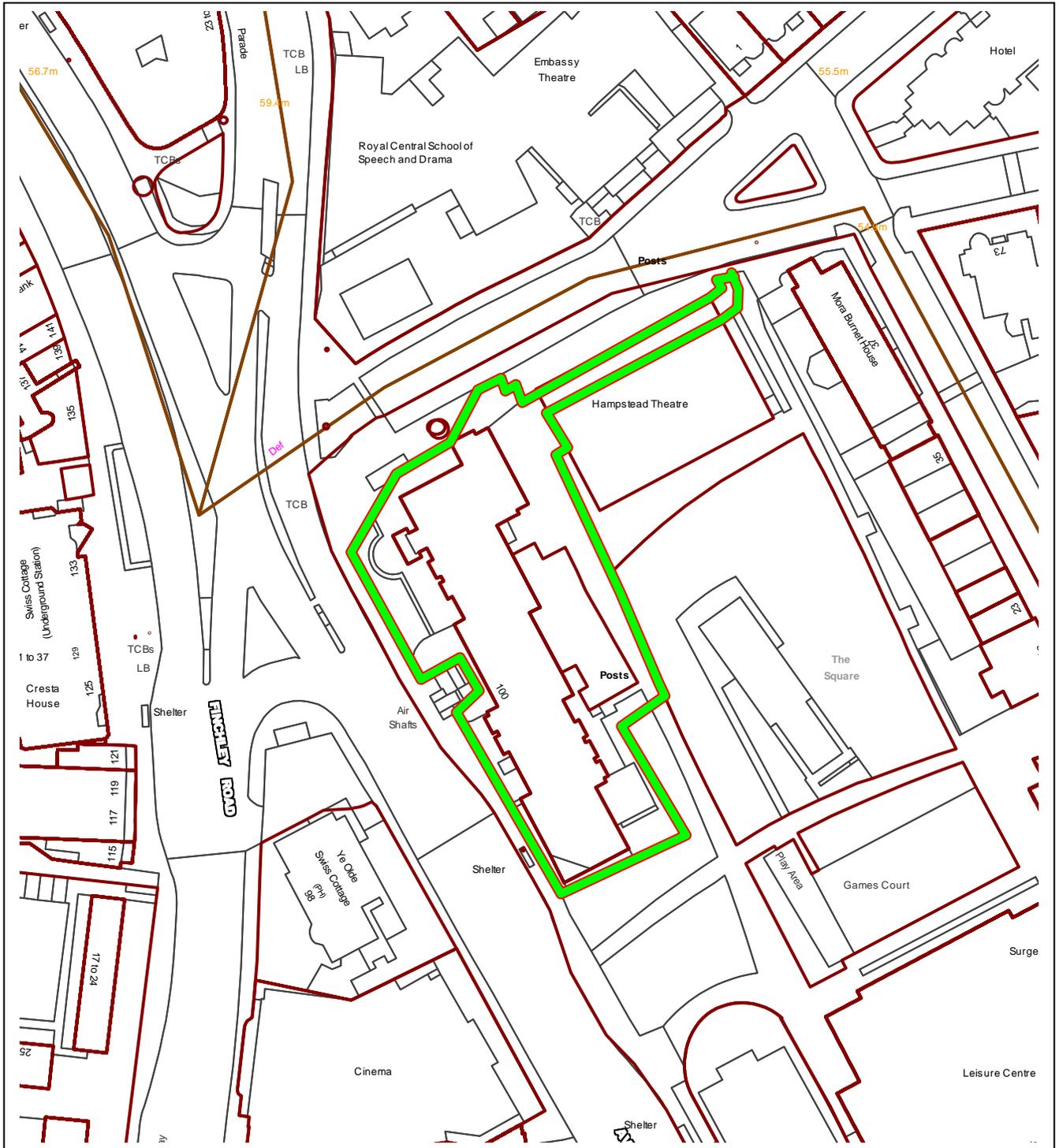
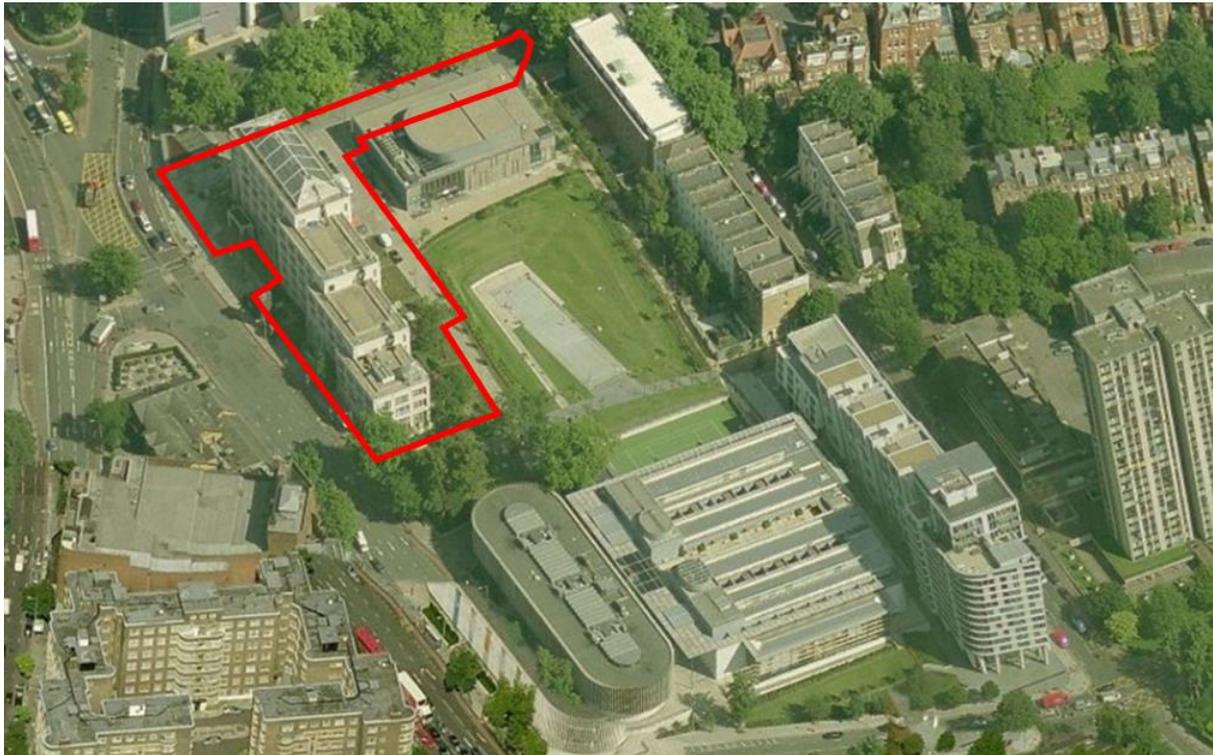


100 Avenue Road, NW3 3HF Amended CMP



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Aerial View of Site (prior to demolition):



Visual of proposed entrance on the A41:



Proposed route around the gyratory:



CGIs of Approved Scheme:



Delegated Report		Analysis sheet	Expiry Date:	NA
(Members Briefing)		N/A	Consultation Expiry Date:	NA
Officer			Application Numbers	
Planning Obligations			Approved CMP ref. 2017/6638/CMP Original application ref. 2014/1617/P	
Application Address			Documents Considered	
100 Avenue Road London NW3 3HF			Construction Management Plan dated 01/11/2019 Draft Responses to the proposed Amended CMP dated 12/11/2019	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal				
Amendments to vary the Approved Construction Management Plan (CMP) under 2017/6638/CMP, for a mixed used development (24 storey and 7 storey buildings with residential units, flexible retail/café/restaurant space and community use) approved under 2014/1617/P dated 18/02/2016				
Recommendation:		Approve the Amended Construction Management Plan		
Application Type:		NA		

Consultations

<p>Summary of consultation procedure:</p>	<p>As per the Town and Country Planning (Development Management Procedure) (England) Order 2015, statutory consultation and publicity is typically required for full planning applications; however, there is no statutory requirement for consultation/publicity for the discharging of planning obligations as they are discretionary requirements secured in a legal agreement between a Local Planning Authority and developer.</p> <p>Notwithstanding the above, a pre-commencement version of a Construction Management Plan (CMP) was submitted to the Council following extensive consultation from the developer and was subject to the Council's own consultation under 2017/6638/CMP. The CMP was granted and is referred to as Approved CMP in this report.</p> <p>The developer has commenced development in accordance with the Approved CMP and has demolished the previous building. As material amendments to the Approved CMP are now being proposed, including a new construction route and changes to lorry numbers and sizes entering the construction site, an Amended CMP has been submitted to the Council for its consideration.</p> <p>CMPs are treated as 'living' documents that are subject to amendment during the construction process. They are also technical documents, which provide a framework for the implementation of a development, principally with regards to transport and environmental health impacts. As such consultation is to be undertaken by the developer, with the Council assessing whether the developer has offered the opportunity for consultation and whether the developer has investigated any of the concerns and suggestions raised during the consultation.</p>
<p>Summary of consultation and responses by the developer:</p>	<p>The Amended CMP was consulted on by the developer, including the following:</p> <ul style="list-style-type: none">• The proposals were mentioned within the developer's newsletter• The amendments were initially reported at the Construction Working Group (which meets bi-monthly) on 03/10/2019• A consultation event/public meeting was held at the Swiss Cottage Library on 10/10/2019. Details of the meeting were circulated via email and letters sent by the developer. The emails were sent to the majority of those consulted as part of the Approved CMP, which was more than 200 email addresses. A letter drop was done in accordance with the consultation as part of the Approved CMP• The presentation used at the above meeting was put on the developer's dedicated website on 11/10/2019, with an email notifying of it and providing a web link• A draft version of the Amended CMP was made available on the developer's website from 17/10/2019. This was notified via email. A hardcopy was made available at the Swiss Cottage Library• A second public consultation event took place on 30/10/2019 at the

Swiss Cottage Library

- The Amended CMP was submitted to the Council on 01/11/2019
- Correspondence from the developer gave full details to comment on the proposals and explained the process for the Council considering the Amended CMP, with a Member's Briefing Panel anticipated for 18/11/2019

The developer produced a document outlining queries and providing responses to comments received as part of their consultation (last updated 12/11/2019). The document can be found here - <http://www.theatresquare.info/proposed-cmp/> - and is attached to the report as Appendix 1. It includes at least 87 queries with responses from the developer and actions (where relevant). The document has been updated by the developer on an ongoing basis. Some of the queries requested clarification on London Underground Limited matters; feasibility of the new proposal; pollution levels and mitigation; the modular build; construction timings; numbers of lorries; replacement of cherry trees; impacts on the Swiss Cottage gyratory; impacts of proposals on surrounding local roads; considered that the documents are confusing; vehicle emissions; lorry movements within the open space; TfL's refusal to closing down a tube station entrance and traffic safety.

Summary of consultation responses received by the Council:

Officers sent an email from its dedicated bespoke inbox (100AvenueRoadCMP@camden.gov.uk) on 04/11/2019 to all residents who emailed as part of the Approved CMP consultation under 2017/6638/CMP. The email notified recipients that a proposed revised draft CMP (Amended CMP) was formally submitted and included a link to the developer's website: <http://www.theatresquare.info/cmp/>. It is noted that the Amended CMP was moved to - <http://www.theatresquare.info/proposed-cmp/> - with a link provided from the main CMP page. The email made it clear there is no legal requirement/expectation for the Council to consult on the content of any form of CMP or to involve elected members in consideration of them. Nevertheless, the email confirmed that in the spirit of transparency the Council will seek the views of the Council's planning 'Member's Briefing Panel' and that any consultation responses received will be fed into the overall assessment process.

Comments sent to the Council's dedicated email address following the email sent on 04/11/2019 were uploaded (with personal details redacted) to the Council's website under the Approved CMP ref. 2017/6638/CMP. It is noted that emails were sent to the Council before this date, some of which were also sent to the developer, but that these have not been uploaded due to privacy/data protection reasons. Between 14/10/2019 and 04/11/2019 approximately 17 emails were sent to 100AvenueRoadCMP@camden.gov.uk. Following this date, at least 70 objections have been sent from neighbouring residents and groups (including CRASH, Save Swiss Cottage, Save Swiss Cottage Action Group, Cresta House Residents Association). A range of objections and comments have been received. The objections have been summarised below and are considered to be the main categories of objections that are materially relevant to the consideration of the Amended CMP. It is noted that a significant amount of detailed objections have been made that fall into the below categories. These have all been duly considered by officers.

The objections from third parties have been primarily focussed on the below issues:

- 1) Increase in number and size of lorries** – there is an increase in lorries travelling through the site, with an increase of 250%, 415% and 425% quoted by various objectors. There would be up to 25 per day in total entering the site, with 11 being articulated lorries. More lorries would be going through the Swiss Cottage open space, close to the public path and play area. The size of lorries entering the site is increasing, from 7 x 33ft lorries to 11 x 54ft lorries (plus 14 other vehicles). The total number of articulated lorries a day visiting the development would be 25
- 2) All vehicles should use the A41/Avenue Road** – and should be restricted to using the other side of the site along the road. Other objections requested all lorries to use the pit lane
- 3) Pollution, noise and vibration** - would increase the already over the limit NO2 levels in the area and negatively impact the health of park users including those in the children's play area. Additional noise and vibration would be caused. Proposal would cause serious health risks to the many users of the area, including school children, babies and their parents, care home residents (Mora Burnet House), Swiss Cottage Community Centre users, schools, asthma sufferers

- 4) **Traffic on gyratory and road safety** – the amount of lorries would be too dangerous for health and safety. The gyratory cannot cope with the extra lorry traffic, and would increase the accident/collision risk to other vehicles as well as other road users such as cyclists and pedestrians. This CMP should not be approved until TfL have done their safety audit and Traffic Management Act review
- 5) **Concerns over Approved CMP process** – the approved CMP was intended to apply throughout the whole of the development, not limited to the initial demolition phase as it now appears. There were serious defects in the disclosure, procedures and administration last year in regard to the approval of the CMP
- 6) **Alternatives** – other construction alternatives have not been considered, for example using smaller lorries and persuading LUL to close down the tube station entrance
- 7) **Procedure** – the proposals are a significant departure and increase on what was approved in late 2018 and should be fully considered afresh by the Planning Committee. Given the scale of the impacts of the traffic and building works a new/revised development application should be submitted
- 8) **The project is too big** – objections to the whole project in the first place were expressed. The development is too big and leads to destroying the amenity of all residents during the construction process. Once implemented the development would generate massive local difficulties. Camden should have stopped the whole appalling project in the first place
- 9) **Loss of open space** – more of the Swiss Cottage open space is being taken up, there is an increase in lorries using the open space and the impacts (including noise, dust, pollution, vibration) are significantly worsening. Pedestrian access to the local park, library and recreation facilities would be seriously damaged. The only flat area of the park would be taken up
- 10) **Traffic modelling on local roads** – no study has been done on the impact the proposal would have on adjoining street drivers trying to avoid the inevitable traffic jams on the A41/Avenue Road
- 11) **Buildings in the area would be damaged/affected**
- 12) **The Swiss Cottage tube entrance/exit on Avenue Road should be closed** – this would help with bus/pit lane access. TfL and LUL have not provided good reason for insisting it remains open
- 13) **The vehicle movement video is over simplistic** – it takes no account of traffic
- 14) **Inadequate consultation** – insufficient notice for first public meeting; lack of clarity on new proposals on developer's website; no direct link was provided for the Amended CMP, the feedback tracker from the

developer does not include all points raised by the community

Further to the above, a number of objections were received that are not materially relevant considerations for the purposes of considering the CMP. Officers note that not every point made during the consultation process has been summarised above, but every comment has been read and considered. Some objections not mentioned are covered by those summarised and others are not material considerations and/or are covered by other legislation/processes.

Officers' response:

- 1) *The Approved CMP provides for a maximum 14 vehicle movements per day through the parkland, with the Amended CMP seeking to increase this to 25 vehicles per day (making one way trips through the site and over the parkland, resulting in up to 25 movements over the parkland). Of these vehicles entering the site, 11 would be articulated lorries. All vehicles and on-site works would be behind the site hoarding and would therefore not directly interface with the parkland, paths and play area. Environmental monitors are located on the boundaries of the site to ensure that no breaches result from the construction of the scheme. The amendments to vehicle numbers, sizes and routes is summarised in paras 3.3-3.7 and 5.2-5.5 in the report below*
- 2) *The use of the pit lane only would prolong the programme, by approximately 11 months more than the Amended CMP. The Approved CMP already allows vehicles onto the site with 14 movements a day currently utilising the access route off the A41/Avenue Road with no noticeable environmental impact recorded to date*
- 3) *Regular dashboards and environmental reports have been produced since the commencement of the demolition of the scheme. These continue to show that the impact of the works on-site are negligible. The developer does not envisage any increase in the environmental impact on the surrounding area over and above that within the Approved CMP. Environmental monitors are set up around the site, which provide a live feed to the developer's website that can be viewed at any time. The developer is in regular contact with the Council's Environmental Health officers to ensure all measures are taken to reduce the environmental impact of the development. Paras 6.1-6.8 provide further detail on environmental impacts*
- 4) *The Approved CMP provides for up to 53 lorries per day to access the site/pit lane through a number of entrance/egress points. All vehicles approach the site via the A41/Avenue Road. The Amended CMP does not alter the overall number of vehicles travelling to the site/pit lane but seeks to limit the access points to directly off the A41/Avenue Road. Officers do not consider there to be any further impact on the gyratory. TfL are proposing to carry out a safety audit which predominantly focuses on the crossover points to ensure pedestrian and cycle safety and have agreed to the principle of the proposal*
- 5) *As stated in the Council's guidance, the CMP pro forma document,*

	<p><i>previous Member's Briefing and Planning Committee reports and confirmed by the courts, CMPs are intended to be live/living documents. The proposal is an amendment to the Approved CMP which seeks to reduce the amount of time that the developer is on-site following new information provided by LUL</i></p> <p><i>6) Alternatives have been reviewed by the developer including reducing the size of the vehicles. The use of smaller vehicles would increase the length of the programme and increase the number of vehicles required to enter the site. The same amount of material is required on-site no matter what size of vehicle is used. LUL have consistently refused to close the station entrance and have the ultimate say with it being their asset</i></p> <p><i>7) The proposals seek to amend the Approved CMP. The Amended CMP seeks to introduce an additional entrance point, amend the number of vehicles travelling through the site to allow the scheme to be completed in the quickest time and avoid the use of Winchester Road/Eton Avenue/the market</i></p> <p><i>8) The scheme is fully consented and implemented, following a public inquiry allowed by the Planning Inspectorate and a recovered decision by the Secretary of State</i></p> <p><i>9) The position of the hoarding line is similar to that of the Approved CMP, as presented to Member's Briefing and Planning Committee in 2018. Any changes to the hoarding line would not impact any recreational facilities or access to the park or library any worse than the Approved CMP</i></p> <p><i>10) No impact is expected on the surrounding roads due to the vehicles servicing the site, and the proposal is not considered to materially worsen the situation over and above the Approved CMP</i></p> <p><i>11) The overall percentage of vehicles servicing the site compared to the total using the A41/Avenue Road is low and therefore no additional impact is envisaged on the surrounding buildings</i></p> <p><i>12) LUL will not close the station entrance</i></p> <p><i>13) The video is for illustrative purposes only and shows the quickest scenario. The introduction of traffic slows the vehicles down allowing longer for the traffic marshals to prepare for the arrival of the lorries</i></p> <p><i>14) Officers consider that the level of consultation has been sufficient in the context of the amendments being made to the CMP</i></p>
<p>Transport for London (TfL) consultation response 05/11/2019:</p>	<p>A formal letter was sent from TfL to the developer stating that they do not have an objection to the principle of the proposed construction access point from Avenue Road. This would be subject to agreement with TfL. The full letter is attached as Appendix 2.</p>

Site Description

The application site is bounded on its western side by Avenue Road and the busy Swiss Cottage/Finchley Road junction and gyratory. Ye Olde Swiss Cottage pub is located directly opposite on the western side of Avenue Road, facing onto the junction. The site has an area of 6,162m².

The site is bounded on its northern side by the western end of Eton Avenue, which is pedestrianised and occupied by an occasional market. On the northern side of Eton Avenue is the School of Speech and Drama, which is 8 storeys high.

Northeast of the site is the Hampstead Theatre, which fronts onto Eton Avenue. A pedestrian route between Eton Avenue and Swiss Cottage Open Space separates the site from the Hampstead Theatre.

To the east of the site is Swiss Cottage Open Space, which is designated open space (Swiss Cottage Open Space - 113). To the east of this open space is the rear of properties fronting Winchester Road, which are generally commercial at ground floor level and residential above and also a community centre, the Winch at number 21, which works with children, young people, families and members of the local community. The Visage residential development is located south-east of the open space and consists of 5 storeys, beside the open space, rising up to 16 storeys as it moves south. The Belsize Park Conservation Area is the closest conservation area and is located to the east, on the other side of the open space.

To the south of the site is a small area of open space, a grade II listed sculpture and the Swiss Cottage Library (designed by Sir Basil Spence), which is grade II listed. To the south-east of the site (on the southern side of the open space) is Swiss Cottage Leisure Centre.

In February 2016 planning permission (ref. 2014/1617/P) was granted on appeal for the demolition of the existing building on the site to be replaced by a 24 storey building and a part 7 part 5 storey building comprising a total of 184 residential units (Class C3) and up to 2,391m² of retail, food and drink and community uses. Planning permission has been implemented and is extant, with the previous building being demolished.

Relevant History

2014/1617/P - Demolition of existing building and redevelopment for 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 floorspace (Classes A1/A2/A3) inclusive of part sui generis floorspace for potential new London Underground station access fronting Avenue Road and up to 1,350sqm 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 - Granted conditional planning permission subject to a Section 106 legal agreement on appeal on 18/02/2016.

2016/1321/P – Amendment to Conditions 27 and 31 (to allow discharge of the conditions prior to the commencement of belowground works) of planning permission 2014/1617/P dated 18/02/16 for demolition of existing building and redevelopment for 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 floorspace (Classes A1/A2/A3) inclusive of part sui generis floorspace for potential new London Underground station access fronting Avenue Road and up to 1,350sqm 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 – Withdrawn on 22/03/2016.

2016/1893/P - Detail of air quality monitoring required by condition 24 of 2014/1617/P dated 18/02/2016 – Granted on 27/06/2016

2016/2128/P – Non-material amendment for amendment to Condition 31 (to allow discharge of the

conditions prior to the commencement of below-ground works) of planning permission 2014/1617/P dated 18/02/16 for demolition of existing building and redevelopment for a 24 storey building and a part 7 part 5 storey building comprising a total of 184 residential units, commercial space and associated works – Refused on 05/05/2016

Reason for refusal: officers were not satisfied that the proposal was non material, officers considered that the demolition of the existing buildings without details on the feasibility of the erection of the replacement building could result in a delay in the proposed building being erected, officers therefore considered this to be a material amendment.

2016/2048/P - Non-material amendment to Condition 27 (u-values and thermal bridging) of planning permission 2014/1617/P dated 18/02/16 to require details before the relevant part of the work commences - Granted on 10/05/2016.

2016/2352/P - Details of tree protection required by condition 21 of planning permission 2014/1617/P dated 18/02/2016 – Granted on 27/06/2016

2016/2803/P - Variation of condition 31 of planning permission 2014/1617/P dated 18/02/16 for demolition of existing building and redevelopment for a 24 storey building comprising a total of 184 residential units and flexible commercial and community use with associated works namely to change the point at which full details are submitted – Withdrawn on 28/07/2016.

2016/6699/P - Details pursuant to Condition 31 (outline method statement) of planning permission 2014/1617/P dated 18/02/16 – Granted on 20/06/2017

2017/3139/P - Details of u-values and approach to thermal bridging as required by condition 27 of planning permission 2014/1617/P dated 18/02/2016 - Granted on 17/07/2017

2017/3838/P - Details of the west-facing balustrade to partially discharge condition 15 (microclimate mitigation measures) of planning permission 2014/1617/P dated 18/02/2016 - Granted on 01/08/2017

2017/4196/P - Details of the levels at the interface of the development with the boundary of the property and the public highway to discharge condition 4 (boundary levels) of planning permission 2014/1617/P dated 18/02/2016 – Granted on 30/08/2017

2017/4036/P - Non-material amendment of planning permission 2014/1617/P dated 18/02/16 has been submitted for a series of internal and external changes to the buildings. The application has been referred to Planning Committee and is waiting to be decided.

2017/5859/P - Details of Geoenvironmental Interpretative Report and Laboratory results calculations to discharge condition 14 (1) (land contamination survey and lab results) of planning permission 2014/1617/P dated 18/02/2016 – Granted on 12/12/2017

2017/6884/P – A Certificate of lawfulness existing use or development (CLEUD) to establish that demolition works constituted a material operation for commencement of planning permission 2014/1617/P (allowed under appeal ref: APP/X5210/W/14/3001616 dated 18/02/2016) in accordance with condition 1 – Granted on 08/02/2018

2018/1098/P – Details of detailed design and construction method statements relative to the HS2 structures and tunnels to discharge condition 17 of planning permission 2014/1617/P dated 18/02/2016 – Granted on 09/04/2018

2017/6638/CMP - Construction Management Plan (CMP) for a mixed used development (24 storey and 7 storey buildings with residential units, flexible retail/café/restaurant space and community use) approved under 2014/1617/P dated 18/02/2016. Following a resolution to discharge Clause 3.5 of the Section 106 Legal Agreement related to 2014/1617/P by approving a pre-commencement version of the CMP, it was initially discharged on 22/11/2018. An amended version of the CMP was discharged on 22/01/2019 to clarify lorry numbers using Winchester Road and the secondary A41 entrance. This

is referred to as the Approved CMP.

2018/2340/P and 2018/2347/L - Removal and temporary re-siting of the Hampstead Figure Sculpture for the duration of the construction associated with 100 Avenue Road under 2014/1617/P dated 18/02/2016 – Granted on 27/06/2018

Relevant policies

Section 106 of the Town and Country Planning Act 1990

National Planning Policy Framework 2019

NPPG

Camden Local Plan 2017 and Camden Planning Guidance

While not a statutory consideration for the discharging of legal obligations, the following Local Plan policies and planning guidance are considered relevant to the acceptability of the CMP:

Local Plan:

Policy G1 Delivery and location of growth
Policy C1 Health and wellbeing
Policy C2 Community facilities
Policy C3 Cultural and leisure facilities
Policy C5 Safety and security
Policy C6 Access for all
Policy A1 Managing the impact of development
Policy A2 Open space
Policy A4 Noise and vibration
Policy CC1 Climate change mitigation
Policy CC2 Adapting to climate change
Policy CC4 Air quality
Policy CC5 Waste
Policy T1 Prioritising walking, cycling and public transport
Policy T3 Transport infrastructure
Policy T4 Sustainable movement of goods and materials
Policy DM1 Delivery and monitoring

Camden Planning Guidance (CPG):

Access for All CPG – March 2019
Air Quality CPG – March 2019
Amenity CPG - March 2018
Developer Contribution CPG – March 2019
Energy Efficiency and adaption CPG – March 2019
Planning for health and wellbeing CPG – March 2018
Public open space CPH – March 2018
Transport CPG – March 2019
Trees CPG – March 2019

Assessment

1.0 Background

1.1 The 100 Avenue Road development was granted under 2014/1617/P on 18/02/2016 to include the demolition of the existing building and new structures of 24 and 7 storeys. The scheme includes 184 flats as well as circa 1,041sqm flexible retail/financial/restaurant and 1,350sqm for community use. A copy of the Inspector's report and the Secretary of State's decision can be seen at:

<https://www.gov.uk/government/publications/recovered-appeal-100-avenue-road-london-nw3-3hf-ref-3001616-18-february-2016>

1.2 A draft CMP was submitted at the time of the original consideration of the application by the Council's Planning Committee. The Committee Report recommending approval to Members acknowledged that a full CMP would be required via a S106 agreement if permission were to be granted. The draft CMP showed that there would be a negative impact on the use of Swiss Cottage Open Space during the construction period, including the temporary removal of landscaped areas that are outside the ownership of the applicant, with all construction vehicles (circa 50) using this route (i.e. driving through the site).

1.3 As part of the appeal process and review of the appeal, the Secretary of State attached little weight to disruption during construction. In granting the appeal, the Planning Inspectorate stated:

'While every effort is made in terms of conditions and obligations to mitigate the impact of the construction of the development, there will inevitably be some disruption because of vehicle movements, and some small local increase in particulate production and this also weighs against the development. However, that is tempered by the fact that more housing is needed and development will need to occur somewhere.'

1.4 Decision makers are obliged to take a facilitative approach to acceptable development provided a developer is willing to take all reasonable measures to mitigate the impacts of construction on the community, including co-ordinating their works programmes with other developers.

1.5 The Approved CMP (ref. 2017/6638/CMP) discharged Clause 3.5 of the Section 106 Legal Agreement related to 2014/1617/P by approving a pre-commencement version of the CMP. It was subject to considerable public consultation by the developer and the Council, and following referral up from Member's Briefing was heard at Planning Committee on 19 July 2018 with the recommendation to discharge clause 3.5 rejected by Members. It was deferred by Member's requesting further information regarding the sole use of the A41/Avenue Road be undertaken, a request for greater clarity from Transport for London (TfL) and more details on the impacts of a 5 year construction (i.e. in the event that the secondary access using local roads could not be used). Following the submission of additional evidence from the developer, the CMP was taken back to Planning Committee and gained a resolution to grant on 15 November 2018.

1.6 Objections to the Approved CMP ranged from the use of local roads (including Winchester Road) being unacceptable; insufficient consultation; impact on market stalls; impacts with HS2; interaction with CS11; cumulative development impacts; harm to the park/open space; environmental impacts (air quality, noise, vibration, pollution); traffic congestion and that the site is unsuitable for such a large development.

1.7 Officers consider that the majority of construction impact related objections as part of the original consultation included the use of local roads (including Adelaide Road, Winchester Road and Eton Avenue), impacts on the market (particularly the Farmer's Market) and harm to the open space (including from the construction itself and due to an area of the parkland forming part of the construction site with lorries driving over it).

2.0 Procedure

2.1 At Camden Council, CMPs are secured mainly through Section 106 Legal Agreements (S106)

pursuant to a planning consent – in the case of this site the approval by the Secretary of State via appeal. The Amended CMP submission therefore is not a statutory planning submission; it must be considered as a document to manage the implementation of the approved development, rather than a submission that revisits the merits of the approved scheme.

2.2 The standard approach adopted in Camden is for the developer (or via the agent/contractor) to undertake consultation on a pre-submission version with local residents, local Councillors and other interested parties. A summary of this consultation outlining the issues raised and addressed (or where not addressed, it must be justified why not) is then supplied along with the submission version and other technical documents for the Council's consideration.

2.3 A CMP provides the basis for managing construction impacts, there will always be issues that cannot be determined until further into the build programme. The Council makes it clear that a CMP is a 'living' document. The developer is legally obliged once the CMP is approved to continue consultation with local residents and to provide further information on matters as they become available. In this instance consultation has continued through the Construction Working Group (CWG) and the developer routinely sends out a newsletter and dashboard. The Amended CMP has been subject to two public forums and the amended document has been made available with contact details.

2.4 The Approved CMP was subject to a judicial review, which has been rejected, with the court confirming that the CMP is a 'living' document with ongoing updates and alterations a part of the process.

2.6 The developer successfully implemented the development and has carried out the demolition phase, in accordance with the pre-commencement version of the CMP that discharged clause 3.5 of the S106 (quoted below). The S106 requires construction to be in accordance with the approved details, which means if the CMP is to be materially amended it must be considered by the Council. The Amended CMP seeks changes, primarily to lorry routes as well as vehicle sizes and number, for the next phase of the build (pre-dominantly the above-ground works). The Approved CMP (being amended) included full details of the construction programme before any works commenced. This included from site preparation and demolition, to construction and fit-out. The construction process is expected to take several years (or more) and involves different contractors. Over this period of time a lot can change in terms of cumulative sites, legislation, technology, the industry, construction techniques and the position of third parties and landowners. This is why CMPs are 'living' documents, as circumstances change and not all eventualities can be anticipated. In the context of 100 Avenue Road this includes TfL's decision to not pursue CS11, the position of London Underground Limited (LUL) and a potential contractor (Mace) proposing a modular style of build that was not proposed at the time the Approved CMP was drafted.

3.5 CONSTRUCTION MANAGEMENT PLAN

- 3.5.1 *On or prior to the Implementation Date to submit to the Council for approval a draft Construction Management Plan.*
- 3.5.2 *Not to Implement or permit Implementation of the Development until such time as the Council has approved the Construction Management Plan as demonstrated by written notice to that effect.*
- 3.5.3 *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 and disturbance to the surrounding environment and highway network.*
- 3.5.4 *To ensure that throughout the Construction Phase the Development shall not be carried out otherwise than in strict accordance with the requirements of the approved Construction Management Plan and not to*

permit the carrying out of any works comprised in demolition or building out the Development at any time when the requirements of the Construction Management Plan are not being complied with and in the event of non-compliance with this sub-clause the Owner shall forthwith take any steps required to remedy such non-compliance.”

3.0 Details of Amended CMP Proposals

3.1 Demolition of the previous building on-site commenced around December 2018 in accordance with the Approved CMP and is now complete. The construction of the new buildings is now in progress. The works to date have been completed by the John F Hunt Group as the principal contractor. Amendments to the CMP are now sought to fulfil the above ground works phase of the construction. The need for the changes include:

- The developer has been informed by LUL that the crane which constructs the tower is not allowed to pass over the London Underground station (the Approved CMP cranes larger materials from a pit lane on the A41/Avenue Road over the LUL entrance). If the CMP is to continue as approved this would require ‘double handling’ of materials or lorries would have to rely on the secondary A41/Avenue Road entrance and turn around on-site
- A new contractor (Mace) is being appointed to carry out the remainder of the build
- The design/construction of the scheme is intended to incorporate an element of ‘off-site manufacture’/modular construction, meaning elements of the new building (such as bathroom pods and preassembled cladding components) would be constructed off-site and delivered to 100 Avenue Road
- Due to residents’ concerns regarding traffic on local streets (Winchester Road and Eton Avenue) and interaction with the market and theatre
- CS11 is not taking place, with TfL deciding not to challenge the successful judicial review nor are they going to go through the decision process again

3.2 If the Approved CMP were to continue without amendments, the programme would take approximately 11 months longer than the Amended CMP. It could also potentially lead to more congestion of the A41/Avenue Road due to vehicles having to make a left turn from the second lane around the pit lane.

3.3 In summary, the Amended CMP includes the following amendments to the Approved CMP (the below is not an exhaustive list, but highlights the majority of the main changes):

- A third entrance is proposed near the Swiss Cottage Underground station entrance (from the A41/Avenue Road). It would be constructed in May 2020 subject to the approval of the Amended CMP and TfL/LUL consent being given. The proposal would allow the safe access of vehicles and negate the regular need for the northern access route for large vehicles via Winchester Road/Eton Avenue/the market area
- The use of the northern access (Winchester Road/Eton Avenue) by large vehicles would be reduced to ‘planned and communicated’ only. It would be requested in exceptional circumstances such as when the site hoarding is being removed or where access from the A41/Avenue Road is not possible
- The secondary A41/Avenue Road access point currently allows vehicles to enter and exit the site adjacent to the open space. This entry requires lorries to make a left turn into the site. The Amended CMP would use this point as an exit only once the main contractor (Mace) commences construction

- The average number of vehicles per day delivering materials/equipment to the site from all routes varies per phase from approximately 38-51. The maximum number of daily vehicles varies per phase at 47-53. The pit lane would have a maximum number of vehicles per day of 25-28, with a cap of 14 for the Category C+E class (articulated lorry). For the new access running through the site, entering and exiting from the A41/Avenue Road, the maximum number of vehicles per day travelling through the site would be 23-25, with a cap of 11 for the Category C+E class (articulated lorry)

3.4 A visual showing the new lorry route/entrance is available on the following link - <https://www.youtube.com/watch?v=jIRJBw4Qhio&feature=youtu.be> – vehicles would travel around the gyratory before entering the site from the intersection (using the light phasing). It is noted that this is a visual representation of the route lorries would take, rather than an accurate portrayal of likely traffic conditions. The new route is shown on the plan below (Figure 1, new route labelled as 2). Route 1 is the pit lane and route 2 is the proposed route entering through a new entrance to the north of the Underground Station entrance and out through the existing access point adjacent to the Swiss Cottage open space. The hoarding line and area of open space required would be similar to that within the Approved CMP.

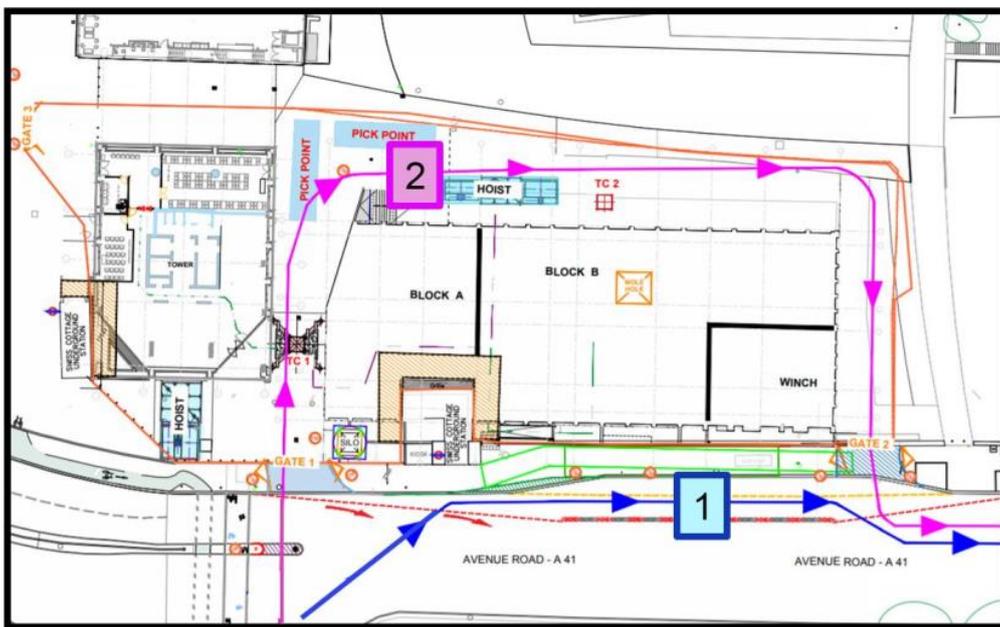


Figure 1 (above): Proposed site plan showing vehicle routes within the Amended CMP.

3.5 The proposed vehicles within the Amended CMP include a maximum vehicle length of 16.5m (Category C+E), which is an articulated lorry, shown in Figure 2 below. This is approximately 54 feet and 2 inches long.



Figure 2 (above): Category C+E (articulated) lorry, the largest sized vehicle going to the site

3.6 The Amended CMP proposes for larger vehicles to only access (apart from in exceptional planned circumstances) the site from the A41/Avenue Road entrances/exits as well as the existing pit lane (located on the A41/Avenue Road itself).

3.7 As an amendment to the Approved CMP, access would not be required from Eton Avenue via Winchester Road apart from in rare circumstances. The Approved CMP allowed up to 14 vehicular movements along Winchester Road/Eton Avenue (7 in and 7 out) until the second access point onto A41/Avenue Road to the south west of the site was completed. Once the secondary access via A41/Avenue Road is completed, the approved CMP permits 7 vehicles in via the entrance, but no more than 14 movements across the parkland area from a combination of Eton Avenue or the secondary access.

3.8 As mentioned the main contractor is likely to be Mace; who are an international consultancy and construction company. Their UK Company employs over 5000 people. Some of their projects include Southbank Tower, No 8 East Village Stratford, Camden Lock Village, London 2012 Olympics, Coronation Street and British Museum.

Clarifications

3.9 Following consultation responses for third parties and the Council's Environmental Health department, the developer committed to additional measures new monitoring standards through their 'Draft Responses to the proposed Amended CMP' document. The updates/clarifications include:

- Mace will incorporate a hard standing road through the site and therefore no mud or deposits is expected to spread from the site
- John F Hunt Group have installed a wheel wash jet on-site for the ground works phase
- An additional monitor will be installed on the lamppost adjoining the playground and the existing monitor on the Winch will be moved to be located within the park area at the rear of the residential properties along Winchester Road (subject to Camden Council's approval)
- A lower voluntary (non-legally binding) trigger level for exceedance will be adhered to. If the lower trigger is breached then the cause of the issue will be investigated by the contractor to see whether the cause/method can be amended to reduce the impact below the nominal threshold. However, in terms of the Council enforcing breaches, this will be based upon the regulatory limits
- Confirmation of what the monthly reports (on site monitoring) will provide

3.10 The above matters are a direct response to concerns regarding environmental impacts from the Amended CMP. In summary there would be more provisions in place, additional monitors installed, a lower trigger level for breaches would be introduced (meaning the stopping of works and investigation would happen at a lower exceedance level (i.e. less pollution would trigger this)) than the Approved CMP and the monthly reports would provide detailed information. These additional measures are welcomed.

4.0 Consultation

4.1 The developer undertook a satisfactory pre-submission consultation process on the Amended CMP. They held two public forums, which were well attended and notified, and placed a draft version of the Amended CMP on a dedicated website. The Construction Working Group (CWG), with resident's groups, surrounding businesses/schools and local Councillors, has continued on a bi-monthly basis. The amendments have been discussed at the CWG.

5.0 Transportation and Highways Considerations

5.1 The Council's transport and highway service have been engaged with the Amended CMP consultation process. This includes attendance at the first public meeting and reviewing written submissions made to the Council. A thorough review of the transport section of the Amended CMP has been undertaken. This includes analysis of routes which construction traffic would use to get to and from the site.

5.2 Below is a table showing the maximum number of vehicle movements a day as part of the construction of the scheme. The original CMP refers to the Approved CMP as originally intended; the CMP with constraints refers to the Approved CMP with the LUL restrictions (i.e. not being able to crane over the station from the pit lane) and the revised CMP refers to the Amended CMP (i.e. the current proposals). Overall, the maximum vehicle numbers coming to the site are not changing; however, more vehicles are proposed to enter the site and travel through it rather than remaining in the pit lane. The Approved CMP has a cap of 14 vehicle movements entering/leaving the site (7 vehicles) and the Amended CMP would have a cap of 25 vehicles (travelling through the site in one direction), with 11 being articulated lorries. Another change is the reduction of vehicle movements along local roads (including Winchester Road and Eton Avenue), from 7 per day to only during exceptional circumstances.

Estimated Daily Maximum Vehicle Movements			Movements through Local Roads/Market	Movements through Parkland	Movements - Total
Demolition	Phase complete		14 Max Movements		14 Max Movements
Construction and fit out	Original CMP	30 Months	7 Max Movements	14 Max Movements	53 Max Movements
	CMP with constraints	40 Months	7 Max Movements	14 Max Movements	53 Max Movements
	Revised CMP	27 Months	Planned events only	25 Max Movements	53 Max Movements

Figure 3 (above): Table of estimated maximum vehicle movements

5.3 The Amended CMP would create a vehicle route through the site that would remove the need for vehicles reversing and/or turning around on-site and for vehicles to turn left off of the A41/Avenue Road. The new route would not be detrimental to other traffic as the traffic signals around the gyratory would remain the same; it would segregate vehicles from pedestrians and remove the need for vehicles to use local roads and interface with residential properties, the Adelaide Road and Winchester Road junctions, the Hampstead Theatre, the market and other sensitive uses. It would allow a clear/single one-way route into and out of the site.

5.4 An online Delivery Management System is proposed to book, track and manage site deliveries. It would allow the pre-booking of deliveries into time slots, preventing miscommunication and double bookings.

5.5 Overall, the Amended CMP would allow the construction phase of the development to be carried out safely and with minimal possible impact on and disturbance to the surrounding environment and highway network. In particular, the new entrance and route through the site would reduce the impact on local roads and allow the safe functioning of the A41/Avenue Road. It would prevent 11 months being put onto the build programme, which would happen under the Approved CMP due to the LUL constraints.

6.0 Environmental Health Considerations/Neighbouring Amenity (Noise, Vibration, Pollution)

6.1 The Council's Environmental Health Service have considered the proposed measures and consultation responses. This includes specific concerns in respect of air quality issues. Overall, it is not considered that the proposal would materially alter the level of environmental/amenity impacts from the Approved CMP and it is noted that the construction would be lessened by 11 months in comparison to the construction continuing under the approved plan.

6.2 The main issues are air quality, dust and noise considerations, with a particular impact on users of the Swiss Cottage Open Space. The developer has acknowledged these issues and will continue to specifically monitor and manage them through the course of the project. The developer and contractor will continue their firm commitment to adopt the Council's standards.

6.3 The site is located by the A41/Avenue Road which has existing poor air quality. The developer has confirmed that the project has a high risk rating and will continue implementing all of the relevant mitigation methods listed within appendix 7 of the Council's adopted Control of Dust and Emissions During Construction and Demolition SPG. The developer has confirmed that monitors will continue to

be used with a minimum of 4 being utilised around the site, with an additional monitor being added onto a lamppost adjoining the adjacent open space as part of the Amended CMP. The developer is exploring the option of a further monitor onto a lamppost within the park close to the rear of the buildings along Winchester Road (this will be subject to Council approval). The number of monitors goes above and beyond that secured to the original planning permission.

6.4 Real time dust, noise and vibration monitors have been installed and will continue to produce a real time record throughout the construction period. There is a peak level set on for each and should the level rise above these peaks works will be halted with the source of the exceedance investigated and amended to prevent further breaches.

6.5 The developer has agreed to a lower voluntary (non-legally binding) trigger level for exceedance, which they state will be adhered to. If the lower trigger is breached then the cause of the issue will be investigated by the contractor to see whether the cause/method can be amended to reduce the impact below the nominal threshold. The Council would enforce any breaches based upon the regulatory limits. Monthly reports will be provided to the Council summarising details of the monitoring equipment, the trigger levels used, any exceedances, average concentrations, details of works and mitigation methods.

6.6 More specifically, concerns have been raised about air quality issues on the Swiss Cottage open space, as more lorries would enter the site rather than remaining in the pit lane immediately adjacent to it. The use of construction vehicles could potentially produce air quality issues generally, but this will be monitored and managed. Monitoring throughout the demolition phase has shown no detrimental impacts on the environment.

6.7 The Amended CMP includes a modular construction, which would potentially reduce noise levels on-site as more would be constructed off-site.

6.8 A similar number of total lorries would be serving the site as per the Approved CMP. An increase in pollution is not expected and ongoing monitoring would ensure that standards are not exceeded. All lorries are being targeted to be Ultra Low Emission Zone (ULEZ) compliant. While more vehicles would physically enter the site, it was always intended for lorries and machinery to be operational on the site and due to the increase in off-site construction and the creation of a single one-way route through the site, vehicles would be able to pass through the site (in the Approved CMP lorries can enter through the secondary A41/Avenue Road access point, turn around and exit via the same point) meaning that lorries have the potential to spend less time on-site and there would be less construction on-site.

7.0 Open Space

7.1 The Amended CMP would include a maximum of 25 lorry movements through site, which is adjacent to the Swiss Cottage open space. The Approved CMP had a maximum of 14 lorry movements adjacent to the Swiss Cottage open space; however, these lorries had the ability to turn around on-site and the Amended CMP would remove this function. It is also noted that the Approved CMP had a similar number of lorries visiting the site, with the majority visiting the pit lane constructed to the front of the site. It is not considered that this amendment to the CMP would materially alter the level of impacts on the open space, with the potentially shortened construction period and amount of construction off-site resulting in potential improvements. Notwithstanding this, impacts would be monitored and subject to more stringent voluntary triggers for exceedances than the Approved CMP.

7.2 The Amended CMP would require the removal of 3 cherry trees to the south of the site. These trees were shown as removed on the Approved CMP that was presented to Planning Committee, so this is not considered to be a material change to what has been agreed previously. The trees would be removed during construction and replaced with equivalent height trees on completion. This is in addition to improved grassland, root protection and replacement benches. The developer has offered to replace two dead trees on the opposite side of the colonnade with similar mature trees to compensate for the temporary removal of the trees. It is also noted that the Amended CMP would contain lorries within the site hoarding, with lorries not entering any accessible open space. The lorry

route on-site would be constructed of concrete and road matting to reduce dust and vehicles would be cleaned when they leave the site. Site hoarding would be protected on the inside by concrete blocks.

7.3 The Council has approved the developer's request for a licence to use a section of the public open space during the course of the works. Any changes would require an amendment to the agreed licence and are not a material planning consideration.

7.4 Potential mitigation measures have and will be provided, such as:

- Greening the hoarding
- Providing lighting along the hoarding
- Modifying the path to ensure accessible width is maintained
- Investing in the play area to enhance provision during works

7.5 To date all pedestrian routes into the Swiss Cottage open space have remained open. The areas of open space adjacent to the construction site are not considered to become significantly less appealing within the Amended CMP in comparison to the Approved CMP. It is considered that there is sufficient scope and controls for management of any potential air quality impacts on the open space. Delivering these requirements and assurances are a condition of the licence (and any potential amended licence) irrespective of the content of the CMP.

8.0 Market

8.1 The proposed routing strategy no longer requires vehicles to enter the site via Eton Avenue and through the site where the market is currently held (except in exceptional planned circumstances). This would ensure that the Amended CMP does not cause disturbance to market activities.

9.0 Ongoing Procedure

9.1 Should the Amended CMP be approved, there would be further steps with TfL. This includes a Traffic Management Act Notification approval and an amendment to the current s278 agreement. The process is the same as that which was carried out for the installation of the pit lane (i.e. the CMP was approved then these steps were carried out). It has been agreed with TfL that the proposals would only be an amendment to the current s278 agreement and would not require a new agreement. Meetings of the Construction Working Group would continue on a bi-monthly basis.

10.0 Conclusion

10.1 CMPs set the framework for managing the construction impacts of development sites. The Approved CMP followed significant assessment and input from stakeholders and Council officers, with it made clear throughout the process that this is a 'living' document that is part of ongoing public engagement and review. The Amended CMP has followed on from this consultation and adapted to changing circumstances. If the Amended CMP is agreed, the developer will be held accountable for the impacts of construction and will be required to undertake further public liaison – and review the Amended CMP further if deemed necessary by the Council. The Amended CMP is considered consistent with the Council's adopted policy and guidance.

10.2 CMPs cannot cover all eventualities in detail, and must remain a 'living' document in order to react to emerging issues that cannot be covered effectively at this moment in time – such as that caused from the cumulative impacts of surrounding development sites and changes in circumstances. After considering all factors, officers consider that the Amended CMP provides an effective framework for managing construction impacts going forward.

10.3 It is noted that as part of the appeal (of the original scheme) and review of the appeal, the Planning Inspectorate and Secretary of State both acknowledged that the construction impacts would have some impact on neighbouring residents and uses, which is inevitable in a large scale

development in this context, however that this would be outweighed by the significant public benefits of the scheme including residential accommodation, affordable housing and provision of space for community use.

10.4 Overall, the Amended CMP ensures that there are no avoidable impacts for the development and unavoidable impacts are mitigated as much as practically possible. The construction will need to adhere to the Council's technical standards, as well as relevant environmental health legislation. The developer will monitor and manage noise, vibration and pollution throughout the construction and manage them.

11.0 Recommendation: Agree the Amendments to vary the Approved Construction Management Plan (CMP) under 2017/6638/CMP, for a mixed used development (24 storey and 7 storey buildings with residential units, flexible retail/café/restaurant space and community use) approved under 2014/1617/P dated 18/02/2016, originally discharged under clause 3.5 (quoted below):

3.5 CONSTRUCTION MANAGEMENT PLAN

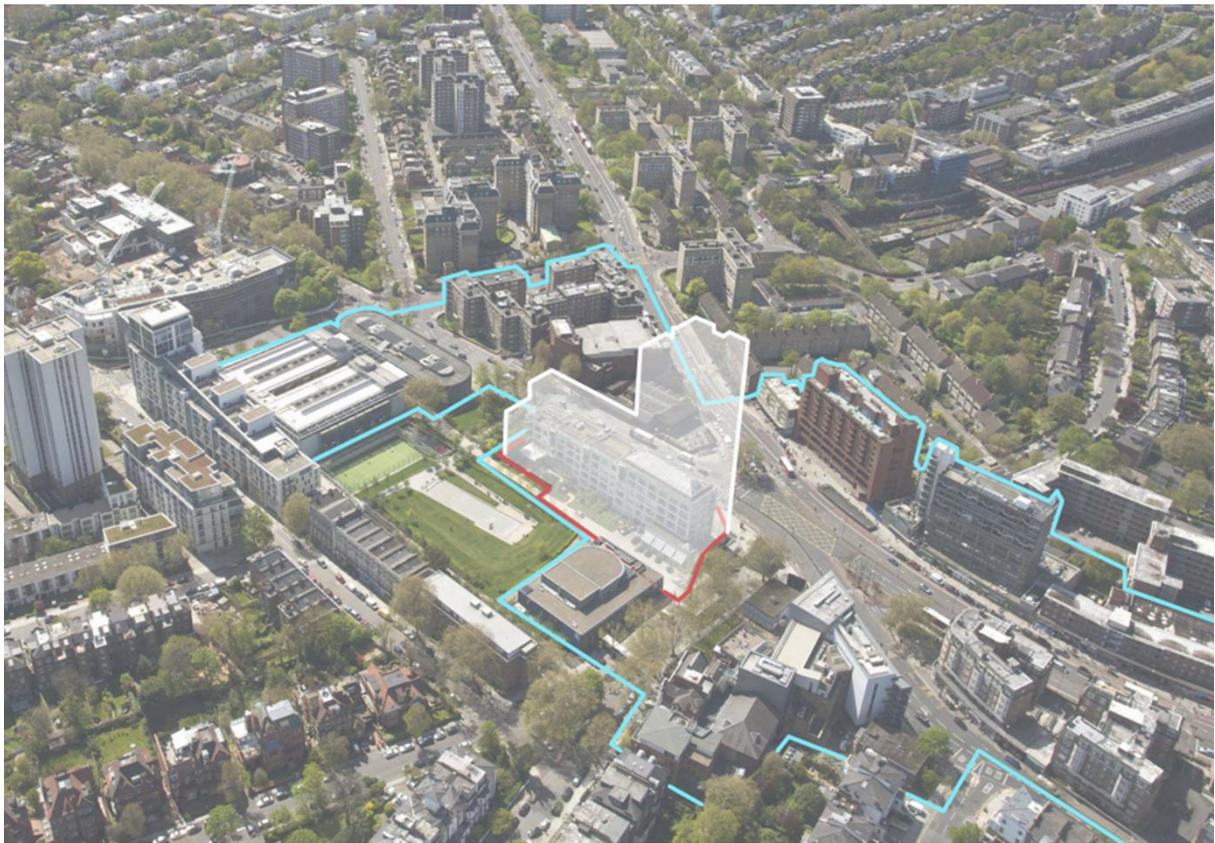
3.5.1 *On or prior to the Implementation Date to submit to the Council for approval a draft Construction Management Plan.*

3.5.2 *Not to Implement of permit Implementation of the Development until such time as the Council has approved the Construction Management Plan as demonstrated by written notice to that effect.*

3.5.3 *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 and disturbance to the surrounding environment and highway network.*

3.5.4 *To ensure that throughout the Construction Phase the Development shall not be carried out otherwise than in strict accordance with the requirements of the approved Construction Management Plan and not to permit the carrying out of any works comprised in demolition or building out the Development at any time when the requirements of the Construction Management Plan are not being complied with and in the event of non-compliance with this sub-clause the Owner shall forthwith take any steps required to remedy such non-compliance.'*

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members' Briefing panel on 18th November 2019, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to www.camden.gov.uk and search for 'Members Briefing'.



Appendix 1 – Draft Responses to the proposed Amended CMP from the Developer

12/11/2019

Draft Responses to the proposed Amended CMP

Consultation Version

No.	Query	EL Response	Action
1.0	Issue with LUL - why don't you close the entrance to the tube at this location as there are other entrances. Especially now that the bus stop has been suspended	LUL has repeatedly stated that they are unwilling to close any station entrance. Letter received on the 29/10/2019 stating that "closing this station entrance for a prolonged period would have an adverse impact on the safe operation of the underground station and therefore something we cannot agree to under The Railways and Other Guided Transport Systems (Safety) Regulations 2006.	n/a
2.0	The traffic is heavy using the gyratory - your trucks will add to the problem and may not be able to cross as shown in your video	TfL will be undertaking a full safety audit of the access route. However, initial traffic modelling and testing has shown that the impact of heavy traffic does not impede the access to the site due to the traffic light sequence.	n/a
3.0	Why did we not know about the LUL prohibition over the oversailing the station entrance	It is normal practice for a main contractor to only be appointed once detailed design and pre commencement conditions are satisfied and certainty to start on site provided. Until the main contractor is on-board the build methodology and crane location / specification is unknown. Therefore LUL was unable to comment on this issue until a detailed drawing was produced.	n/a
4.0	Is the ticket hall strong enough to support your vehicles crossing over it	Mace have undertaken preliminary studies which indicate that the station entrance hall at this location can support the proposed loads. A detailed survey is now being undertaken to confirm this and identify whether any remediation works are required.	n/a
5.0	The pit lane is not as specified in the approved CMP	The pit lane design evolved following the safety audit undertaken by TfL. The design was agreed with the highway authority with the licence being issued based on the updated design	n/a
6.0	The temporary bus stop is a long way away	The temporary bus stop location was proposed and agreed by TfL	On-going review with TfL to assess optimum location
7.0	How are you going to monitor pollution levels and mitigate	We currently have 4 monitors environmental monitors on site with an additional monitor to be added onto the lamppost adjoining the children's play ground. EL are exploring the option of adding an additional monitor onto a lamppost within the park close to the rear of the buildings along Winchester Road.	Additional monitor to be inserted once the amended CMP is approved and approval given from the Parkland Officers
8.0	Why was modular construction not presented previously given that you have used this before	For a building to be successfully delivered as modular it needs to be designed from the outset. 100 Avenue Road has been design to be delivered traditionally. The use of off-site construction techniques (as proposed by Mace) does not require any fundamental amendments to the design and therefore can be incorporated later stages of the design process.	n/a
9.0	Are we going to save 11 months by agreeing to the proposal	No. If the amended CMP is not agreed then the project could be delayed by 11 months	n/a
10.0	The old CMP did not have articulated lorries through the site - this will increase pollution on the park users and residents	The same total number of lorries will be serving the site in both CMP v11 and the proposed amended version. No increase in pollution is expected, with all lorries being targeted to be ULEZ compliant	n/a
11.0	How many articulated lorries will enter the site per day	Please refer to section 21 of the proposed amended CMP	n/a
12.0	Would we volunteer to reduce the pollution threshold?	We will review this request with the main contractor and Camden Council	To review
13.0	Would EL consider replacing all of the cherry trees at completion so that the maturity is uniform and the spread of the roots is controlled	This would need Camden Council approval. But in principle EL would support this.	EL to discuss with Camden Park Officers
14.0	The new CMP presentation showed a video of a single lorry – unhindered by traffic - taking, as Mace's Mr Batty claimed, only 1 minute and 13 seconds to make its way around a notorious gyratory that is normally choc-a-bloc with cars, lorries and TfL buses all jockeying for position as they head around it. There are 2 sets of traffic lights to contend with on a journey that heads south, west and then north.	Mace to review the video and update if possible. However, the timing of the current vehicle movement into site is in the best scenario i.e. no traffic which is to show that the banksmen have plenty of time to prepare to opening the gates. When traffic is incorporated the lorries will take longer to circulate providing more time for the banksmen to prepare for the lorry arrival	Mace to review
15.0	There is no mention of what will be the cumulative impact of up to 53 x 54-foot articulated lorries using all 3 A41 access points and the new Swiss Cottage Gyratory route.	Total vehicle numbers are stated in the document. No overall increase in vehicle numbers is expected from CMP v11. Just different access points	n/a
16.0	I suggest that Mace, EL and TfL must conduct serious traffic tests that will yield realistic results and that TfL demonstrate how they have accounted for the impact to traffic on Adelaide Road and all parts of the A41 and the surrounding local streets - and that this information is posted on your website as soon as possible and that TfL attend the October 30th meeting to answer any questions on this.	A safety audit will be undertaken with TfL. TfL have been invited to the meeting	EL to request TfL to attend meeting
17.0	This plan will bring much larger and many more lorries to the rear of our family homes. The pathway intended for use is less than 75m from the rear of these family homes in Winchester terraced row, and indeed even closer to residential family homes in Winchester rd. Mews	Lorries and machinery were always intended to be operational on site. Yes, longer lorries and more frequent journeys through the site are now envisaged, however we do not envisage any increase in pollution as vehicles will be free to pass through the site without the need to undertake 3 point turns.	n/a
18.0	Even with the greater emission controls said to be functioning on the lorries (All or only some? This is not specified?), these lorries are massive, their numbers are greater than those on the previous CMP	The majority of vehicles entering the site with be ULEZ compliant	Mace to confirm
19.0	There is no mention of a restriction on the number of lorries, and furthermore, the lorry movements were fudged at our meeting. This will need to be explicated. Clearly a lorry of the magnitude described at the meeting doing a three (or more likely 23 point turn) will emit massive pollutant as brakes (the cause of PM2.5 emissions) have to be deployed for the purpose of turning.	Maximum vehicle numbers are stated within the proforma document. If the amended CMP is approved, this will remove the need for any lorry to undertake any 3 point turns on site	n/a
20.0	Having looked at the pollution levels on Swiss Cottage Green recorded by Imperial College, (in contrast to Hunt's flat lined recordings, leaving some serious questions to be answered there) those who reside around the periphery of this green are already subject to a pollution level that is beyond the EU recommendations.	We have not seen the data produced by Imperial. However, our monitors have shown no detrimental impact on the environment during the demolition phase	n/a
21.0	I find the documents on your website very confusing and cannot work out how many trucks you now propose should enter the site from Eton Avenue or their size.	The intention of the revised CMP is that the Eton Avenue / Winchester Road is only used for 'Planned and communicated' use. This would only be requested in exceptional circumstances for example when the site hoarding is being removed or trees being planted where access from the A41 would not be possible. We envisage that this would only be a couple of times per year.	N/a
22.0	I also cannot find a place on the website for feedback and comments. Is there one?	Please just e-mail your comments to me and these will be published on the website	N/a

23.0	You have asked for feedback but at present it is not at all clear either how to send you feedback or what it is we are being asked to comment on.	Please e-mail to me and I will be able to respond. Comments are sought on the proposed amended CMP	N/a
24.0	Could we please have a microphone for the 30th October meeting? Many who spoke weren't heard at the last meeting	I will enquire with the library to see whether they can provide one	EL to investigate
25.0	People are also expressing confusion as the current Appendices don't tally with the new proposals. Can you please clarify how these relate?	The intention is to try and minimise the number of appendices in the updated document. Any appendix document referred to relates to supporting documentation that has not changed from the CMP v11. for example utility surveys etc. All access routes and vehicle numbers are incorporated within the CMP proforma.	N/a
26.0	For the sake of clarity I believe it would be helpful to give us, One clear Site Logistic Traffic Plan - Appendix F showing the maximum daily cap for each type of vehicle at each phase entering the site for route 2 and using the pit lane for route 1	This is incorporated within the proforma. I do not want to add appendices that end up causing confusion	N/A
27.0	For the sake of clarity I believe it would be helpful to give us, a table of vehicle movements - as given in CMP v9 - would also be very helpful to clarify these specifics.	Previous tables have caused confusion. The text in the proforma provides a clear description of the works and predicted and maximum vehicle movements	N/a
28.0	For the sake of clarity I believe it would be helpful to give us, a CGI or PowerPoint time-lapse animation showing the maximum lorry movements both entering and exiting the site for both route 1 and 2 - to include the gyratory circuit.	The CGI is just for illustration purposes only the text states the max lorry movements	N/a
29.0	For the sake of clarity I believe it would be helpful to give us, a CGI of how long it might take for an articulated lorry to circuit the gyratory during peak traffic time.	I have asked Mace to review this and update	EL to review with Mace
30.0	Are all the lorries going to be ULEZ compliant - and by what percentage will it reduce total emissions?	The majority of vehicles entering the site with be ULEZ compliant. The target will be for 100% of vehicles to be ULEZ compliant.	Mace to discuss with their sub-contractor supply chain to ensure the use of ULEZ vehicles
31.0	What will be the total level of pollution of the lorries using the Open Space per day?	I will review with Mace to see whether this can be calculated	EL to review with Mace
32.0	The new proposals are for the site to be serviced by 53 lorries a day, of which 25 are to enter into the site itself using the part of the parkland and open space taken over for the development. Eleven of the lorries entering the parkland/open space area are to be massive 54ft articulated lorries compared to the previous seven 33ft lorries. Taking the Parkland and Open Space alone as an example the increase in the number of lorries from 7 to 25 amounts to a 250% fold increase; even before the cumulative effect of the increase in lorry size is taken into account.	Yes this is correct, this is due to the desire to reduce the movements through Eton Avenue and Winchester Road and the restriction by LUL over their station entrance.	n/a
33.0	It is understood that the wish for these massive articulated lorries arises from the chosen contractors, Mace, wishing to use a modular method of construction	Mace are looking at off-site construction techniques to reduce the environmental impact on the surrounding area. The proposed route would negate the need for lorries to undertake 3 point turns (currently allowed in the approved CMP), therefore reducing the environmental impact. The articulated lorries will all be ULEZ compliant and therefore there would be no increase in pollution levels between a 52ft truck and a 33 ft truck.	n/a
34.0	From the latest published details it would seem that the daily limit on the number of 54ft articulated lorries unloading on the A41 pit lane is now 14, so that the daily total of all the 54ft articulated lorries to the site is now 25	As set out in the proforma the maximum number of articulated lorries per day is 11.	n/a
35.0	The existing annual average nitrogen dioxide levels for the Open Space are between 40 and 66 ug/m3. With 40 being the EU permitted limit, the level is already often some 65% above this. The position is in fact worse as those figures were taken whilst the Open Space was still being screened by the old now demolished buildings from the A41. The concerns on the additional adverse effects of 25 lorries, eleven of which are to be 54ft articulated lorries, being driven adjacent to the open space and playgrounds used by a lot of children and babies, being one of the few facilities in the area for those without their own gardens, should not need to be elaborated on any further.	A new environmental monitor will be installed on the lamppost next to the children's playground to monitor any impact that the construction may have on the air quality.	monitor to be installed
36.0	At the meeting it was explained that until recently EL and Mace were intending all unloading of the lorries to take place from the pit lane on the A41, but LUL have recently confirmed that they would not allow the crane needed for this to pass over the above exit. This has resulted in their new proposal for 25 lorries to go into the site as described above.	The previous CMP envisaged a mix of the use of the pit lane and on-site deliveries. The location of the crane to service the tower has now only just been agreed following detailed structural investigations. The location would require lifting over the LUL station, a position that LUL have declined to grant even with a protection deck	n/a
37.0	LUL have explained that their safety standards would not permit materials to be lifted over a station entrance/exit. The only surprise about this is that this has only now been appreciated.	LUL could only comment once the location of the crane was finalised	n/a
38.0	However I am surprised that the suggestion from Save Swiss Cottage and CRASH to close the Swiss Cottage tube entrance/exit no.1 at Avenue Road, which would also help with a better and more efficient use of the A41 bus/ pit lane for full access, has not been much more seriously considered.	LUL will not close a station entrance - see 1.0 for LUL response	n/a
39.0	As explained at the meeting 53 lorries, of which twenty five are 54ft articulated lorries, are proposed to service the site every day, arriving from the north along the A41, and then leaving after going around the gyratory returning northwards along the A41. 25 of these lorries are intended to enter the site itself, but as they cannot do this directly from the pit lane they have to first make a complete circuit of the gyratory. (On this aspect the presentation from Mace was very full and clear.) This means that during the day there will in effect be 78 individual lorry journeys around the gyratory, (and even more for when they need to go around again when the site is full). Given that the A41 is a main arterial road to and from the north of London and the UK, it is open to debate whether the gyratory can cope with this amount of increased traffic.	This has been discussed with TfL who are in agreement to the proposals (subject the conclusion of a safety audit)	n/a
40.0	There are also other factors which need to be taken into account such as the lorries required over the next 20 months for the cladding works at Chalcott Tower, and for HS2 when in addition Adelaide Road may also be closed for some time.	We are in monthly dialogue with both the managers of the Chalcott re-classing works and HS2 regarding the vehicle movements and programme. The proposal will have a lesser impact on these schemes that the approved by avoiding where possible the use of Adelaide Road and Winchester Road	n/a
41.0	Accordingly it would seem imperative that TfL are consulted on this and their approval obtained before any decision is made on these proposals.	TfL have been consulted on and are in agreement with the proposals (subject to the safety audit)	n/a

42.0	It seems clear that the whole presentation, discussion, disclosures and approval of the CMP last November was on the basis that it was intended to apply throughout the whole of the development, and certainly not limited as now appears to be the case to the initial demolition phase. While it is accepted that during the course of a development there may be some circumstances arising requiring some changes to the CMP. This however should not cover either material substantial changes such as here to the access routes and to the number size and type of lorries; or which were known or foreseeable when the CMP was first approved.	As stated in the proforma template. The CMP " is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses."	n/a
43.0	On the latter between them Camden Planning Dept. and EL should have been aware that the Chalcott Tower recladding works were imminent during which for at least 20 months access to Winchester Road would be restricted.	We have been in regular contact with the managers of the Chalcott estate to discuss their programme and planned vehicle movements	n/a
44.0	Similarly as professionals in this field it should hardly be a surprise that LUL would have concerns on a crane transporting material over an entrance/exit used by passengers and staff	the location of the crane and its swing radius has only just been established	n/a
45.0	Again with Mace being EL's preferred contractor, having been involved with the initial preparation of the project, both Camden Planning Dept. and EL should be well aware of Mace's method of modular construction necessitating 54ft articulated lorries through the open space and parkland rather than the 33ft ones specified in the CMP.	As is common practice, Mace have only been involved with the project since the start of the year.	n/a
46.0	Clearly none of the above was disclosed to members of the community, who were led to believe that the CMP was prepared on the basis of applying throughout all phases of the development, and took any subsequent actions on that basis. While I do not wish here to go into any more detail on this, it would I think be appropriate to mention that there may be potential consequences arising from what may be quite serious defects in the disclosure, procedures and administration last year with regard to the approval of the existing CMP.	Full disclosure of the facts at the time where made when the original CMP was being considered and approved. Much of the rationale for the proposed amendments (as anticipated within the proforma template) have come about following discussions with a main contractor. This is common practice, hence why the CMP is seen as a live document	n/a
47.0	However my main reason for going into some detail on this, especially in the second paragraph of this section above, is to try and ensure that this time around firstly that the members of the Planning Committee take the opportunity to consider this all afresh and also obtain the necessary prior information.	Full disclosure of the facts has and will be made clear to Camden so they can make a decision	n/a
48.0	Just because EL and Mace have chosen one particular method of construction as being the most cost effective for them, does not mean that it has to be fully accepted without proper consideration being given to other possibilities even if they should take a bit more time, which anyway is likely to be not that material in the context of the whole project. For example using smaller lorries rather than 54ft articulated ones in the parkland/open space should be investigated.	the construction method is continually being reviewed to provide the most efficient method that reduces programme and therefore minimises the impact on the surrounding area. We strongly believe that the use of off-site construction methods will reduce the overall environmental impact on the surrounding area	n/a
49.0	If LUL could be persuaded to allow the Avenue Road East Exit 1 to be closed this would alleviate a lot of the concerns, with no lorries having to enter the open space/ parkland thus automatically helping to alleviate the level of noise and pollution directly adjacent to the children and babies play areas. This would also enable a more efficient use of the A41 pit/ bus lane.	LUL will not close the entrance to the underground station	n/a
50.0	To summarise these proposals are an enormous departure and increase on what was approved and discussed before, so need to be fully considered afresh by the members of the Planning Committee.	The principles of the CMP remain, with an addition of an extra access point. This is an amendment to the CMP. Camden will review and make a decision	n/a
51.0	Given the matters that need to be agreed by LUL and TFL it would seem counter productive for the Planning Committee to meet until all the issues with those bodies have been fully resolved.	TFL and LUL have been consulted on and have provided their views on the proposals	n/a
52.0	Would EL / Mace consider lowering the environmental trigger thresholds that is currently reported against?	This is something we are discussing with Mace. An option that we are exploring is to agree to a non-binding nominal lower threshold that we seek not to breach. If the lower trigger is breached then the cause of the issue will be investigated by the Mace Management team to see whether the cause / method can be amended to reduce the impact below the nominal threshold. However, in terms of the Council enforcing breaches, this will be based upon the regulatory limits.	EL to confirm with Mace and publish proposed nominal levels
53.0	Can the public be made aware of any changes that are made to the CMP?	Yes any changes will be tracked on the CMP tracker with an e-mail to be sent to all parties on our e-mail list and published on the website	EL to e-mail public if any changes are made to the CMP
54.0	Can all comments in their entirety be forwarded to Camden when the CMP is submitted	This is something we are discussing with Mace. An option that we are exploring is to agree to a voluntary non-binding nominal lower threshold that we will report against. From a statutory obligation perspective the trigger limits would remain relative to S.60 sanctions. However, if this lower trigger is breached then the cause of the issue will be investigated by the Mace Management team to see whether the site works are the cause and if so the cause / method can be amended to reduce the impact below the voluntary threshold. However, in terms of any enforcement, this will be set against regulatory limits not the lower nominal limit.	EL to forward communication to Camden
55.0	Would EL / Mace consider closing a single lane of the A41 including the station entrance for the construction of the building as proposed by some residents in 2018?	This is not something that we have undertaken technical studies on, given that the landowner and highways authorities (TFL and LUL) have repeatedly refused this option	n/a

<p>56.0 The very considerable increase in pollution levels particularly Nitrogen Dioxide (NO2) that will result from the 415% increase from the originally planned to the proposed 25 construction lorries, including 11 massive 54ft articulated lorries per day!! The Nitrogen Dioxide levels in the Swiss Cottage Open Space area are already 63% over the acceptable EU limit.</p>	<p>We understand the concerns regarding the existing pollution levels. However, we have set up environmental monitors around the site to monitor any impact of the construction on the surrounding area, with any breaches of the environmental thresholds resulting in a halt of work and an investigation into the cause. The monitors are linked to a live feed website that is available to access via our website. The live feed has been available to view throughout the demolition and basement work, with little or negligible impact recorded through this period. We do not envisage any noticeable impact during the construction phase, which will be monitored closely by Camden Councils Environmental officers.</p>	<p>EL to monitor any environmental impact of the construction on the surrounding area and work closely with Camden Council to ensure no breaches</p>
<p>57.0 Our Open Space area is the only green lung in the area where children play and families come for some respite from the noise and pollution of Finchley Road ! Acceptance of the CMP would mean a travesty of our right to clean air for the next three years!</p>	<p>The hoarding has been increased in height next to the playground and an environmental monitor is to be placed on the lamppost next to the playground. We do not envisage any increase in the environmental impact from the construction of the scheme on to the park and playground. As stated above, any breaches of the environmental thresholds will result in work being halted and an investigation on what caused the breach including any amendment to the technique to reduce the impact.</p>	<p>n/a</p>
<p>58.0 We are particularly concerned about the effect of the increased NO2 levels on children. It is a known fact that exposure to high levels of NO2 irritates the lungs airways and contributes to the development of asthma and increases the risk of lung cancer.</p>	<p>See answer of No. 56</p>	<p>n/a</p>
<p>59.0 We would recommend that Essential Living monitor the quality of air and NO2 levels by installing a pollution monitor so that we are all aware of what we are breathing when we are in the area.</p>	<p>We have installed 4 monitors with an additional one to be inserted shortly</p>	<p>n/a</p>
<p>60.0 <small>The sacrifices and absurdities stem from the recently disclosed restriction imposed by TfL that it will not allow the delivery of building materials to swing over the public heads and the subsequent folly that all construction vehicles coming from the depot in the north must drive right past the entrance to the site because they cannot make the necessary 90 degree turn off the Southbound A41 - and must therefore traverse around all 3 sides of the congested gyratory in order to gain access to it. To demonstrate how inconsequential this TfL restriction is, the CMP presents a video of a single lorry - no other road users in sight making its way around the Swiss Cottage gyratory in less than 15 minutes. - a notorious gyratory that is nearly always choc-a-bloc with cars, lorries and TfL buses picking up pedestrians. This version of the CMP also states clearly that not only vehicles entering the site at Access 2 - but vehicles accessing the pit lane [see form page 32] - will also have to make this same journey all around the gyratory before they can access the pit lane. And all of them will have to make the same tortuous journey around the gyratory when exiting the site in order to return to base. The video makes the false claim that the 25 vehicles entering and leaving the site via Access 2 [50 in and out circuits around the gyratory] and the 20 proposed vehicles entering the pit lane [50 in and out circuits around the gyratory]. The lane vehicles will travel along Finchley road/A41 onto Avenue Road/A41, turn right onto Adelaide road, turn right again onto Finchley road and a final right into the pit lane. [see form page 32] will have a traffic-free journey around the gyratory and 2 sets of traffic lights and that these 206 additional circuits around the gyratory will not adversely add to the significant traffic jams that already exist on the A41. By all parameters, it is difficult to believe that officers and TfL find it acceptable to allow 106 extra construction vehicles a day [some of them 54-foot articulated lorries] to make this logistically ridiculous detour - just in order to access the site at all. Lorries had to have made clear to Camden not just one month ago but far earlier in the process that there was no direct way to enter the site from the depot in the north [can we really believe that this crucial piece of information only came to light a few months ago?]- Camden and TfL might well have made other decisions.</small></p>	<p>The video is for illustrative purposes only. When traffic is present this provides a longer opportunity for the banksmen to open the gate. No change in approach is expected with traffic. It is possible for vehicles to enter the site (access 2) directly off the A41 without using the gyratory system, however there is a greater chance of vehicles causing a blockage waiting for the banksmen to open the site than if they were to use the gyratory. The basement construction lorries are currently using this route without issues.</p>	<p>n/a</p>
<p>61.0 This version of the CMP avoids an assessment of the cumulative impact of the significant increase in construction lorries using all 3 access/egress points on the A41.</p>	<p>The cumulative total off lorries is the same as the approved CMP i.e. 53 lorries</p>	<p>n/a</p>
<p>62.0 Nor has TfL supplied any data on the impact the CMP will have on adjoining streets that will bear the brunt of drivers trying to avoid the inevitable traffic jams on the A41.</p>	<p>We do not envisage any impact on the adjoining streets caused by our lorries using the A41</p>	<p>n/a</p>
<p>63.0 This version of the CMP does nothing to address the significant and unfair inconvenience this version will cause pedestrians: • The 2 alternative bus stops to the north and south of the closed bus stop are both too far away for all but the able-bodied: wheelchair users, people on crutches or using a cane, parents with prams and toddlers, pedestrians with heavy parcels - must now make their convoluted way across at least 2 sets of traffic lights and across several lanes of traffic. • All will be forced to stop dead in their tracks throughout the day each and every time a construction vehicle enters the site and each and every time a construction vehicle exits the site. Each entrance/exit involves opening the gates, swinging the barriers in place, waiting for the vehicle to manoeuvre in to the oncoming traffic, and waiting for the barriers to be swung back into place. This process takes far more time than the 'few seconds' posited by Mace. It is inexcusable that officers have so little regard for the real hardships this plan foists on pedestrians. This obstructive plan might be justifiable for a few weeks or months but not for years.</p>	<p>The new temporary bus locations have been agreed with TfL. Agreed that pedestrians will be required to stop whilst lorries enter the site. This is already occurring during the basement works and is vital to ensure the safety of the public.</p>	<p>EL to investigate alternative bus stop locations closer to the pit lane area</p>
<p>64.0 To commandeer an entire lane of traffic on such a major public road artery is not fair to road-users and shows yet more blatant disregard for the chaos this will generate. Perhaps merging 2 lanes into one could be justifiable for a few weeks or months but not for the years necessary for this build.</p>	<p>The pit lane design evolved following the safety audit undertaken by TfL. The design was agreed with the highway authority with the licence being issued based on the updated design</p>	<p>n/a</p>

65.0	<p>If all of the above were not damning enough, it is unconscionable – and in the case of Clean Air Chief Spokesman Cllr Adam Harrison, unconscionable and hypocritical – that a borough that touts their anti-pollution credentials is allowing the developer permission to encroach into the public's parkland space outside the developer's boundary – adding to the already over-the-limit pollution levels that exist on the site. Allowing huge vehicles to encroach on even 10% of the open space directly adjacent to the playgrounds will clearly add to the 63% over-the-EU limit of nitrogen dioxide levels that exist there now.</p> <p>I object to the accepted practice of 'averaging' that the Council invokes when attempting to justify unacceptable levels of noise or pollution. Applying this method of averaging out – say, noise - over the 10 hour workday leads to the following ludicrous situation: construction could, theoretically, be carried out at 500 decibels for one hour each day because when 'averaged out' over a 10 hour day it becomes a permissible noise level of 50 decibels. The human ear hears the actual sound generated NOT an averaging-out of that sound over time.</p>	See answer of No. 56. With regard to the noise levels, we follow industry guidelines and aim to minimise all noise levels below threshold levels	n/a
66.0	<p>as the NO2 levels in the Open Space at Swiss Cottage is already way above the EU limit, now at 63% above in fact. These facts are according to the reports in the Sunday Times "exposure to NO2 has been associated with respiratory symptoms, reduced lung function in children, asthma and reduced weight birth..." "Air pollution is the world's largest environmental health risk..." this report from Clean Air London.</p>	See answer of No. 56	n/a
67.0	<p>a) The increased pollution will be exacerbated by increasing the number of construction lorries, including 11 enormous 54feet articulated lorries per day This increase will most certainly affect the children, adults using the Swiss Cottage Open Space. b) this proposed increase of 25 lorries (which includes 11 54feet articulated lorries) makes it a 415% increase from the original 7 smaller 34ft lorries</p>	See answer of No. 56 (consented CMP envisaged 14 lorries per day onto site not 7)	n/a
68.0	<p>These additional lorries will cause much disturbance and additional noise, as too close to the children's play area and the public path and to the residents of the square, including all in the Mora Burnet House care home.</p>	The lorries will be within the site hoarding. We aim to minimise the level of disturbance throughout the construction phase	n/a
69.0	<p>The vehicles should be restricted to the other side of the A41. And why has London Underground not given evidence yet as to why the closure of the Avenue Road entrance to the Swiss Cottage station 'during the redevelopment of 100 Avenue Road would have an adverse impact on the safe operation of the underground station'?</p>	The consented scheme already allows vehicles on site. The proposals seek to shorten the overall build programme as much as possible in order to reduce any environmental impact the scheme may have. LUL has provided a letter stating it is not willing to close the station entrance.	n/a
70.0	<p>I strongly object to the new CMP proposals for the increased number and size of lorries coming through the Swiss Cottage Open Space to the 100 Avenue Road site. This will create even more noise, pollution and inconvenience for months on end. There are residents and children very nearby who will be significantly affected by this. There are important targets on reducing pollution and NO2 levels in London but it appears that a developer can do whatever they want - yet again without strong oversight by the council.</p>	See answer of No 56	n/a
71.0	<p>This project – in appallingly close proximity to public pathways and children's play areas - will appreciably worsen the already parlous state of air in London, to the extreme discomfort (and worse) of people already experiencing severe respiratory problems.</p>	See answer of No 56	n/a
72.0	<p>The constant intrusion of very heavy 54-ft. long lorries in the district, blocking the roads, causing untold vibration damage to existing building and creating a cacophony of appalling noise, will make this district not only dangerous but HELL to live in....</p>	we do not envisage any greater impact of the proposals compared with the consented CMP on the local road network	n/a
73.0	<p>The closure of the Avenue Road entrance to Swiss Cottage station will cause endless inconvenience to daily commuters, and serve as a unnecessary hazard in the event of rapid evacuation from the station.</p>	No closure of the station entrance is proposed	n/a

<p>74.0 •This new CMP should not be considered or approved until Transport for London have done their "safety audit and Traffic Management Act review". Otherwise any consultation on this CMP is meaningless because it may be decided later that something else is unsafe, as was the location of the tower crane and its function to haul building materials over the tube entrance, both of which were known by LUL one and a half years before the approval of the current CMP . (Remember that???)</p>	<p>The safety audit will be undertaken by TfL prior to implementation. Initial modelling and discussions with TfL have not indicated any issues.</p>	<p>n/a</p>
<p>75.0 I am amazed by the new CMP proposals, and feel I have no alternative but to object in writing. I can't understand how any individual or company involved in this development can claim these changes are an improvement when it is obvious they will prove detrimental to the environment and the residents/users of the area, particularly children and elderly people. The raised pollution level, the noise, the increase in construction lorries using the already overburdened A41 and the gyrotory system does not suggest smooth, trouble-free management but hit-and-miss chaos; nor is it at all clear that construction work above Swiss Cottage Underground Station is 100% safe.</p>	<p>We do not envisage any greater impact on the surrounding area than that of the consented CMP.</p>	<p>n/a</p>
<p>76.0 Have TfL done their safety audit yet? Clearly you should not progress until assured that a scheme is safe for surrounding roads and the tube station. It seems strange that closing that Underground entrance will be unsafe. The reason? Is it to do with exits in the event of emergency evacuation? Having lorries go round Swiss cottage and through into the site adds to disturbance for local residents... and you claim that the consequence is a substantial extension in time which drags out the disturbance.</p> <p>Not only is NO2 damaging for health, https://www.londonair.org.uk/LondonAir/guide/WhatsNO2.aspx, but so is continuing noise especially if the work leads people to feel trapped in their homes with unpleasant noise.</p> <p>https://www.brainfacts.org/thinking-ensuing-and-behaving/diet-and-lifestyle/2018/noise-pollution-int-just-annoying-its-bad-for-your-health-062718</p> <p>I am a cyclist and wary of being near construction lorries... the thought of long articulated ones is worrying for the risk of cycle and pedestrian accidents. We all should be on the alert but there are children using the park and accessing it from other streets around.</p>	<p>See answer to question 73</p>	<p>n/a</p>
<p>77.0 I wish to register my objection to the proposed new CMP on the grounds of:</p> <ul style="list-style-type: none"> * Increased air pollution for all residents, caused by increased - and heavier - construction traffic * Increased disturbance especially to vulnerable residents such as those living in Mora Burnet House, from the same cause. <p>In addition, I am alarmed to discover that Essential Living have clearly failed to have plans approved by TfL and LUL at the correct stage in the process. The perceived need to make alterations to the heavy vehicle access routes appears to arise, at least in part, from that failure to gain approval for safe positioning of the tower crane until now.</p> <p>This is an unacceptable situation: Essential Living and to a lesser extent, Camden Council (and, conceivably TfL and LUL) must be called to account for this failure, and for the potential detriment to local residents to which it will clearly lead, in terms of pollution and disturbance.</p>	<p>See answer to question 56</p>	<p>n/a</p>
<p>78.0 I was horrified to receive your leaflet yesterday morning. Pollution is at a high level NOW at 63% above the EU limit. Lorries, diesel or petrol still emit high gases.</p> <ul style="list-style-type: none"> a. At the moment the Swiss Cottage Green is a sacred space for children and adults alike, to play football to have fun in the water with the sprinklers, disabled adults and visitors to the area. b. Noise and pollution also affects the elderly, those from the Chalcot Estate, Mora Burnet Home. c. Noise and vibration to those living and working on or around the adjoining square. d. Will the farmer's market survive, people's livellhoods at risk? 	<p>See answer to question 56. We do not envisage any significant detrimental impact on the greenspace, farmers market or adjoining properties throughout the build</p>	<p>n/a</p>
<p>79.0 Poisoning the residents who live surrounding 100 Ave rd redevelopment site, and poisoning the mothers and babies who visit Swiss Cottage open space IS morally wrong. You know this, we know this and it's not going to be glossed over because it is legal. You will answer to this because you have a choice.</p>	<p>see answer to question 56</p>	<p>n/a</p>
<p>80.0 We all know that you have increased the number of trucks on site. Starting with 7 (no one believed that one), and now moving to 25 shows a flagrant disregard for public process and the environment.</p> <p>The green space behind the theatre is all we have in this neighbourhood. Already that area is 63% above the EU level. Children play there all day despite the chaos and dust and filth from the construction site. The increased pollution and noise and disruption from these extra huge articulated lorries will be enormous.</p> <p>We urge you and Camden council to stop increasing the permitted number of lorries.</p> <p>Keep the trucks on the A41 and protect our residential side street.</p>	<p>see answer to question 56</p>	<p>n/a</p>
<p>81.0 The continued refusal of TfL to close one of their four accesses to Swiss Cottage tube station is totally unreasonable. The access has already been compromised and were it closed it would allow the construction vehicles to use the pit lane that had been designed to facilitate access to the site causing less disturbance to the open space, play area etc. The present proposal only increases the pollution levels and the congestion in the Swiss Cottage area. This latest CMP should be resisted.</p>	<p>LUL have reviewed the proposals and are unwilling to close the station entrance</p>	<p>n/a</p>
<p>82.0 I am emailing to object to the new CMP proposals as I live within a few minutes from the site and as an asthma sufferer I am concerned that with the Nitrogen Dioxide (NO2) levels in Swiss Cottage Open Space being already 63% above the EU limit that a further increase in the number of construction lorries proposed per day will further exacerbate the problem not only for me but for other sufferers and non-sufferers. In addition more lorries including articulated ones, will cause additional noise and vibration much too close to the children's play area. Also there will of course be an increase in pollution in an already very polluted area. The Swiss Cottage gyrotory system is overburdened with traffic and the addition of many more large vehicles will just add to the gridlock and thereby emitting more noxious gases for residents and workers alike and constant traffic delays.</p>	<p>See answer to question 56</p>	<p>n/a</p>

83.0	I am very concerned about the size and number of construction lorries that it is proposed will be passing through our Open Space at Swiss Cottage for over 2 years. Swiss Cottage has precious little open space where children can play and adults can enjoy some fresh air and exercise. The Open Space will become essentially unusable and the increase in pollution, noise and vibration for local residents is completely unacceptable. All lorries should be restricted to the other side of the site along the A41 to minimise this.	The open space outside of the site compound will not be impacted by the construction of the development. The park throughout the demolition and basement works has not been impacted and continues to be well used. We do not envisage any alterations of this during the construction phase.	n/a
84.0	The average number of 30 vehicles per day on any route is excessive. In particular, 53 vehicles per day between month 8 and 9 is unacceptable, as this will give rise to roughly 1 vehicle every 6 minutes over the permitted working hours between 8am and 6pm. This will inevitably cause traffic congestion on A41 and the gyratory area. More seriously this may cause traffic impact further into city centre and the neighbouring Westminster Borough.	The approved CMP allows a maximum of 53 vehicles per day. We do not envisage that this number of trucks will impact the A41	n/a
85.0	I have read with incredulity of your firm's astonishing proposal to bring no fewer than 25 construction HGVs (to include 11 enormous 54ft articulated lorries) onto the Swiss Cottage Green Space each day for the next three years! This strikes me as a proposal of breathtaking arrogance, displaying a complete absence of regard for all those individuals, families and children who live nearby or for whom the Green Space (and its outdoor play areas) provide the only recreational open space in the area.	To be clear, we are not proposing to allow trucks onto the green space. Trucks will be inside of the site boundary (including the licenced area).	n/a
86.0	What is hard to understand is how you can move so far from your original proposal for 7 smaller lorries per day to the current 25, many of them of giant size - thereby bringing added noise and vibration to the site, and destined to make the Space much less pleasant to visit and impossible to relax in. The daily presence of these giants (and their movements and use) will also have a significant adverse effect on the quality of life of residents in the area, including those vulnerable people who live in Moira Burnet House just opposite. How can you justify this sudden enormous increase? It has all the hallmarks of a greedy, profit-driven development company hoping to bring in a new scheme under the public radar. It will no doubt make life much easier for your company but have a disastrous effect for an extended period of time on the lives of all the good, trusting individuals who live, work and play in the area. You should surely be able to use the road on the other side of your site (on the A41) for this purpose. You have after all been allowed to section off a large proportion of the street.	The approved CMP provides for 14 vehicles through the site per day. The new proposal increases this to a maximum of 25 to allow the scheme to be constructed in the quickest period of time.	n/a
87.0	I object to what is going on at Swiss Cottage. This afternoon in trying to get home, I passed several large trucks with their engines running queuing up behind each other at the site where the entrance to the tube station is located. My bus stop where I normally get off is closed, which means I am having difficulty to access the Library, my surgery, and the Hampstead Theatre where I go regularly. I am elderly, recovering from cancer, short of breath, and have problems walking far. It is a tragedy as far as I am concerned. These lorries are ruining our everyday lives at Swiss Cottage.	I assume that you are referring to the pit lane where trucks were waiting to enter the site. I will investigate whether the drivers had kept their engines running and ensure that they are aware of our policy for no idling. I am sorry for the closure of the bus stop and its relocation. We will review the location with TfL and see whether a closer option can be incorporated.	EL to review bus stop location with TfL

Appendix 2 – Letter for Transport for London (TfL) dated 05/11/2019



Barry Coltrini
Essential Living
Coin House, Level 5
2 Gee's Court Marylebone
London
W1U 1JA

Transport for London
City Planning

5 Endeavour Square
Westfield Avenue
Stratford
London E20 1JN

Phone 020 7222 5600
www.tfl.gov.uk

05/11/2019

Dear Mr Coltrini,

Title: 100 Avenue Road Traffic Management

With reference to your new proposed construction access from Avenue Road near the point where it meets Finchley Road, TfL has no objection is principal.

However as discussed in recent meetings with you the proposal is still subject to safety audit and Traffic Management Act review.

Although the reduction the proposed access would have on the programme of the development construction is welcomed as it will return the Transport For London Road Network to normal sooner. I also understand it will take some traffic from local roads which I believe will be good for local residents.

As ever myself and TfL are here to help support the efficient and safe construction of your development and will continue to help develop you current and proposed traffic management.

We look forward to formalising the arrangement soon.

Yours sincerely



Dominic Hollen
Section 278 Project and Programme Manager
Spatial Planning