

**Dike, Darlene**

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**From:** [REDACTED]  
**Sent:** 10 December 2017 14:42  
**To:** [REDACTED]  
**Cc:** McClue, Jonathan  
**Subject:** Re:2017/6638/CMP 100 Ave Rd NW3 3HF Construction Management Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

10th Dec 2017

FAO Essential Living and Camden Council

from Elaine Chambers, chair Winchester Rd Resident Assoc. (WRRRA)

As tedious as it is to state the obvious again having pointed this out to E.L. since 2012, here it is:- those residents who provide the periphery of Swiss Cottage Green completing the surround with 100 Ave rd building, Hampstead Theatre and the sports centre will be particularly exposed to noise, vibration and pollution generated by this proposed build because they will, to all intent and purpose be on the site! Some of these properties house vulnerable people with mental and physical health problems, i.e. those above the sports centre and above Swiss Cott. comm. centre. The rest of this surround is covered by a Victorian terraced row and a senior citizen's home, Mora Burnette house. In fact there will be no escape from the disruption of this development for these people over a period of 3/4years, and note after. Those facing Winchester rd. which, please note, has no regressive set back from the road, i.e those residing in the Victoria terraced row and the senior citizens in Mora Burnette House are in properties which open directly onto the narrow pavement with no gardens or trees to absorb vibrations and pollution from passing traffic. They will subjected to noise, vibration and pollution's front and back. **That is an Ask too far for these people.** E.L. might well consider funding temporary re-housing if they persist with their MCP.

No amount of stats and jiggory pokery will diminish the effect of the 14 lorries E.L. intended to be sent through Winchester rd. The level of pollution here is already high, any single lorry which tips that reading over the max will have to stop.

Furthermore, There are the businesses in Winchester rd which have deliveries and customers arriving throughout the day. There is a nursery in the Swiss Cott comm centre, two sessions a day. Parents will be delivering their children and leaving in the morning; this will be repeated twice at lunch time when the morning group of parents arrives leaves and the afternoon group starts, and again all will be repeated when they collect. There are ambulances used to transport M. Burnette senior citizens to their various appointments throughout the day. The school at the bottom of Winchester rd is actually on Adelaide rd., UCL has pupils coming and going at various times of the day. They do not have a one-fits-all arrival and home time as schools did in the old days

To claim that these lorries will be able to move at the expected rate of delivery and departure throughout these days devoid of detectable vibrations, noise, pollution and disruption to Winchester rd is conspicuously ludicrous, dishonest, a pure fantasy on the part of the developers. E.L.'s MCP is not a rational plan; in fact it is entirely unworkable. It cannot offer the

minimum respect and consideration to the residents, and those who use Winchester rd and its many amenities.

Leafleting was not conducted as described by EL and yet there is on their part consistent denial of this widely reported fact when brought up at the Working Party Meeting (WPM). In fact the only way that local people were able to make their concerns known at the first WPM was because our local Cllrs did E.L's leafleting for them to make up for their deplorable lack of notification.

The MCP plans offered for display at our local library were, (when found!), a mass of obfuscation and deceit with numerous parts missing, e.g. fantasy lorry numbers, obscure lorry directions, and the missing lorry histogram. Not least of which it was noted the librarians themselves didn't know where, when asked, for the plans for 100 Ave Rd development plans they might be! Not surprising since the plans were entitled "Theatre Square" No one, except E.L. in its fantastical way knows what on earth, nor indeed where 'Theatre Square' is! This name is used by them, but no one else uses it, and some have no idea to what or where it refers. This penchant of E.L. is very odd indeed as a square is an area of land not a building, not to put too a finer point on it, their proposed building is not even a square! I put this fantastical muddle down to inebriation.

Fantasy does appear to be the operative functioning word to describe this entire plan; both the original, which we must not mention anymore incase anyone notices that it was never wanted. It would never work here in Swiss cottage, it would be an enormous scar, a ruination of this whole area that no one wanted and everyone said so except the then SofS Greg Clark, who should be made to live here if it is constructed. **But now and importantly, the MCP will not work either entirely because this was, is, and remains an enormous, muddling, irrational, mistake.**  
E. Chambers.

**Dike, Darlene**

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**From:** [REDACTED]  
**Sent:** 24 December 2017 14:53  
**To:** 100avenueroadCMP  
**Cc:** [REDACTED]  
**Subject:** Ref: 2-17/6638?CMP 100 Avenue Road .

24th Dec. 2017.

From Elaine Chambers, chair, Winchester Rd Residents Assoc (WRRRA) **to be added to my previous objections** dated 10th Dec and 24th Dec.2017.

**Noise and Vibration.** The flats in the Victorian terrace row are situation on the pavement, i.e, not recessed by a garden or protected by trees. I've already written about this in my response to the MCP dated 10th and 24th Dec 2017.

However, I wish it to be made clear that I will be requesting a witnessed test performance **before** any implementation of the CMP to send lorries through Winchester rd is embarked upon. The sensible and rational purpose of this would be to prevent a situation arising that could not be undone, minimised or ameliorated in any way once in progress.

To give a clear record of just how vulnerable these flats are to the road vibrations outside of our flats, a simple example of a parked car with its music system operating, it can be noted that the base is both be heard and **felt inside the flats**. Lorries, such as the one that used (until I complained) to deliver for Budgens' puts my entire flat into vibration. This will serve to demonstrate the vulnerability of these flats so that no excuses can be made at a later point.

E. Chambers. 24th Dec 2017.

**Dike, Darlene**

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**From:** Prabhat Vaze [REDACTED]  
**Sent:** 18 December 2017 03:57  
**To:** 100avenueroadCMP  
**Subject:** Belsize Residents Association Response to Construction Management Plan

The BRA sits on the CMP working group and would like to take this chance to formally state some of the concerns raised at the Group and other forums by the BRA and Save Swiss Cottage.

The traffic movement plan envisages an average of 14 lorry movements a day along Winchester Road and over the shared space area of Eton Avenue at the first stage (1A) and seven per day subsequently. These proposals are not acceptable, not least because:

- a) they ignore the configuration of the junction between Winchester Road and Adelaide Road which make it unsuitable for turning heavy lorries
- b) they ignore the fact that Winchester Road is not a TfL road and not constructed to standards of strength appropriate for multiple heavy lorries. In particular Camden needs to satisfy itself that the water mains are not cast iron and that the sewer pipes are modern and strong enough to withstand this level of traffic without risk of fracture or leakage.
- c) they fail to take adequate account of the nature of the "shared space" area of Eton Avenue.

The CMP states that "deliveries" via Access 1 (Winchester Road/ Eton Avenue) will not take place after 15.00 during School term (p.33). However, the plan at appendix F still shows construction traffic movement resuming after 16.00h. Camden needs to insist that this discrepancy be resolved and that no construction traffic movement takes place via Access 1 after 15.00h. School children come out of school over a period that extends well beyond 16.00h. Lorry movement is likely to be hazardous for children, especially in the shared space and after dark.

The CMP still envisages that some of the public park be appropriated for a period to provide space for vehicle movement (access 2) and trees felled in consequence. It is not acceptable (and may be in contravention of a covenant registered at the Land Registry) that public land should be taken over by a private concern for this purpose.

We note both that the Mayor of London has officially stated (response to Question No: 2017/4546) that "Construction has not yet commenced on Cycle Superhighway 11 and no start date has been confirmed." and that the CMP for 100 Avenue Road is heavily dependent on the construction of CS11 to allow for site access via a pit lane from the A41. Demolition of 100 Avenue Road should not start until there is a legally binding commitment in writing from the Mayor and TfL that CS11 works will be running concurrently with phase 1A of the construction, (see Appendix F) and that they will have been completed by month seven of the construction to allow the work to continue as planned (see Phase 2 on Appendix F). In other words Camden should refuse to allow any work to start until TfL and the GLA can certify in writing that they are within six months of concluding the construction of CS11 at Swiss Cottage.

We hope you can include these observations as you consider next steps with the plan. We conclude the plan is not acceptable.

Prabhat Vaze

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Prabhat Vaze, Chair, Belsize Residents' Association  
[REDACTED]





**Dike, Darlene**

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**From:** Felix Ko [REDACTED]  
**Sent:** 20 December 2017 14:59  
**To:** McClue, Jonathan  
**Cc:** Planning; Planning Obligations  
**Subject:** Objection to 2017/6884/P 100 Avenue Road Demolition Notice

Dear Mr McClue,

I am a resident of Cresta House, which is located directly across the street from the 100 Avenue road site. I am writing to object Essential Living's recent demolition work of 100 Avenue Road, as I am aware that they have not received permission from Camden Council. Their removal of the ramp and stairs on 100 Avenue Road is a blatant attempt to undermine and circumvent the planning process.

I have written in the past to the Council regarding this matter and I once again would urge the Council to insist that EL must gain approval of the Construction Management Plan [CMP] before they can demolish 100 Avenue Road.

It is evident that this property developer (EL) had been aggressive and ruthless in pursuing their commercial interest, without paying any respect to the planning permission process. Their unreasonable behaviour must be curbed, and proper planning permission process must be followed, to ensure the interests of the local neighbourhood are considered and duly protected.

I very much hope the Council can act on this before a bad precedence is set. Otherwise, I fear other property developers will see other potential sites within borough of Camden as easy targets to circumvent planning processes.

Regards,

Felix Ko  
Flat 19 Cresta House, 133 Finchley Road, London NW3 6HT

**Dike, Darlene**

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**From:** ANTHONY KAY [REDACTED]  
**Sent:** 27 December 2017 13:41  
**To:** [REDACTED]  
**Cc:** Bucknell, Jonny (Councillor); Leyland, Claire-Louise (Councillor); Roy, Leila (Councillor)  
**Subject:** 100 Avenue Road.CMP

ANTHONY H. KAY LLB.  
SOLICITOR  
Non-practicing

26 Crossfield Road  
Hampstead  
London NW3 4NT  
020 7586 2068

27 December 2017

VIA EMAIL to  
Essential Living (Swiss Cottage) Ltd.  
London Borough of Camden [REDACTED]

Dear Sirs,

**100 Avenue Road Construction Management Plan**

In October I responded by email on the above. Having recently received the latest material from the Save Swiss Cottage Action Group, the situation would appear to be even more serious. To avoid repetition and for ease of reference it is probably best if I set out in the next three paragraphs my previous response.

My wife and I live in Crossfield Road about a minutes walk away from the above site, and we are continually walking through the western pedestrian end of Eton Avenue, at all times of the day and evening, to get to Finchley Road and its shops, Swiss Cottage Underground Station, the Library, and the Avenue Road bus stops. We also walk regularly through Winchester Road to the shops there and also on to St.Johns' Wood. We are concerned that the CMP as it stands will result in great disruption to our everyday lives with increased stress, noise, pollution and danger from HGVs.

While we prefer to walk or use public transport, there are occasions when this is not possible and instead we have to use our car (although we often have to recharge the battery first) or minicab or taxi; for example if delivering or collecting one of us from hospital or transporting heavy goods or luggage. The usual route to and from our house is through Winchester Road, so we are concerned again if the CMP remains as it is with the access to our house being blocked both through Winchester Road, and gridlock in all other local streets.

Accordingly there are several issues that arise and also need clarifying on the CMP. Full information is needed of the actual number of vehicles, their frequency and the times of day when access to the site will be needed during the various different phases of the works; although in this respect it would be much better anyway for all this traffic to make use of Avenue Road rather than Winchester Road and the pedestrian/market area of Eton Avenue. Also the position with regard to HS2, and the potential damage and interference that may be occasioned from those works needs to be clarified.

The latest information confirms the difficulties for at least 3 years in the increase in noise and pollution, the severe disruption in getting pedestrian access to ones homes and being able to enter the underground, and gridlock throughout the area, if Winchester Road and the Market Square are used by the developers instead of the clear better alternative of the A41/Avenue Road. In addition recent tragedies have unfortunately highlighted the fire risks, with only one fire safe access being proposed, and the fire and explosion risk to the whole neighbourhood from the adjacent gas pressure reduction station. Finally on access and gridlock

issues there are concerns arising from the HS2 proposed works as well as other pending planning applications in the area; and all the traffic which 400 new residents will cause.

Yours faithfully,

A.H.Kay

**Dike, Darlene**

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**From:** Swiss Cottage [REDACTED]  
**Sent:** 27 December 2017 16:19  
**To:** [REDACTED]  
**Cc:** Johnson, Heather (Councillor); Freeman, Roger (Councillor); Beales, Danny (Councillor); Boyland, Marcus (Councillor); Bucknell, Jonny (Councillor); Gimson, Sally (Councillor); Harrison, Adam (Councillor); sarah.howard@camden.gov.uk; Leyland, Claire-Louise (Councillor); Apak, Meric (Councillor); Marshall, Andrew (Councillor); Pietragnoli, Lazzaro (Councillor); Rea, Flick (Councillor); Shah, Nadia (Councillor); Vincent, Sue (Councillor); Wood, Abi (Councillor); Yarde, James (Councillor); mayor@london.gov.uk; tulip@tulipsiddiq.com  
**Subject:** 100 Avenue Road Construction Management Plan Alternative

**FAO: Planning Department, London Borough of Camden,**

The Save Swiss Cottage Action Group hereby calls upon you to **REJECT** the Construction Management Plan proposed by Essential Living (Swiss Cottage) Ltd. It will pose an intolerable and downright dangerous burden on all local residents as well as ALL users of the extensive facilities in the Swiss Cottage Leisure Centre and local Park, used by thousands of children and adults every day of the week.

**There are five main points (for more details see below the initial message):**

- 1.** The use of the Market Square and Winchester Road system **MUST NOT BE ALLOWED**. This would put all the thousands of users of the area in jeopardy with at least three years of noise and pollution as well as possible impacts with all the vehicles involved. It will inevitably have a major impact on the operation of the markets running five days a week, most notably the Farmer's Market, which completely fills the Market Square on Wednesdays.
- 2.** The whole demolition and construction process **CAN** be handled using direct access from the whole frontage of the building on the A41 Avenue Road. Essential Living are already proposing to use this access point for some of the work, why not use this open access for all of it?

3. There was inadequate consultation: EL only distributed anonymous leaflets through the doors of the homes immediately impacted by the proposed vehicles when in fact ALL local residents and users of Swiss Cottage will be impacted as the massive vehicles clog the local side streets. Camden should be made to conduct a PROPER CONSULTATION, They MUST NOT let the developers get away with this inadequate process.

4. The Fire safety of the Tower is inadequate: only one fire-safe access is proposed. After the awful Grenfell Tower disaster we know this is inadequate and Camden know that this is wrong.

5. Finally, the metal-faced shed adjacent to the proposed 24-storey tower houses a GAS-PRESSURE REDUCTION STATION, whose potential risk of fire and explosion is high. I would not be happy to live anywhere near such a hazardous building, is Camden prepared to allow this dangerous stupidity?

**We look forward to your rejection of the CMP proposed by Essential Living and the adoption of the proposed safer alternative. Please keep us informed about any public hearings or meetings concerning this proposal,**

**Monika Caro, Chair, Katharine Bligh, Secretary and David Reed, Treasurer  
SAVE SWISS COTTAGE ACTION GROUP**

HERE ARE THE KEY ARGUMENTS FOR CONSIDERATION:

**Dear All,**

Although we appreciate that some efforts have been made to reduce the impact of the three or more years it will take to demolish the current building at 100 Avenue Road and construct the massive 24-storey tower and 7-storey slab block proposed by Essential Living (Swiss Cottage)

Ltd, the efforts simply confirm what local residents have been saying ever since they were told about these awful over-development plans: **access to this site is so restricted that a project of this size would place a massive burden at all stages from its construction and continuing when in use.**

This is inevitable because, apart from its whole frontage on the A41/Avenue Road, only one small corner of the site has level access to any other part of the road system, and this is RIGHT ACROSS the main pedestrian access route to all local properties and the leisure facilities at Swiss Cottage used by thousands of people day and night, which will be EXTREMELY DANGEROUS, as shown on the sketch below:

 [CMP proposed Dec 2017.pdf](#)

***EL's Plan sends trucks across all pedestrian access routes at Swiss Cottage!***

**This raises several questions.**

**1. Why have the developers only considered access from this tight corner and not from the more obvious and acceptable side of the whole building: the frontage on Avenue Road?**

When you then realise that this access is only via a 30-foot gap between the Theatre building and the stairs leading to the tube station, the impact this will have on the people using the area becomes obvious. This is the main link from the whole of southwest Belsize Park to the outside world!

It is the main pedestrian route to and from all the local buses and shops and the major leisure facilities at Swiss Cottage. It is used by thousands of pedestrians an hour, day and night, as we showed in our evidence to the Public Inquiry (shown below is the data for two key periods, morning and evening, when the CMP shows the most intensive use of

this route):

TRAFFIC DATA re 100 Avenue Road

MONDAY 23 March 2015 - Friday 27 March 2015, 8:00 to 9:00am

Time period Pedestrian numbers at corner Market Square, Winchester Road

	Monday	Tuesday	Wednesday	Thursday	Friday
8:00 – 9:00	1673	1119	957	808	651
16:30 to 17:00	n/a	1006	624	667 (b)	404

Note: Large school groups frequently pass through going to and from the Leisure Centre: (a) three large schools groups of about 95 kids in all; (b) 30 kids in groups.

## **2. How will vehicles pass through the Market Square when it is in use?**

When you further realise that this access only takes their massive trucks into the pedestrianised and well-used Market Square, you must surely conclude that this cannot be done safely or without major inconvenience and possible harm to all local residents and users of the whole area: how will the people using and visiting the area be controlled?

There are Community Markets on four days, with the Farmers' Market running on Wednesdays when it can be almost impossible to walk through the Market, yet the developers propose running several HGVs a day through the area! It will be almost as hazardous on the other days of the week, when the community markets are in operation. it cannot be used so intensively without causing major risk to all those using the area.

[As an aside, the attempts by the developers to call this 'Theatre Square' merely confirms their arrogance: coming here and telling us what to call our own street! This arrogance, of course, is made blatant when you know that in the four or more years of discussions about this building, Essential Living have made not a single change to their plans! Not a



millimetre off the size of the 24-storey tower, four times as high as all the local buildings, nor the 7-storey side block which will throw the only local open space in the whole of Swiss Cottage into shadow for all but a few hours in mid-Summer.

### **3. Why have the developers not considered the much safer alternative?**

Essential Living now have a chance to try to lessen some of the anger of local people: they **MUST** consider an alternative approach to the Construction Management Plan using direct road access from the A41/Avenue Road frontage for the whole demolition and construction process. This maximises the protection of the local residents and all users of the area and removes most of the safety, noise and pollution issues as well as the obvious risk that large HGVs pose for pedestrians.

As they note in their proposed plan, their demolition phase will coincide with the major remodelling of the Swiss Cottage Gyratory system which will see all traffic, except buses and bicycles, diverted out of this section of Avenue Road, so it should be relatively simple to negotiate the temporary use of this access route with Transport for London, the driving force behind this remodelling.

They already propose doing this for one section, creating a Pit Lane, we simply suggest they create a second Pit Lane leading onto the site from the northern end. During demolition this would allow HGVs to drive onto the site at the north and off again at the southern end, with minimal impact on pedestrians using the area, as shown below:

 [Safer Alternative CMP from SSCAG.pdf](#)

***SSCAG's alternative removes almost all of the problems and **MUST** be required!***

The massive benefit of this would be that this would allow ALL the activity to be moved away from the Market Square, and Winchester Road, avoiding the noise and pollution, and danger to all the pedestrians

passing through the Market Square, as mentioned above. It also keeps the trucks away from the hundreds of local homes and several schools and other buildings including the Mora Burnett House, home to housebound elderly resident, which is right on the corner from the Market Square to Winchester Road. This is a tight corner even for cars; for HGV's it will be extremely difficult to negotiate safely since the pedestrians using the access will also need to cross the roads involved!.

When this idea was raised at a sparsely attended meeting at a school in St John's Wood, it was brushed aside, with the developers claiming that this would cost more which, again, confirms that they are prepared to risk the amenity, health and even the lives of all local residents and users of the Swiss Cottage facilities so as to save a minor amount of the cost of this major scheme.

They suggested that this access point was over the ticket hall of Swiss Cottage Underground station but, in fact, most of the station is under the section of College Crescent, as it merges with the A 41. In any case, installing some temporary bridging across a small part of the access route would be a simple matter.

Of course the exact same access problems will arise with the Delivery Servicing Plan when Essential Living will have to explain how over 400 residents will be supplied with food, deliveries and all the services these residents will require.

We look forward to your proper and complete consultation on this matter in due course.

Now it is time for the Officers of the London Borough of Camden to exercise their authority and responsibility to all the local residents and users of this busy area by calling for procedures to maximise the protection of the community of Swiss Cottage: use the A41 frontage to Avenue Road for all demolition and construction access.

**TWO FINAL POINTS**

#### **4. INADEQUATE CONSULTATION**

Firstly the 'consultation' carried out by Polity UK was utterly inadequate, with many local residents having had no notification of these proposals. All they did was push a few hundred anonymous leaflets into letter boxes in a restricted area around the site: primarily along Winchester Road. As all Camden residents in multi-occupied properties know, most such leaflets end up in the recycling bin, hence the low attendance at the meetings (despite the efforts of local groups to tell their supporters). Camden should have conducted this process, not let the developers do the absolute minimum.

#### **5. FIRE SAFETY OF THE PROPOSED TOWER**

And one last point: following the guidance now emerging in the aftermath of the Grenfell Tower disaster, the fire safety of the proposed 24-storey tower is no longer adequate. Under their current plans, there will be only ONE fire-safe escape route, and this lack of fire-safe escape routes was a major factor in the Grenfell Tower disaster, which we do not want repeated in our neighbourhood at Swiss Cottage. You must also question the safety of this location, when you know that half of the aluminium-faced building at the end of the Market Square and immediately next to the tower contains a **gas-pressure reduction station**. This takes high-pressure gas from the National Grid mains pipes and reduces the pressure before passing it into the distribution pipes running under the Market Square and on to all local properties. Building an intensively used set of flats in a tower right next to this facility is the height of irresponsibility.

We trust that you will give full and proper consideration to all the above concerns and the suggested alternatives for reducing these as far as is possible with such an over-bearing scheme.

**Accordingly, we call upon the London Borough of Camden to reject this Construction Management Plan and demand that the developers open discussions with TfL for the proposed alternative: MAKE ALL ACCESS FOR THE DEMOLITION AND**

**CONSTRUCTION DIRECTLY FROM THE A41 AVENUE  
ROAD SIDE OF THE SITE.**

As our local council, we request that you act for the benefit and safety of your residents.

**Monika Caro, Chair, Katharine Bligh, Secretary and David Reed,  
Treasurer  
SAVE SWISS COTTAGE ACTION GROUP**

**Dike, Darlene**

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**From:** [REDACTED]  
**Sent:** 30 December 2017 01:34  
**To:** [REDACTED]  
**Cc:** 100avenueroadCMP; McClue, Jonathan  
**Subject:** Re: 100 Avenue Road

Dear Mr Jameson,

Thank you for this update.

However, I was most surprised to see this update sent so close to the holiday break- clearly an attempt to "bury bad news", in the best PR tradition, and moreover "after the event" of commencement of demolition of part of the existing building on the site in early December 2017.

You must be fully aware that, until the Construction and Management Plan (CMP) for 100 Avenue Rd has been completed following full consultation with all local stakeholders and affected parties, and agreed with Camden, there are not supposed to be any demolition works carried out. The draft CMP was only submitted to Camden on 7th December 2017, after not yet complete consultation, and has certainly not yet been fully reviewed or approved by Camden.

It would appear therefore that EL have jumped the gun here in starting demolition on 8th December 2017 and, to add insult to injury, are now retrospectively seeking to gain approval for the work, only registering the application with Camden on 18th December. Sadly this seems to be yet another example of the apparent contempt in which you and your Principal hold the local residents and the due processes that Camden have required to be followed.

My comments on the first draft CMP have already been sent to you/EL back in October, but my comments on the draft version now lodged with Camden will be sent shortly, following further detailed review of that, and assuming that most of the issues previously raised have not yet been satisfactorily addressed, which - sadly- I fear may be the case.

Regards,

Eric Peel

Resident of Swiss Cottage Ward

-----Original message-----

From : lee@polityuk.com  
Date : 23/12/2017 - 09:10 (GMTST)  
To : lee@polityuk.com  
Subject : 100 Avenue Road (Theatre Square)

Dear Sir/Madam,

*On behalf of Essential Living ('EL'), we write with an update on the above.*

*Recently, certain works have been undertaken at the site for which EL has made an application to the London Borough of Camden ('LBC') for a Certificate of Lawful Existing Use or Development ('CLEUD'). A decision on this is a matter of legal interpretation.*

*LBC has registered the CLEUD application and it is available for anybody to view on the Council's website as reference 2017/6884/P. The issuing of the CLEUD will mean that the planning permission at the site has been implemented.*

*At the same time, EL is fully committed to progressing the Construction Management Plan and will be working closely with LBC to reach agreement on this so that the demolition of existing buildings at the site can commence expeditiously and thereafter the construction of the new buildings.*

Kind regards,

**Lee Jameson**  
**Consultant**



**Public Affairs**

**Level 1**  
**Devonshire House**  
**One Mayfair Place**  
**London W1J 8AJ**

