes will be broken out in the roof and upper floor slabs of the building, to investigate floor spans and construction. The existing drawings and any existing trial hole information will be used in conjunction with these findings.
- Load testing will be carried out and the permissible floor loadings ascertained. Machine sizes and any necessary back propping requirements will then be determined. In addition, the condition of the structure and construction techniques will be investigated to provide as much information prior to deconstruction commencing.
- The floors are to be examined for any inconsistencies before use (openings through the floors, changes in construction, existing cracks/damage or signs of previous

repairs). Any such items are to be reported to the Temporary Works Engineer prior to using the machines on these floors.

- The soffits are to be inspected regularly and frequently (at least twice daily) and any signs of distress/sagging/cracking are to be reported to the Temporary Works Engineer (and any machine use immediately suspended).
- The immediate area around the deconstruction area will be barriered off and warning signs erected. Drop zone(s) within the de-construction area will be established and further demarcation established. The staircases directly below the working level will be closed off and lower levels will be temporarily decked out with timber. Access to the upper levels for operatives and tools etc. will be via the scaffold/hoist.
- The redundant roof structures will be stripped and taken apart using a combination of Brokk remote machine and hand held tools. The debris will be broken down onto the floor slab below, processed and separated to increase the efficiency of debris removal.
- Marks will be painted on the floor slab to indicate to each machine operator the permitted track locations. Each operator will be inducted specifically to his tasks and instructed to remove the keys when leaving the machine to prevent unauthorised use of machine.
- Resultant de-construction debris will be cleared using skid steer Bobcat or similar and deposited by skip into a waiting eight-wheeled tipper wagon or roll on/off skips or for processing off site.
- The external concrete/brickwork will be carefully deconstructed into the site using the 360º excavator. The steelwork will be progressively exposed and severed using oxygen/propane burning equipment. The column will be carefully folded onto the slab.
- This operation will be executed in a controlled manner, ensuring the column being pulled over is not excessive in size and weight.
- Once the external columns and panels have been de-constructed the working level slab will be broken out using 360º excavators, fitted with hydraulic breaker attachments, in a bay by bay sequence working towards the lifting point for mobile crane.
- The final 360º excavator will de-construct the penultimate structural bay prior to lifting down to the slab below. The final bay will be broken out from the floor below.

- Immediately upon reaching the new level, the demolition arisings will be loaded away via tower crane and skip.
- The scaffold to the external elevations will be struck as the works proceed with the scaffold always being one lift above demolition level at all times.
- Careful consideration will be given to the stability of the building at all times. Any load bearing walls will be identified prior to deconstruction commencing to ensure that they are maintained until structurally redundant.
- Dust emissions will be controlled at the working face and loading away area by a fine water spray.
- The quantity of water emitted by the sprays will be regulated and controlled to prevent any flooding at ground floor level.

8.20. To ensure that the impact of the construction is kept to a minimum on this project we would propose a voluntary Section 60 working agreement with Camden Council.

Substructures

8.21. These works consist of the enlargement of the existing basement to provide plant space and ancillary areas to support the proposed development.

8.22. Great care will be taken to ensure that the integrity of the existing structure, including those elements that may impact on adjacent areas, is not compromised. This will be managed by utilising either the permanent structure or by the introduction of temporary works to specific areas of the site

8.23. Drainage and sub surface service installations will be coordinated with the pile caps to ensure levels and run locations are installed correctly.

Superstructure Frame

8.24. When the structure has been completed up to ground floor level, works will proceed with the new reinforced concrete structural frames.

8.25. The proposed development consists of two independent structures.

8.26. It is proposed to construct both blocks concurrently, with the works commencing on the 5/7 storey section as soon as the basement is sufficiently advanced.

8.27. The new frames will be constructed behind a full height external scaffold. To ensure safety of the public, we would propose utilisation of a shroud during the frame construction of the Tower. These protection controls will be further developed prior to commencement on site.

8.28. The low level structure will be constructed using a 2 pour sequence, with the tower being a single pour.

8.29. The logistics drawing on enclosed with this document illustrates how the fit out goods and materials will be fed into the new building (refer to Logistics Plan in Appendix 1).

8.30. We propose utilising luffing jib cranes during the construction of the superstructure and cladding works.

Cladding

8.31. Cladding works will commence when the RC frame is complete to sufficient height to allow safe working below.

8.32. A modular cladding solution is currently envisaged. This will minimise on site fabrication and reduce potential resource availability issues.

Bathroom Pods

8.33. A Bathroom Pods solution will be investigated as the design develops. The pods would be manufactured off site and installed following removal of the back-propping to the floors. These works will be scheduled to coordinate with the frame erection works. The pods will be installed onto the floors prior to erection of the cladding.

Internal Finishes

8.34. First fix finishes and services installations are programmed to start on completion of the cladding and installation of the pods to the floors.

8.35. Works will commence at ground level working upwards. Second fix trades will follow achievement of a weather tight building.

8.36. Final fix trades will only commence when both the security and environmental conditions allow. It is our intention to complete, inspect, snag and de-snag the rooms in a progressive sequence.

9.0 The Construction Site and Logistics

Good Housekeeping

9.1. The Contractor will follow a 'good housekeeping' policy at all times. This will include, but not necessarily be limited to the following. The Contractor will:

- ensure considerate site behaviour of the Contractor's staff;
- liaise with the adjacent theatre and stall holders regarding deliveries and demolition works;
- ensure the noise from lorry reversing alarms and the like are kept to minimum levels;
- prohibit open fires;
- ensure that appropriate provisions for dust control and road cleanliness are implemented;
- remove rubbish at frequent intervals, leaving the site clean and tidy;
- frequently inspect, repair and re-paint as necessary all site hoardings to comply with the conditions of the Camden Council's Licence – all fly posting and graffiti is to be removed as soon as reasonably practicable and within 24 hours of notice from Camden Council;
- maintain toilet facilities and other welfare facilities for its staff;
- remove food waste;
- frequently cleanse wheel washing facilities, if used;
- prevent vermin and other infestations; and
- undertake all loading and unloading of vehicles as identified on the logistics drawings.

Public information

9.2. The site hoarding will display the Contractor's signboard together with publicity material including up-to-date information on the site programme and telephone contacts details for the Contractor's site representative.

Security

9.3. The Contractor will ensure that the site is secure and prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no one on site. Alarms will incorporate an appropriate cut-out period. Access and egress will be via manned security gates.

Hoardings, site layout and facilities

9.4. The site will be completely secure to deter public access. The proposed hoarding line and gates, all of which will be in accordance with the Guide for Contractors Working in Camden, are shown on the enclosed plans. Around the existing building, it is intended to provide protection from noise and dust at all times.

9.5. The final location of site, office accommodation, toilets and welfare facilities will be identified when the Contractor is appointed. However, as construction develops, it is likely that the fit-out of Contractor's office will be located in the new basement.

9.6. An off-site location for the main Contractor's project office is likely with welfare facilities in temporary accommodation on site. These details will be the responsibility of the chosen Contractor.

Emergency planning and response

9.7. The Contractor will develop a plan for emergencies to incorporate:

- Emergency procedures including emergency pollution control to enable a quick response.
- Emergency phone numbers and the method of notifying Camden Council and statutory authorities. Contact numbers for the key staff of the Contractor will also be included. The Contractor will display a 'contact board' on the hoarding identifying key

personnel with contact addresses and telephone numbers, so that members of the public know who to contact in the event of a report or query.

- London Fire and Emergency Planning Authority (LFEPA) requirements for the provision of site access points.
- Site Fire plan and management controls to prevent fires.

Existing Servicing Arrangements

9.8. Servicing currently takes place to the rear of the site which is accessed from Eton Avenue. A number of retractable bollards enable servicing vehicles to pull clear of the highway. Bin stores are located at ground level close to Eton Avenue.

9.9. Each existing retail operator alongside the commercial occupiers share the same loading area.

Swiss Cottage Farmers Market

9.10. The Swiss Cottage Farmers market occurs weekly on Wednesdays. All deliveries and site activities will be scheduled with this in mind.

9.11. There are a number of stalls that operate on a daily basis. The impact of the works, including segregation from delivery vehicles will be further developed during the pre-construction phase of the project.

10.0 Access and Egress for Construction Works

10.1. Access for vehicles will be via Eton Avenue

10.2. Access for pedestrians will be via Avenue Road.

10.3. Full segregation of pedestrians and vehicles will be maintained at all times. This will be achieved by the erection of physical barriers.

10.4. Gantries, erected above the existing entrances to the London Underground will be constructed to allow free pedestrian movement beneath to be maintained

10.5. Due cognisance will be taken of the adjacent areas. All deliveries and vehicular movements will be planned with this in mind.

10.6. On arrival on site all operatives will be briefed on site rules, access arrangements and emergency procedures. All personnel will be issued with a Balfour Beatty pass immediately on arrival on site.

10.7. Access to the work locations will be via the routes that will be shown to the operative at their task briefing. The emergency escape routes and details of the fire and emergency alarm signals for their workplace will also be confirmed at the site induction.

11.0 Material Deliveries and Distribution

11.1. Due to the layout of the surrounding road network, construction delivery vehicles will approach from the east of the site via Eton Avenue and Winchester Road. Winchester Road connects with the B509 Adelaide Road to the south of the site. This route has been identified in order to protect residential amenity surrounding the site, in particular to the east and south of the site. It is proposed that all servicing vehicles make use of this route so as to minimise any disturbance.

11.2. It is unclear at this stage where deliveries will originate from, and therefore it is not possible to specify the exact wider routing of all delivery vehicles. Delivery routes will be

discussed and agreed with TfL and LBC, and any necessary permits obtained in accordance with the guidelines of the London Lorry Control Scheme (LCCS).

11.3. Our Project Manager will ensure that deliveries are controlled to avoid congestion of the surrounding roads.

11.4. A full time delivery marshal/material co-ordinator will be employed to ensure that deliveries for the project are pre-booked, 24 hours in advance of their intended delivery to site. A programme of deliveries will be completed to ensure that adequate time is allowed for each delivery to permit vehicles to be off-loaded before the arrival of the next delivery vehicle and avoid congestion outside the site is created.

11.5. Material deliveries will not be permitted outside the stipulated working hours and a procedure for communicating via radios or mobile phones will be reviewed in due course.

11.6. All materials will be stored away from the site boundaries. Any rubbish, skips or shoots will be closed and no accumulation of debris will take place.

11.7. No fires on site will be permitted.

11.8. Any delivery lorries with materials liable to create dust will be covered with tarpaulins.

11.9. Large components will be offloaded by tower crane directly from the delivery vehicle located on the site; all statutory safety measures will be adhered to in respect to signage, barriers and banksmen to ensure public safety is maintained.

11.10. Availability of storage for materials will severely limited. All deliveries will be on a “just in time “ basis.

11.11. We anticipate an average of 6-10 vehicle movements per hour during the demolition works and substructure period. This number will reduce to approximately 3 - 6 deliveries per hour during the remainder of the project

11.12. Luffing jib cranes will be required to provide both horizontal and vertical distribution during the erection of the frame and cladding

11.13. On commencement of the finishes we will erect passenger goods hoists to feed the upper floors.

11.14. Moving materials in and out of the building and avoiding any build up of debris will be critical to achieving the programme dates.

11.15. Detailed manual handling assessments will be carried out for all materials prior to works commencing.

11.16. Our Project Manager will ensure all vehicular deliveries are co-ordinated to cause the minimum amount of disruption to the surrounding neighbourhood.

12.0 Major Site Plant

12.1. It is anticipated that the following major site plant will be utilised on this development:

- Piling Rig and Associated Mobile Cranage
- 3 No. Luffing Jib Tower Cranes
- 3 No. Passenger / Goods Hoists

12.2. Major plant movements and deliveries will be carefully planned and highlighted within the site newsletter so that local businesses and residents are aware when and how these isolated activities will be undertaken. Any large operations of this type will be subject to the usual approval of method statements and risk assessment.

Cranes

12.3. During the project there will be minimum use of mobile cranes which will only be used to lift plant between floors and erect/dismantle the tower crane.

12.4. Luffing jib cranes are proposed as these will minimise oversail issues with adjacent land and properties.

12.5. These cranes offer a significantly small out of service radius.

12.6. Final selection of the cranes will be at the discretion of the principal contractor and will be dictated by the size and weights of the cladding panels and concrete frame materials.

Hoists

12.7. To deliver materials to the new floors during the fit-out period external hoists will be provided. These hoists will run from street level to roof and are shown on the enclosed logistics plan.

13.0 Traffic Management

13.1. The A41 Avenue Road makes up part of the part of the Transport for London Road Network (TLRN) Red Route and operates as a double red route on its eastern side adjacent to the development site. The A41 operates as a dual carriageway between the site and where it connects with the A406 North Circular Road to the north.

13.2. Due to the layout of the surrounding road network, construction delivery vehicles will approach from the east of the site via Eton Avenue and Winchester Road. Winchester Road connects with the B509 Adelaide Road to the south of the site. This route has been identified in order to protect residential amenity surrounding the site, in particular to the east and south of the site. It is proposed that all construction vehicles make use of this route.

Site Perimeter and Access

13.3. It is important that this scheme projects the right image to local residents and businesses; this message will be passed onto the contractors employed on site to ensure that the overall site appearance is one of a well organised and tidy site.

13.4. The site perimeter will be clearly and safety demarked with a well constructed and maintained timber hoarding constructed in line with Camden's requirements and agreement. This hoarding will be decorated and display all relevant signage in respect to health and safety notices, directional signage and contact telephone numbers etc. The site hoardings will be well maintained throughout the project and regularly cleaned. The contractor will be obliged to clean the hoarding on a regular basis.

13.5. Regular inspections of the hoarding will be undertaken to ensure that the safety of any vehicles or pedestrians is not compromised and to ensure that the site is maintained in a secure manner.

13.6. No materials will be stored or deposited on the highway or footpath. No advertising will be permitted on the hoardings except for contractor's, health and safety posters and any contract name/letting board for which the relevant licences would be applied for.

13.7. Lockable gates will be located both at the entrance to the site access road and within the hoarding of the site compound to allow access for vehicles during the site opening hours.

13.8. Pedestrian access will be provided through a turnstile gate which is monitored using fingertip recognition systems to ensure both no unauthorised personnel enter the site and that all site personnel have been fully inducted onto the site.

14.0 Programme

14.1. A detailed programme of works will be issued by the Main Contractor once appointed. A construction period of approximately 22-24 months, including demolition is currently envisaged.

15.0 Working Hours

15.1. The proposed general working hours on site are:

Monday to Friday	8.00 am – 6.00 pm
Saturday	8.00 am – 1.00 pm

(No working on Sunday's or Bank Holidays)

16.0 Neighbours and Public Liaison

16.1. Prior to commencement of the works, the developer and their team will be liaising directly with the neighbouring property owners and occupiers and will formally present a detailed construction method statement and programme to the any formal focus groups.

16.2. Once appointed Balfour Beatty will maintain operational contact with the local neighbours by way of continuous personal contact and regular news letters. Additional liaison will be undertaken by the developer and their project manager, particularly with the residential.

16.3. Any complaints raised by adjoining residents will be firstly directed at the Principal Contractor but in the unlikely event that they are not dealt with promptly and satisfactorily they will then be directed to the developer's representative for resolution.

16.4. If it becomes apparent that local residents believe that air quality and noise pollution restrictions are not being adhered to, air and noise monitoring will be introduced onto the site to record the levels; and if necessary, additional measures will be put in place to ensure the restrictions are met.

16.5. Every site personnel and any regular visited with be undertake an induction course to ensure that all site personnel are aware of the particular requirements for Health and Safety purposes and to minimise the effect of the works on all adjoining owners and residents.

16.6. The specific measures to be implemented by the Contractor will include:

- Inform on the nature and timing of all main site activities, in particular the demolition, new structural frame and external envelope.
- All site construction staff to be made aware of the requirements of the code and will be made responsible for its implementation.
- Sufficiently in advance of works, the Contractor will provide the Environmental Inspectors with a full programme. This will include:
    - an outline method statement for works and activities affecting the highway.
    - detailed method statements for specific/special activities in Brook Street, in line with the principle identified in this report. Temporary works, removal of demolition material, concrete pours deliveries of heavy plant, deliveries of mechanical equipment.

- details of site traffic movements showing the projected number of vehicles, what is being delivered, when peaks in activities occur, traffic marshalling arrangements, holding areas, etc.
- routes to site for deliveries.
- a health and safety plan.
- The Contractor will agree detailed schedules of work with the Inspectors acting on behalf of Camden Council prior to commencement of development to assess the potential for nuisance.
- Liaison with Camden Council's Environmental Inspectors to agree working arrangements on site.

17.0 Community Relations

17.1. The Contractor will provide community relations personnel, who will be focussed on engaging with the local community. The Contractor will ensure that occupiers of nearby properties and local residents will be informed in advance of works taking place, including the estimated duration.

17.2. The Contractor will inform local businesses, residents and other neighbouring properties likely to be affected by such activities at least 14 days prior to undertaking the works, as well as applying for the appropriate permits and licences, e.g. road closures for delivery, or use of mobile cranes or abnormal deliveries to the site.

17.3. Whilst the Contractor will provide monthly newsletters, we propose that an additional liaison group will be set up with representatives of the adjacent properties.

17.4. The Contractor's project lead together with the nominated person (if different) will agree with these neighbours a schedule of regular review meetings. Sufficient time prior to activities will be allowed for the neighbours' reasonable concerns to be addressed. Where required and reasonable, requested ad-hoc meetings with these neighbours will be attended by the Contractor's project director and the nominated person.

17.5. In the case of work required in response to an emergency, Camden Council, and all neighbours will be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected occupiers will also be notified of the 'hotline' number, which will operate during working hours.

18.0 Fire Engine Access

18.1. Access for fire engines will be maintained throughout the course of the works.

19.0 Construction Material and Purchasing Strategy

19.1. All materials used on the project will be in accordance with the Master Specification within the contract documents.

19.2. In line with the likley106 agreement the strategy will seek to;

- reduce material waste
- use recycled materials where possible
- promote sustainable techniques
- apply a material selection hierarchy based on the sustainability criteria noted within the design brief.

20.0 Construction Targets

20.1. The following targets have been set in accordance which will be updated in accordance with any 106 agreement;

- All paints, sealants and flame retardants to be water based, non toxic and contain minimal VOCs;
- All timber products to be from sustainable sources and recognised under a registered eco scheme such as the Forestry Stewardship Council scheme or equivalent;
- No ozone depleting chemicals to be used;
- All textile based floor finishes and covering to use natural fibres sourced from sustainable sources.

21.0 Waste Disposal

21.1. Site waste will be regularly collected on site at allocated positions and cleared from the site. Certain waste material will be separated into recyclable bins on site taken from site by specialised recycling companies. Generally waste will be taken to waste separation centres where the contractor will recycle a as much as is practical with a objective to minimise the use of landfill sites, ensure hazardous material are correctly disposed of and to maximise the recycling of materials.

21.2. All waste will be removed by licensed carriers and certificates collected to demonstrate the same.

22.0 Dust and Noise Nuisance

22.1. It is acknowledged that projects of this nature will generate a degree of dust, noise and vibration within the local area and that this must be addressed to minimise any effect on neighbouring occupants.

22.2. Noise from all items of site plant will be kept to a minimum with the best practical measures being implemented to control noise. All electrical construction plant where possible will be provided with suitable attenuation and vehicle exhaust silencers will be checked and monitored during the course of the works. All items such as compressors will be lined where possible with acoustic covers and mufflers to reduce noise and any site plant or machines will not be left running when not in use.

22.3. Any temporary items of plant will be located away from site boundaries where possible.

22.4. Applications for the erection of any cranes will be made to the Environmental Department and oversailing rights will be agreed where required.

22.5. Radio contact will be maintained with any crane drivers on any adjacent developments to ensure that safety is properly co-ordinated.

22.6. Dust will be controlled by the use of screens, damping down within the site perimeter and the use of covered skips and enclosed chutes where practicable; all will be addressed by

the contractor within their method statements. Should the identify and agree a need for dust monitoring a specification for the monitoring will be agreed with the construction impact group with regard to the location of monitoring equipment and regulatory of mean readings etc.

22.7. Operations on site that are likely to generate unacceptable levels of noise and vibration will be undertaken in a manner that minimises this nuisance and agreed with the trade contractors; method and risk assessments will be agreed with the pollution team to ensure these works are carried in an acceptable manner.

22.8. If it is impracticable to incorporate satisfactory measures to adequately suppress noise and/or vibration nuisance then these elements of works will be undertaken during restricted working hours to minimise the effect on adjacent residents.

22.9. Throughout the critical demolition and structural frame activities, all works will take place behind an encapsulation scaffold. This encapsulation together with the nature of the existing construction, results in a low risk of emissions to the air; the project will be a site with a low risk of Emissions (Tier 1).

22.10. Throughout the project the Contractor will ensure the following:

- Where potential dust producing activities are taking place the screens remain in position. This will include the demolition, piling and structural works.
- There is no burning of waste materials takes place on site.
- There is an adequate water supply on the site.
- Disposal of run-off water from dust suppression activities is in accordance with the appropriate legal requirements.
- All dust control equipment is maintained in good condition and record maintenance activities.
- Strip insides of buildings before demolition of the structure and envelope.
- Site hoarding, barriers and scaffolding are kept clean.
- The provision of clean hard standings for vehicles. Regular cleaning of hard standings using wet sweeping methods, no dry sweeping of large areas.

- Loading of material into lorries within designated bays/areas.
- If necessary, clean public roads and access routes using wet sweeping methods.
- Vehicles working on site have exhausts positioned such that the risk of re-suspension of ground dust is minimised (exhausts should preferably point upwards), where reasonably practicable.
- All vehicles carrying loose or potentially dusty material to or from the site are fully sheeted.
- Materials with the potential to produce dust are stored away from site boundaries where reasonably practicable.
- Minimise the amount of excavated material held on site.
- Sheet, seal or damp down unavoidable stockpiles of excavated material held on site, where required.
- Avoid double handling of material wherever reasonably practicable.
- Ensure water suppression is used during demolition operations.
- Use enclosed rubble chutes and conveyors where reasonably practicable or use water to suppress dust emissions from such equipment.
- Sheet or otherwise enclose loaded bins and skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Use prefabrication of the rear elevation to reduce the need for grinding, sawing and cutting on site wherever reasonably practicable.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
- The engines of all vehicles and plant on site are not left running unnecessarily to prevent exhaust.
- Use low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices.
- Use ultra-low sulphur fuels in plant and vehicles.

22.11. That plant will be well maintained, with routine servicing of plant and vehicles. On site servicing and maintenance to be carried out where possible.

22.12. That all project vehicles, including off-road vehicles, hold current MOT certificates where required.

22.13. Carry out site inspections regularly to monitor compliance with dust control procedures set out above and record the results of the inspections, including nil returns, in the log book detailed.

22.14. Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

22.15. Record any exceptional incidents causing dust episodes on or off the site and the action taken to resolve the situation in the log book detailed in above.

22.16. The Contractor will ensure that dust monitoring will be carried out during potential dust producing activities. The assessment will look at the dust raising potential of construction activities proximity to potential receptors and the duration of construction activities at each location.

Managing the Environmental Impact of Construction

22.17. Once the contract for the building works has been placed the Contractor will produce a Site Environmental Management Plan (SEMP) for approval by Camden Council.

22.18. The Contractor will liaise with Camden Council's Environmental Inspectorate on a daily basis, agreeing routine arrangements for each site's activities and ensuring compliance with the Guide.

22.19. The Contractor will nominate someone who has the responsibility of establishing and maintaining contact with Camden Council and local residents, and keeping them informed of construction matters likely to affect them.

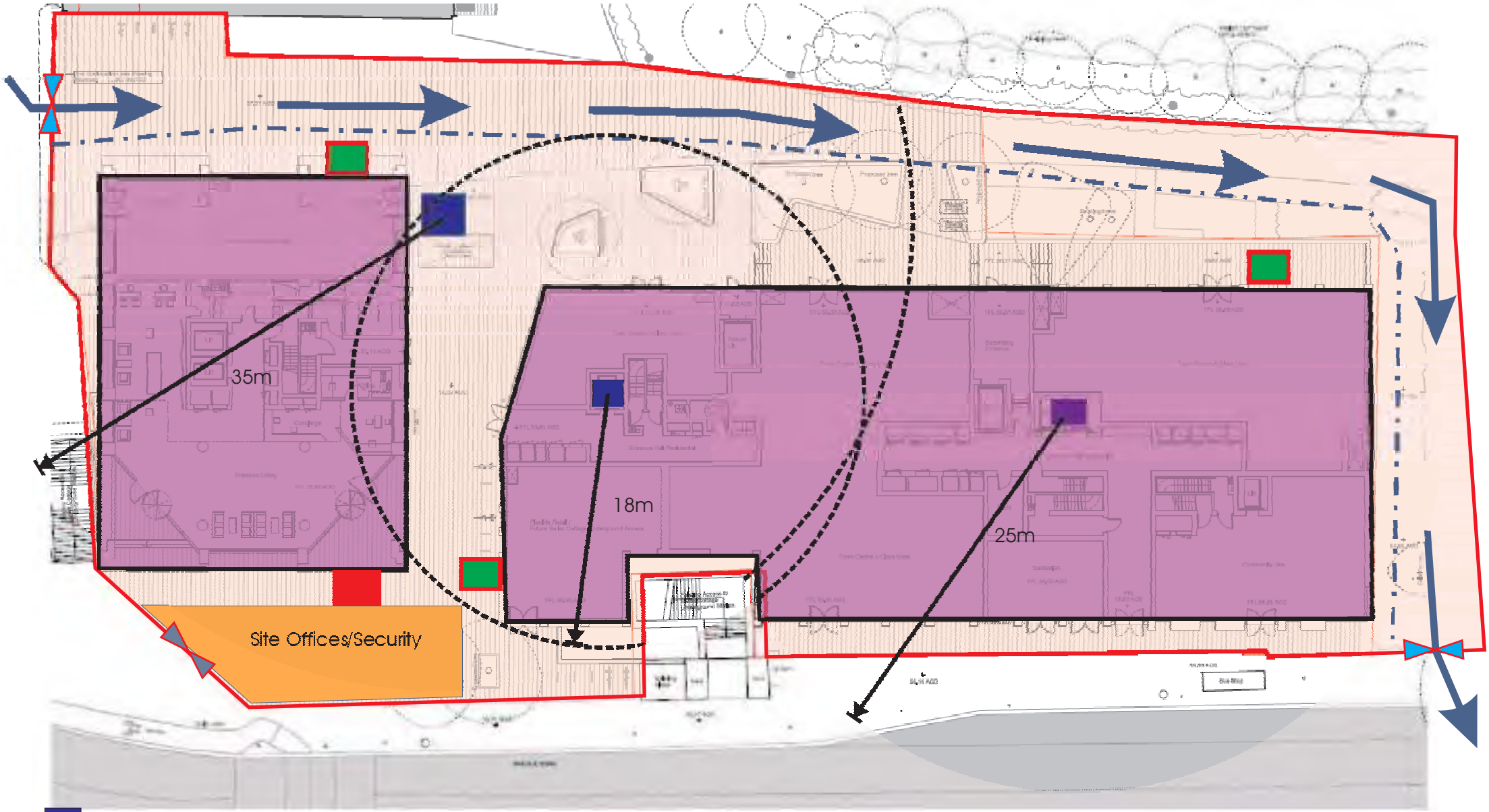
22.20. This liaison will include the regular and frequent distribution of Newsletters and attendance at meetings at the request of Camden Council with representatives of local residents' groups.

22.21. The Contractor's nominated person will advise the local authority within 24 hours of any incidents of non-compliance with the Guide and health and safety issues. The Contractor will respond to any reports referred by Camden Council, Police or other agencies within 24 hours, or as soon as reasonably practicable.

22.22. The Contractor will maintain on site, a system for recording any incidents and any ameliorative action taken for inspection by Camden Council's representatives. This will be forwarded to the Council on a regular basis. The Contractor will ensure as far as is reasonably practical, that necessary action has been taken and steps to avoid recurrence have been implemented.

APPENDIX 1 – Site Logistics

Site Logistics



Crane Mast
Hoist
2nd Means of Escape
Vehicular Access/Egress Gates
Construction Traffic Route
Pedestrian Access/Egress Gate
Pedestrian Segregation Barriers

APPENDIX 2 - Areas Impacted Beyond the Site Boundary

Areas Impacted Beyond the Site Boundary

Landscaped areas to be temporarily removed to allow for one-way construction traffic

Licences for scaffold and protective gantries required

Temporary Vehicle Crossover

Vehicular Access/Egress Gates

Pedestrian Access/Egress Gate