

From: [REDACTED]

Sent: 13 November 2019 17:11

To: [REDACTED]

Cc: 100avenueroadCMP [REDACTED]

Subject: Eric Peel 2

Subject: 100 Avenue Road - 2017/6638/CMP - Correction to my recent comments in order to address incorrect facts in EL's presentations

Dear Mr Coltrini & Essential Living,

Further to my email of yesterday (attached below) it seems that your recently-published material has unfortunately misled the public; whether this is inadvertent, or otherwise, is not clear. My response below was based on an inaccurate understanding of the true situation as regards previous versions of the CMP. In fact the version of the CMP that you have referenced on your presentation for the public meeting of 30th October is not Version 11 as you imply, but actually Version 9. <http://www.theatresquare.info/wp-content/uploads/2019/11/Combined-EL-and-Mace-Presentation-30.10.2019-no-video.pdf> Please see, in particular, the 'Vehicle Numbers per Day' movements comparison table on Slide 9, where there is-unhelpfully- no explicit referencing to CMP Version numbers.

I understand that you were advised about this some weeks ago, but you have not seen fit to change it to accord with reality. I believe that the reason you have done this is because Version 11 states that there will be 14 HGV movements per day through the open space whereas Version 9 states that there will be 21. So in now suggesting a figure of 25 HGV movements on-site, it appears as though you are proposing only 4 more movements beyond the 21 stated in Version 9, when in fact you are proposing 18 more per day, when compared with what was actually put before the Planning Committee last year (Version 7). Version 7, stating that there would only be 7 HGV movements through the site per day was what was put before the Camden Planning Committee and voted on last year, but Version 9, with 21 HGV movements per day through the site, was inexplicably approved. So this is why it is being stated by many of the respondents to this consultation that the numbers of HGVs now proposed to enter the site through the open space have increased from 7 to 25, not from 21 to 25, hence a 250% increase, and if you were to account for the 11 articulated lorries being almost twice the size, it is an approx. 400% increase.

The Camden Members Briefing panel should understand this because they voted on the CMP Version 7 which gave a maximum of 53 articulated lorries for the A41 pit lane and a maximum of only 7 tipper trucks coming on site into the Open Space during construction.

It would appear that Essential Living has not acted in good faith in making their misleading assertions in the documentation and a proposed increase of this scale in HGVs on the open space side of the site must therefore be reviewed by the Planning Committee.

All my comments submitted yesterday regarding the excessive noxious pollution aspects still stand (see below).

It must be noted that the NO_x and other noxious pollutants from no less than 53 HGVs is being emitted in a public green space that is already 63% above the EU limit for NO₂ [Imperial College Oct. 2019]. Therefore those who reside around the periphery of this green are already subject to a pollution level that is well beyond the EU limit even before Essential Living's intentions to now subject them to even higher and more damaging levels of NO₂ emissions. EL is therefore morally bound to cut these further NO₂ emissions to the maximum extent possible, hence the requests in my previous email below.

Best regards,

Eric Peel

South Hampstead