



Mount Anvil

Kidderpore Avenue, North

CMP Community Comments

April 2016

Comments on Mount Anvil Construction Management Plan Kidderpore

Introduction page 4

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

Please clarify which stage of construction this plan and appendices relates to.

Site 3 page 8

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e., noise, vibration, dust, fumes, lighting, etc.).

The response to this question underestimates the likely impact of the development on residents in Platts Lane, residents in Heath Drive (who will have 6 lorries an hour driving past) and, Clorane Gardens, Briardale and Ferncroft as well as the Barratts new homes.

The area already suffers from air pollution well above EU standards and all residents in surrounding streets are likely to be subjected to even higher levels. This is particularly worrying for the children of St Luke's School, many of whom walk to school. The open air tennis courts at West Heath will also suffer.

Site 5 Timescales for Construction page 9

Appendix 2 indicates a start date of 18 April, therefore work is planned to commence before consultation with the CWG. This is at odds with the timescale on page 5 of the CMP and would appear to make the Section 106 requirement to have a CWG redundant.

Camden's requirement (p11) that

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft

Please confirm if Camden have agreed to work commencing prior to consultation on the CMP.

The project plan lacks detail and residents need more detail to be able to comment effectively and understand the impact.

Please provide more detail of the actual construction works that will take place at each stage e.g. demolitions, basement excavation, construction of foundations, tree felling , etc.

Community Liaison

The comments on community consultation page 12 have been overstated. A number of meetings have been cancelled by Mount Anvil, and the meeting on 3 March was initiated by the community, following a 10 month gap.

The draft terms of reference do for the CWG do **not** have a defined objective of "meaningful consultation" and therefore do not meet Camden expectations (page 11) or the Section 106

Agreement. The draft terms of reference — refer to a “platform for discussion” and information provision and not meaningful consultation.

The draft terms of reference are not acceptable - some alternative examples used in Camden have been sent to the CWG Community Chair.

There is also a growing concern about the accuracy of information provided (e.g., appendix 4) and follow through on agreed actions. A log of actions should be publicly available.

2. Construction Working Group page 13

Please clarify how the newsletter will be distributed and who will receive it. How does the communication plan take into account the different demographics within the neighbourhood? Perhaps Mount Anvil could use the Ponds Project communication as an example of good practice.

Minutes from meetings should be made publicly available.

When will the web site be available?

4. Neighbouring Sites page 13

Appendix 4 is incomplete and does not show

- Basement developments in Platts Lane and Clorane Gardens
- Development of the Esso site on the corner of Hendon Way into over 20 flats
- Development on Ardwick Road - conversion to 8 flats
- Kidderpore Gardens flat conversion
- HS2 and CS11

There is no indication as to how the impact on the community of the cumulative impact of this construction activity will be mitigated. Mount Anvil have indicated that they are in discussions with Barratts for example, but as the construction activity will coincide — what actions will be taken? How will the cumulative impact of air pollution and traffic be dealt with?

4. Site Traffic page 16 - 20

The site traffic plan does not take into account the transport requirements of the 150 workers who will be on site on a daily basis (this is an addition to the construction vehicles of 6 lorries per hour) This is a major omission. Potentially workers to the site will use nearby roads such as Platts Lane, Briardale and Clorane to access the site. These are already over congested and busy streets.

All Mount Anvil employees and sub contractors should be required to use public transport or Mount Anvil provided buses to access the site.

Please provide details of the types and size of construction vehicles and equipment that will be accessing the site.

The residents of Heath Drive should be consulted about the vehicle holding point and parking bay suspension — this group has not been included in the CWG.

Please provide details of the proposed off site construction. The current response (page 18) is too vague.

Appendix 6 shows tight manoeuvres of construction traffic outside two architecturally important buildings, Craxton Studios and Annesley Lodge - how will these buildings be safeguarded against the damage from heavy traffic vibrations. This will be exacerbated if the road condition is not maintained. Mount Anvil should be required to maintain the roads at Kidderpore, Heath Drive and Platts Lane as well as involving English Heritage Engineering to reduce the potential of damage to Annesley Lodge and Craxton Studios if the preferred route is not agreed.

The site traffic plan does not include any provision for traffic overflow as a result of CS11 or HS2.

Highway interventions page 21

Parking Bay Suspensions - the CMP refers to parking bay suspension in Heath Drive and Kidderpore Avenue - however appendix 5 and 9 also shows parking bay suspensions in Platts Lane.

Please confirm the exact location of the parking bay suspension.

Camden guidelines state that parking suspension should only be requested where absolutely necessary. Please clarify why parking bay suspension is necessary?

As parking is already scarce — how will the impact on local residents be mitigated.

Environment

The Considerate Construction Scheme makes clear the obligations of developers with regard to the environment.

Kidderpore Avenue already suffers from air pollution, the development of the Kings College site has the potential to contribute further to this through demolition, land clearing, operation of diesel engines and basement excavation. In addition, it is likely that high levels of dust will be generated which can carry for large distances over a long period of time. Research has shown that construction dust (PM10) can penetrate deeply into the lungs and cause a wide range of health problems including respiratory illness, asthma, bronchitis and even cancer.

The CMP does not deal adequately with this high risk.

In particular the following needs to be addressed:

- Non diesel construction vehicles and equipment
- Covering skips and trucks loaded with construction materials and continually damp down
- Covering piles of building material like cement, sand etc
- Use of non-toxic paints, solvents and other hazardous materials
- Protection of neighbouring properties and gardens from dust
- Prevention of soil contamination as the site is currently a SINC
- Protection measures for the outdoor tennis court and club members

Please confirm how air pollution will be addressed — what actions will be taken if air pollution exceeds EU levels? How will the community be informed of air pollution levels?

Provisions should also be made for the independent inspection of both air and noise pollution.



Mount Anvil

Kidderpore Avenue, North

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Comments on draft Mount Anvil Construction Management Plan - King's College Hampstead Residence, Kidderpore Avenue

Comments from ~~XXXXXXXXXX~~ Platt's Lane Representative Redfrog - 19.04.2016

Please note that these comments are submitted in my role as Platt's Lane representative/resident.

Site 2 (page 8)

Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (eg narrow streets, close proximity to residential dwellings)

It is also important to note the proximity to the site of a number of Listed/noted buildings. These include Annesley Lodge, the house C F Voysey built for his father, Craxton Studios, former home of artist Harold Craxton and now an important classical music/concert venue and the St Luke's Church complex which includes a school. The site is in very close proximity to the St Luke's Vicarage. Additionally the area, especially Platt's Lane is used by a large number of pedestrians walking from the Redington/Frognaal area to the buses on Finchley Road and other public transport options in West Hampstead.

Site 3 (page 8)

Please identify the nearest potential receptors (dwellings, business etc) likely to be affected by the activities on site

Residents of Ferncroft Avenue and Kidderpore Gardens backing onto the site have been omitted. In Platt's Lane, Windsor Court and neighbouring properties back onto the site. Hampstead School of Art does not appear on the current list.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

Since planning permission was granted to Mount Anvil there has been no communication/newsletter to local residents setting out the proposals,

timescales, possible traffic routes, possible road closures. This must be remedied asap possibly by issuing an invitation to affected residents to information evenings/presentations.

Cumulative impact

The King's College South/Barratt site is located on the opposite side of Kidderpore Avenue and extends around the corner on to Platt's Lane to the junction of Finchley Road. The scale of the Barratt/Mount Anvil projects combined make it essential that there is regular and close contact between Mount Anvil and Barratt with regard to managing traffic routing and volume.

The scale of Barratt's scheme combined with the Mount Anvil scheme and the resulting cumulative impact should be stated more clearly here and throughout the document eg on p13 under 3. Schemes and p16 under 4. Traffic Routing.

Consultation

The Council expects meaningful consultation. For large sites this may mean two or more meetings with local residents prior to submission of the first draft CMP.

Mount Anvil should provide local residents with more detailed information on what is proposed both in terms of construction impacts but also in terms of a traffic management plan for Kidderpore Avenue and all surrounding roads. As yet it is unclear which roads will bear the brunt of construction traffic and it is essential this is clarified as soon as possible. Without this clarity proper consultation is not possible.

Local residents were under represented at the Introductory Meeting with Mount Anvil on 3 March 2016. Representatives from all affected roads will need to be invited to future meetings.

Construction Working Group (CWG)

The Terms of Reference for the CWG are yet to be agreed.

A newsletter to residents needs to be circulated as soon as possible. The newsletter should be circulated to all residents in the vicinity who may be

affected by the works. It must be the obligation of Mount Anvil to inform local residents about these impacts in order then to enable meaningful consultation which must take place.

Although the draft CMP was circulated to members of the CWG on 12/04/16, it did not include a definitive Traffic Management Plan.

Site Traffic

4b Contractors should where possible be require to stack lorries at points outside London. Barratt have managed this in an effective manner for their part of the large King's College site. There has been no holding bay required close to site. Barratt should be consulted to enable a similar scheme can be implemented by Mount Anvil. Use of holding bays within the residential area is unacceptable.

Assurances are needed that lorries will not be allowed to wait for their slots on site in residential roads.

Importantly Mount Anvil's employees, contractors' employees and sub-contractors' employees must not park their own vehicles on site nor in surrounding streets. Travel to and from the site for all workers must be by public transport or minibus etc organised for the workers.

5. Control of site traffic, particularly at peak hours (p17)

Please confirm sizes of all vehicles as soon as possible.

Please confirm that vehicles will be prohibited from mounting the pavement eg on tight corners.

Please explain the steps to be taken to protect street/garden trees on the access and egress routes.

Appendix 6 showing left turns onto Platt's Lane from Kidderpore Avenue of 10m and 16.5 metre lorries appear to predate the recent pavement widening on that junction. Please confirm and if necessary provide revised drawings.

Using this narrow and difficult junction would create a danger to pedestrians. It would also create high levels of congestion and disruption on Platt's Lane and surrounding streets particularly taking into account the cumulative impact

of the Barratt site. In addition the proposal to close Briardale Gardens at the Finchley Road end will lead to yet more cars using Platt's Lane to avoid the congestion of Finchley Road. It should also be noted that there is a no right turn onto the A41 from Platt's Lane - construction vehicles leaving London would therefore need to turn left onto the Finchley Road southbound around the Swiss Cottage gyratory system. Alternatively they will need to cut through the Hocroft Estate, another residential area.

The junction of Finchley Road, Fortune Green Road and Platt's Lane is already dangerous and very congested. This situation should not be exacerbated.

6.Site Access and Egress

Currently 6a details the preferred option for site access and egress via Heath Drive and Kidderpore Avenue. However Appendices show lorry movements outside the preferred option. I assume these drawings do not form part of the current plan. Please clarify.

The Logistics Traffic Plan also appears to conflict with the preferred option by showing lorries moving northbound along Kidderpore Avenue away from the site. Please clarify.

It is essential that the proposed access and egress routes to and from site are established and communicated both to the CWG and affected residents as soon as possible.

6.c Tight manoeuvres

Again, please clarify whether Appendix 6 takes into account recent pavement widening.

Highway Interventions

Please clarify which parking bay suspensions will be absolutely necessary. How long does Mount Anvil propose suspensions will last? There is already a shortage of parking in the area for residents/visitors exacerbated by the effects of contractor parking relating to the Barratt site.

Please clarify plans for parking arrangements by Mount Anvil contractors which we feel should not be permitted on or off site.

Diversions

This proposal will have a major impact on traffic flows in the area.

Please supply more detail on how the scheme will work. For example, will there be a fixed barrier on Kidderpore Avenue during the day and, if so where? If not, how will the local access only rule be enforced? How will drivers be told about the closure?

How long will the closure/one way northbound for residents last?

A potential means of reducing traffic and congestion may be to introduce a permanent ban on turning left into Platt's Lane when going southbound down Finchley Road from 7am – 10am weekdays.

Again, all affected residents must be given a detailed draft proposal and then consulted asap.



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April 2016

Mari Chisholm

From: 
Sent: 17 April 2016 07:35
To: Mari Chisholm
Subject: Appendix 5&9!

Mari

One very quick point which has been raised with me a couple of times already.

Re the above appendix.

Just to confirm with you that access to the Westfield car park will be not be restricted at any time...that is our interpretation of "Local Access Only"!!

do note however that it is right opposite one of the site access gates so very well supervised site traffic management will be critical to avoid silly things happening!.

I am sure you have already established that twice a week we have the Camden rubbish collection from the our site they have a very large vehicle which stops right at the entry to our car park. They do however come before 9am usually

Thanks

alan



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April 2016

Mari Chisholm

From: Redington Frogna [redacted]
Sent: 13 April 2016 15:36
To: Mari Chisholm
Cc: Martin Craxton, Emily and Oliver Dizon, Labele Laketa, alston.resident@gmail.com, Adrian Barrett, Bursari, alan@stingers50.com, Mofra Duncan, sultangant@icloud.com, Oliver Craxton, Jene Craxton, Penelope Davis, GLO (Councilor), Andrew Mearns, Balbe, Salkhan & Councilor, gtyler@fdu.wisc.edu, Richard Chalmers, Brett Fennell, Kevin Stone
Subject: Re: SWG Meeting 21st April 2016 - CMP and Meeting Agenda

Dear Mari,

Thank you very much for sending through the documents relating to the draft Construction Management Plan, and the revised map indicating the location of the Barratt construction site opposite.

Redington Frogna Conservation Neighbourhood Forum would also appreciate the following information:

- appendix 2 and 9:
 - dates for proposed tree fellings
 - dates for marking out root protection zones for trees which are to be retained
- appendix 10:
 - dust and pollution mitigation measures to include installation of green walls
- dates and duration over which bore holes are to be dug, the depths and the locations
- roads to be used by construction vehicles and proposed vehicle sizes and weights.

I look forward to meeting you again on 21 April at 7.30 pm.

Kind regards,

Nancy

Redington Frogna Conservation Neighbourhood Forum
<https://rfforum.wordpress.com>



REDINGTON FROGNA

NEIGHBOURHOOD FORUM

On 12 April 2016 at 11:26, Mari Chisholm <mchisholm@mountanvil.com> wrote:

Dear Martin,

Mari Chisholm

From: Redington Froggal redfroggal@gmail.com
Sent: 20 April 2016 10:14
To: Mari Chisholm
Cc: Ziny and Oliver Treble, PS Davis, Rob Hagemans, Hazel Ann, Sean Wilkes, Alan Sanders, aise@redington.org, Martin Craxton, Birchall, Caroline, Raffaella Morini, Santa Wiohapawa
Subject: Re: Construction Management Plan comments

Dear Mari,

I should like to submit a further comment from Redfrog.

The new Camden Local Plan provides for the use of management plans to protect and sustain habitats, particularly for sites of high nature conservation value, in order to protect biodiversity. We should therefore wish the Construction Management Plan to include provision for:

- the construction phase to minimise harm and disturbance to wildlife and the established green corridor and bat flight path; and
- the post-completion phase to provide for the long-term management and monitoring of habitats to ensure the site's nature conservation value reaches its full potential.

Kind regards,

Nancy Mayo
Secretary

Redington Froggal Association



<http://redfroghampstead.org>

On 19 April 2016 at 09:08, Mari Chisholm <mchisholm@mountanvil.com> wrote:

Dear Nancy,

Apologies in the delay in responding, I was out of the office yesterday.

Due to time constraints Mount Anvil would like to prioritise the CMP and DBCP at the meeting on Thursday as they need to be submitted to LBC shortly with the inclusion of community comments/feedback.



Mount Anvil

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CMP Community Comments

April 2016

Mari Chisholm

From: Martin Craxton ~~[redacted]~~
Sent: 20 April 2016 02:28
To: ~~[redacted]~~
Subject: CMP Appendix 5&9

Dear Mari,

With reference to Appendix 5 & 9:

1. What are we to understand by "Road Closed for Construction Hours Only"?
2. Who will enforce this?
3. Note that the site location plan shows the Barratts site before their construction work began. You will need to consider the new proposed entrance to / from Kidderpore Ave opposite no. 14 which itself removes parking bays. This will then provide the full extent of parking bay loss for the duration of the Mt Anvil construction period.

Kind regards

Martin Craxton