

**From:** A B [REDACTED]  
**Sent:** 05 October 2018 12:28  
**To:** McClue, Jonathan [REDACTED]  
**Cc:** 100avenueroadCMP [REDACTED]  
**Subject:** 2017/6638/CMP100 Avenue Road - AB

Dear Mr McClue

### **100 Avenue Road**

It is totally unnecessary to draw dangerous and disruptive construction site traffic through the public spaces and roads of this neighbourhood, when the five-lane urban motorway area lying immediately to the west of the development site can be temporarily adapted to accommodate such traffic, on the type of road designed to accommodate such heavy traffic demand.

It is essential that the Construction Management Plan (CMP) considers the policy directives of Transport for London, including that which enjoins that "construction traffic must avoid sensitive receptors such as schools, pedestrian areas, markets, as well as pollution effects of reduced air quality, and vibration generated". This would necessitate a revised approach to the CMP, relocating existing proposals for site service that would damage the neighbourhood to the A41 urban highway. Thus, the revised CMP would safeguard public enjoyment of the well-established and much used civic centre neighbourhood, which is currently under a massive threat from construction traffic.

I should be grateful if, with the developer Essential Living, TfL and your planners; you would look again at:

- using temporarily, for construction vehicle movement, part of the five-lane urban motorway space that lies between the development site and the Odeon Cinema traffic island to the west;
- relocation of the A41 bus stop(s) sufficiently far from the site to ease construction logistics flow and thus help to enable all site service access to be from the A41.
- reinforcing the northern pit lane/access so that both blocks may be developed concurrently, noting that construction tipper trucks weigh around 15 tons, not 40, without added demolition material.

- the pedestrian crossing at Avenue Road, which was due for relocation northwards in mid-August if CS11 had gone ahead so its loss cannot be a reason for this proposal not to be agreed by TfL.

Yours sincerely

J Franklin

**From:** [REDACTED]  
**Sent:** 14 October 2018 19:32  
**To:** Parks Officers [REDACTED]; McClue, Jonathan  
[REDACTED] Planning Obligations [REDACTED]  
Adams, Steve (Councillor) [REDACTED] Cassarani, Leo (Councillor)  
[REDACTED] Porritt, Luisa (Councillor) [REDACTED]  
[REDACTED] Simon, Tom (Councillor) [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** 100 Avenue Road - Ann Eastman

Dear Sirs,

I realise that the 100 Avenue Road project, despite hundreds of objections is now a 'done deal'.

However, on speaking with Andrew Hinchley during the drop-in regarding the Swiss Cottage Open Space licence request, I was informed that now, to add insult to injury, Essential Living requested the 'temporary use' of a considerable area of Swiss Cottage Open Space during construction works. The 'temporary period' will be at least 3 to 4 YEARS!

To encroach upon this invaluable open space, and to fell 15 wonderful and very necessary trees is utterly disgraceful. This space which, in reality is pathetically inadequate for the huge number of small children in the area, provides an enormous amount of enjoyment. It is a heavily used, vital little green lung in one of London's worst areas of pollution. Very few of the children – including a great many tiny toddlers - have access to a garden, still less to a thrilling water feature, or any other safe neighbourhood green space. To reduce and pollute it for several years is disgusting, verging on immoral.

Trees and green spaces make vital contributions in mitigating climate change, plus benefiting public health and community integration. Such benefits will be nullified by years of intolerable noise and unsightly, unhealthy dirt and dust that will undoubtedly cause respiratory diseases and reduce community integration. It is also worth adding that this area has a great many young families from across the world, who, with their children use this green space on a daily basis, for socialising, enjoying the sunshine, picnicking and generally mixing and assimilating. All of that would cease due to the inevitably noise and atmospheric pollution just a few feet away from their enjoyment.

Then, to make matters even worse, I discovered that trucks removing thousands of tons of demolition debris, and delivering construction materials intend to access the site via Winchester Road and Eton Avenue's pedestrian area. This is an area that contains a thriving farmers market, numerous street food enterprises, and two internationally renowned arts centres: The Royal Central School of Speech and Drama and The Hampstead Theatre. I was reliably informed that scores of trucks weighing 40-tons, 34-foot long, including cement mixers will journey at least 114 times every day for years to come along these completely unsuitable residential roads, crowded with hundreds of children going to UCS school. These dangerous heavy vehicles will create yet MORE dirt, dust, mud, noise and air pollution. They will also present a huge potential danger to pedestrians, cyclists and motorist alike.

This all beggars belief.

Under no circumstances should any of these appalling, scandalous proposals be permitted.

Yours faithfully

Ann Eastman



**From:** helena [REDACTED]  
**Sent:** 03 October 2018 14:11  
**To:** McClue, Jonathan [REDACTED]  
**Cc:** 100avenueroadCMP [REDACTED]  
**Subject:** 2017/6638/CMP 100 Avenue Road - Helena again

Dear Mr McClue

I am disappointed to hear that you have declined public calls for a formal consultation on the radically revised CMP submitted by Essential Living.

The revised CMP proposes a 600% increase in the number of lorry journey through the Swiss Cottage Open Space.

I understand that TfL's published policy directives state that "construction traffic must avoid sensitive receptors such as schools, pedestrian areas, markets, as well as pollution effects of reduced air quality, and vibration generated". It is clear that Essential Living's CMP does not avoid pedestrian areas or markets and will significantly reduce the air quality in an area widely frequented by children. Given that a major highway lies immediately to the west of the development site, questions must be raised as to why it cannot be temporarily adapted to accommodate the site traffic. I would urge the Council to work with TfL and Essential Living to ensure the CMP abides by the policy directives TfL have in place.

Yours sincerely

Helena Djurkovic  
[REDACTED]

**From:** helena [REDACTED]

**Sent:** 03 October 2018 14:01

**To:** McClue, Jonathan [REDACTED]

**Cc:** Planning [REDACTED]

**Subject:** 100 Avenue Road - Helena

Dear Mr McClue

I am writing to you about the latest version of the CMP submitted by Essential Living, which proposes the passage of huge volumes of construction site traffic through Swiss Cottage's public spaces and residential streets.

I understand that TfL's published policy directives state that "construction traffic must avoid sensitive receptors such as schools, pedestrian areas, markets, as well as pollution effects of reduced air quality, and vibration generated". It is clear that Essential Living's CMP does not avoid pedestrian areas or markets and will significantly reduce the air quality in an area widely frequented by children. Given that a major highway lies immediately to the west of the development site, questions must be raised as to why it cannot be temporarily adapted to accommodate the site traffic. I would urge the Council to demand further changes to the CMP to ensure it abides by the policy directives TfL have in place.

Yours sincerely

Helena Djurkovic  
[REDACTED]

**From:** Kirill Glukhovskoy [REDACTED]  
**Sent:** 03 October 2018 15:59  
**To:** McClue, Jonathan [REDACTED]  
**Cc:** 100avenueroadCMP [REDACTED]  
**Subject:** Ref: 2017/6638/CMP100 Avenue Road - Kirill

Dear Mr McClue

I am writing in connection with an updated construction and traffic management proposal by Essential Living - the developers of 100AR site. It is completely unacceptable and utterly unnecessary to draw dangerous, polluting and disruptive construction site traffic through the public spaces and residential roads of Swiss Cottage neighbourhood, It would deny local residents of important recreational grounds for the period of construction.

The five lane urban motorway area directly adjacent to the development site from the west can be temporarily adapted to accommodate such traffic within the very class of highway designed to accommodate that traffic demand with minor adjustments to public transport arrangements.

Please ensure that the CMP will;

- take account of TfL's published policy directives, which include; "construction traffic must avoid sensitive receptors such as schools, pedestrian areas, markets, as well as pollution effects of reduced air quality, and vibration generated".
- use the urban motorway that lies between the development site and the Odeon cinema traffic island to the west for construction traffic access,
- idea of a reinforced northern pit lane / access so that both blocks may be developed concurrently as sought, noting that construction "tipper" trucks weigh around 15 tons, not 40, until laden with demolition material.
- the existing pedestrian crossing at Avenue Road was already due to be relocated further north in mid August, had CS11 gone ahead, so the loss of that crossing cannot be a reason for TfL not to agree to this proposal.

Regards,  
Kirill Glukhovskoy  
[REDACTED]

**From:** [REDACTED]  
**Sent:** 03 October 2018 17:54  
**To:** McClue, Jonathan [REDACTED]  
**Cc:** 100avenueroadCMP [REDACTED] Planning  
[REDACTED]  
**Subject:** 2017/6638/CMP100 Avenue Road

Dear Mr McClue,

It is with great consternation that I see that Essential Living, in proposing their so-called CMP Hybrid Option is still determined to run many of their mega vehicles through our only small public space, market square and Winchester Road.

*If you have any regard for the safety and well-being of our local residents rather than just for the convenience, timetable and the profits of Essential Living you and the planning committee will not allow this to happen.*

I understand that TFL has a directive that states that construction traffic must not impinge on the safety of pedestrians and schools and not cause extra pollution. If this is the case then TFL should have no objection for all construction traffic exclusively using the A41- especially now that construction of the CS11 will not be started in the foreseeable future. .

If it takes a few years longer for EL to complete their skyscraper, then so be it - It is much better than having to suffer so much unnecessary havoc and pollution for this Hybrid Option.

The most acceptable way to proceed with the building works for the skyscraper which has been imposed on us is for all vehicles to use, solely, the A41.

**Huge HGVs bulldozing their way through the treasured open space, the pedestrian market place and Winchester Rd with its old age home and small businesses is *just not acceptable!***

Kind regards,

Kitty Balint-Kurti  
[REDACTED]



**From:** Liz Fenner [REDACTED]  
**Sent:** 11 October 2018 18:17  
**To:** 100avenueroadCMP [REDACTED]  
**Subject:** 2017/6638/CMP100 Avenue Road

**Subject:** 2017/6638/CMP100 Avenue Road

Dear Sirs

I am writing to insist that consideration by Essential Living, TfL and officers in Camden Planning is given to a new/revised CMP. Current proposals will ruin the lives of local people living in the surrounding streets.

CS11 is not now going ahead as planned and, therefore, the space required for that can easily be used by construction traffic as a "pit lane" on the regular multi lane A road between Swiss Cottage Leisure Centre and the Odeon cinema. TfL must agree to release use of the current bus lane for construction traffic. There is no need for inflicting further misery on the many neighbours by taking traffic through the residential streets and much-loved and well-used public green space and market area. The necessary moving of bus stops and the pedestrian crossing are minor matters which should not be allowed to muddy the waters.

I wish my comments to be posted on the Camden website. It is essential that residents' voices are heard. Officers of Camden are supposed to be acting for the benefit of the community and should be seen to be doing so.

Yours faithfully  
Elizabeth A Fenner (Ms)

[REDACTED]

**From:** Sandra Frieze [REDACTED]  
**Sent:** 05 October 2018 18:38  
**To:** McClue, Jonathan [REDACTED]  
**Cc:** 100avenueroadCMP [REDACTED]  
**Subject:** 2017/6638/CMP100 Avenue Road - Sandra

Dear Mr McClue

In the interests of public health and safety now that the CS11 is no longer going ahead, TFL need to agree sole use of their A41/Avenue Rd. bus lane for the construction of the 100 Avenue Road development.

My neighbours and I strongly object to the council consenting to the developers directing disruptive, dangerous construction site traffic through our neighbourhood's public spaces.

Now that the CS11 is no longer going ahead, TFL need, in the interests of public health and safety, to agree sole use of their A41/Avenue Rd bus lane for the construction of the 100 Avenue Road development.

The five lane A41 urban motorway area is immediately to the west of the development site and can easily be temporarily adapted to accommodate this traffic, minimising risk to pedestrians, and utilising the type of road specifically designed to accommodate heavy traffic instead of the open space used by a market, families, cyclists, children, and the elderly.

My neighbours and I ask you to please insist that the CMP takes proper account of Transport for London's policy directives including that "construction traffic must avoid sensitive receptors such as schools, pedestrian areas, markets, as well as pollution effects of reduced air quality, and vibration generated"! The CMP needs to relocate existing proposals on or closely adjacent to public pedestrian spaces, to the A41 urban motorway. By doing this the revised CMP will safeguard public use and enjoyment of the well established and much used civic centre neighbourhood, which as you know has existed for nearly fifty years, and which is currently unnecessarily threatened by this unseemly development and its inappropriate direction of construction traffic.

In order to do this please will you make a fresh review together with the EL, council officers and TFL to ensure that the CMP:

1. creates a reinforced northern pit lane / access so that both blocks of the development can be developed at the same time
2. relocates the A41 bus stop(s) far away enough from the site to successfully ease the flow of construction vehicles and thereby help making all site service access off the A41 fully practical.

3,temporarily use part of the A41 urban motorway directly adjoining the site, for construction vehicle movement between the site and the island on which the Odeon cinema stands.

I would also like to bring to your attention that the existing pedestrian crossing at Avenue Road was already due to be relocated further north in mid August because of CS11. Therefore it is unconscionable that losing that crossing be considered a reasonable excuse for TfL not to agree to this proposal.

Best wishes,

Sandra Frieze



**From:** Elaine Chambers [REDACTED]  
**Sent:** 10 October 2018 10:55  
**To:** McClue, Jonathan [REDACTED] Planning [REDACTED]  
**Cc:** Callaghan, Patricia (Councillor) [REDACTED]  
**Subject:** SCL/001 Fwd: Drop-in Swiss Cottage Open Space licence request

Dear Mr Mc Clue, An OBJECTION for your website relating to the 100Ave rd development Please acknowledged receipt.

To P Callaghan, for her interest in our health . Regard, Elaine Chambers

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

**From:** Elaine Chambers [REDACTED]  
**To:** parks [REDACTED] adam.harrison [REDACTED]  
**CC:** leo.cassarani [REDACTED] steve.adams [REDACTED]  
tom.simon [REDACTED]  
**Sent:** Tue, 9 Oct 2018 12:58  
**Subject:** Re: Drop-in Swiss Cottage Open Space licence request

9th October 2018.

FAO **Andrew Hinchley**, Green Space Development Manager and **Adam Harrison**, cabinet member for improving Camden's environment.

Dear Mr Hinchley, I note the semantics you have been asked to deploy in your letter asking residents to engage in a discussion that had you been fully informed, is in no need of discussion.

**My answer**, and I have no doubt **The Answer** is simply:

#### **NO LORRIES ON SWISS COTTAGE OPEN SPACE**

I also note the obfuscation permitted in your letter:- Temporary! By which is meant three or possibly more years. Further of note, is the absence of the number of lorries. It is of course understandable that the number of lorries likely to use this space is not mentioned because Essential Living has a completely flexible and forever changing plan involving various lorry numbers. This flexibility of EL's lorries has, amongst our community, become a matter of mirth. (Gallows humour, you understand; working out which process more lorries in a shorter period or fewer lorries in a longer period will leave us with heart and lung damage sooner.)

Your letter questions what the impact would be on the open space. The impact is obvious, **Mr.Harrison** will frankly have to demonstrate, at the very least to me, with my bedroom window just 75m from the planned route of these lorries, if he claims to have no doubts about *my health and safety*. Noise and dust, tree loss, etc. etc. will impact. We know the arguments, **but most dangerous will be the unseen lorry pollution, nitrogen oxide and the particulates, PM2.5 & PM10 emissions.** (Knowledge of these dangers now supersedes the outdated building regulations) **The council has a moral duty to inform the public as to what they will be breathing in during such a massively over large development.** You will recall the fact of a children's playground being so very close to these

potential lorries. Here is where **the integrity of Adam Harrison, cabinet member for improving Camden's environment** has to be overtly displayed. **Mr Harrison's** willingness to contemplate this proposal while maintaining his cabinet role, and attending lectures concerning particulates will be of public interest.

I trust in your role as Green Space Development Manager that you would not contemplate any part of our treasured **green lung**, a much needed, much loved and greatly used open space being taken away from us, as in no doubt it will. It takes very little intelligence to know that **those lorries** on even the smallest amount of our green and open space **will pollute the entire space**. This is a problem for Mr McClue, EL and TfL, it is not your problem to solve for them. I hope you will stand firm in your role and protect our space from this unnecessary invasion. There is an alternative for EL. I hope *you and your department* will stand firm on behalf of our treasured green lung.

**All objections I trust will be displayed on line and democratically sent to Members Briefing. In fact it is my democratic understanding that this should in fact go back to a planning meeting.**

**Please acknowledge receipt of this email.**

Sincerely, Elaine Chambers, chair, WRRRA