

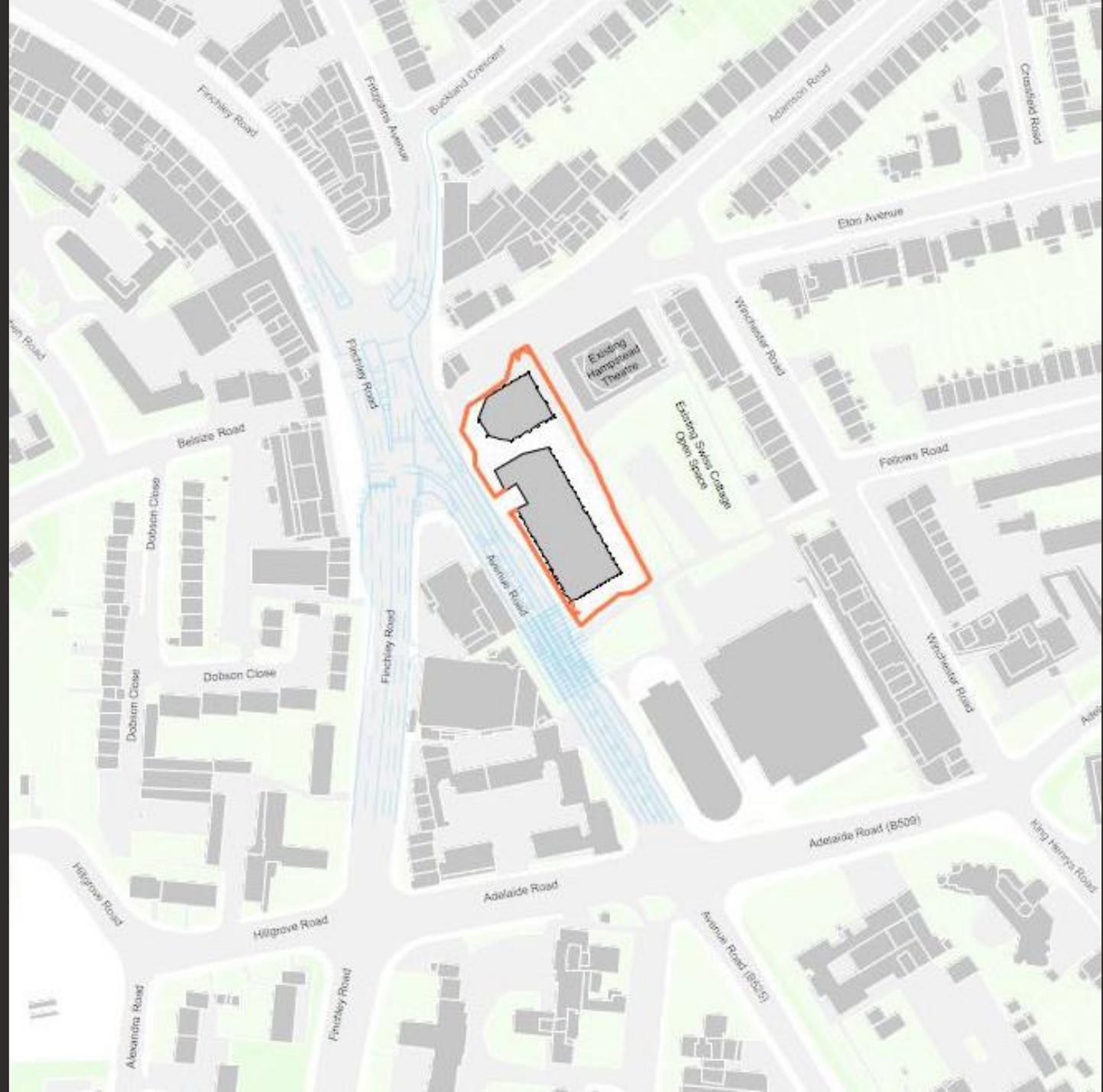
# CONSTRUCTION MANAGEMENT PLAN (CMP) PROPOSED AMENDMENTS

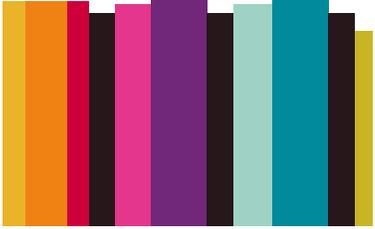
Public Consultation Event (No 2.)  
18:00 – 19:30  
30th October 2019



# NEXT STEPS...

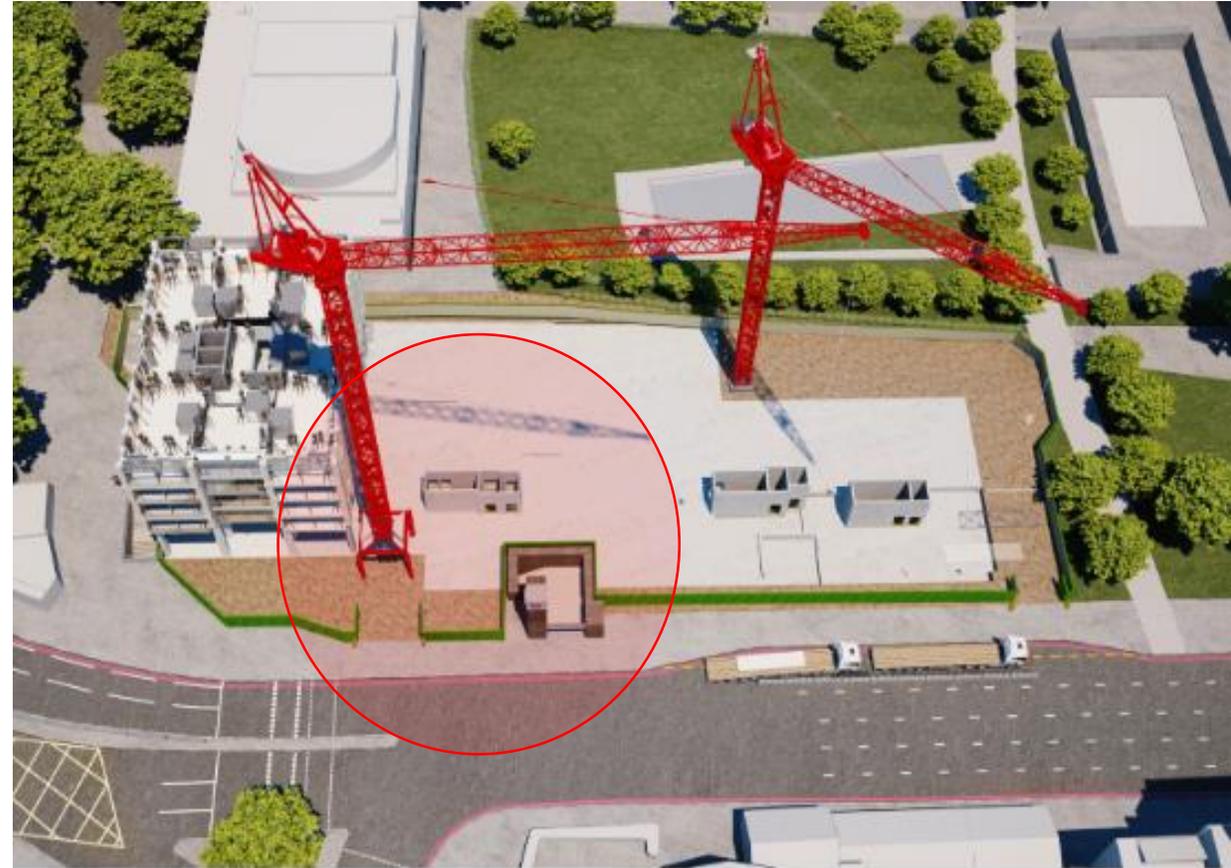
1. The original presentation was available to view on our website since the **11<sup>th</sup> Oct**:  
[www.theatresquare.info](http://www.theatresquare.info)
2. The proposed amended CMP has been available for comment on the website since the **17<sup>th</sup> October**
3. This **2<sup>nd</sup> Consultation Event** provides a further opportunity to provide queries to the proposals. The presentation will be on the website from the **31<sup>st</sup> October**
4. Feedback received to date along with EL's responses are available to view on the website
5. The intention is to submit the amended CMP to Camden Council by the **1<sup>st</sup> November**
6. A minimum of 14 days will be provided for comments prior to any decision by Camden



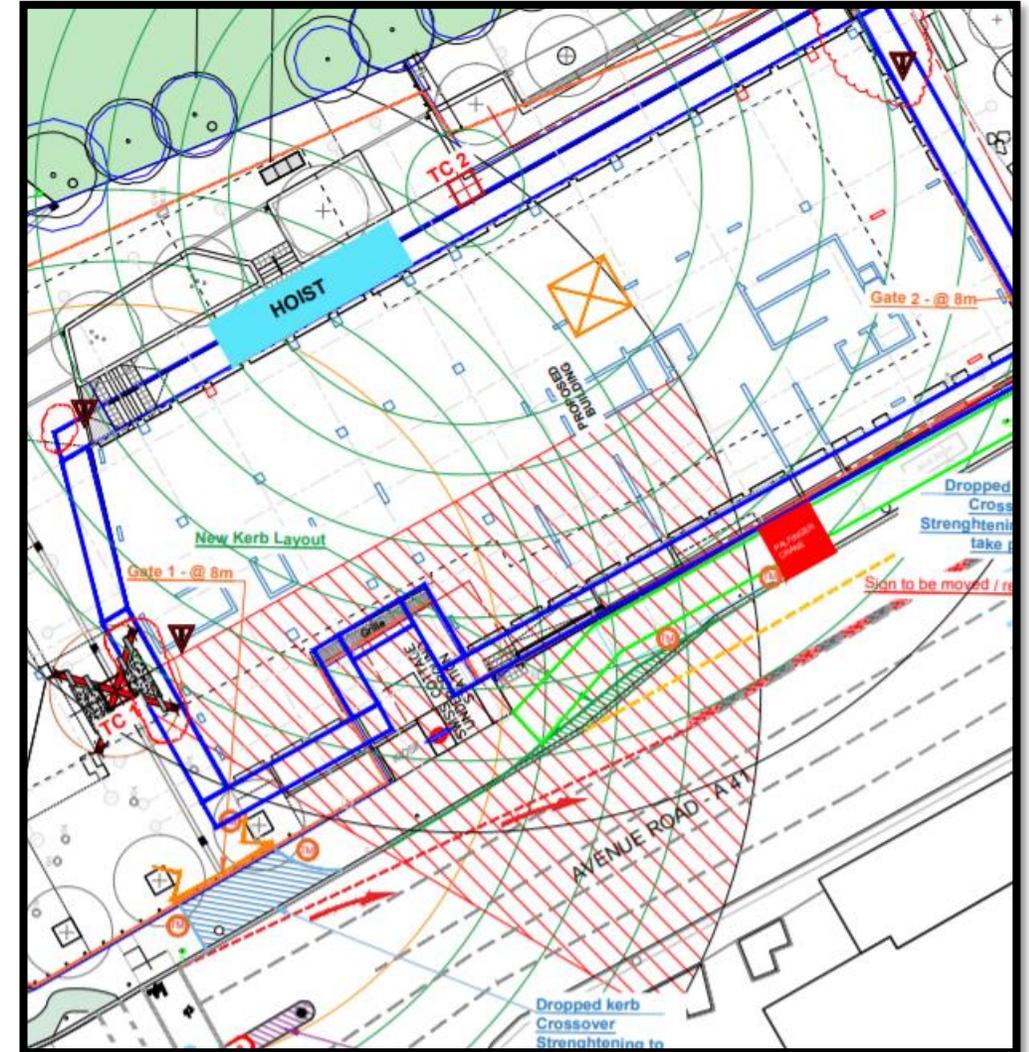


**mace**

- What's 'changed'?
- The London Underground (LUL) Interface – We have been informed by LUL that the crane which constructs the tower building is not allowed to pass over the London Underground A41 Avenue road entrance after review with the London Underground Limited (LUL).
- The original Construction Management Plan is based on the crane lifting larger materials from the Pit lane over around the LUL entrance but the mast would pass over the asset.
- This impacts the crane lifting plan as one of the cranes cannot use the A41 pit lane which in turn impacts overall Programme and methods of construction.

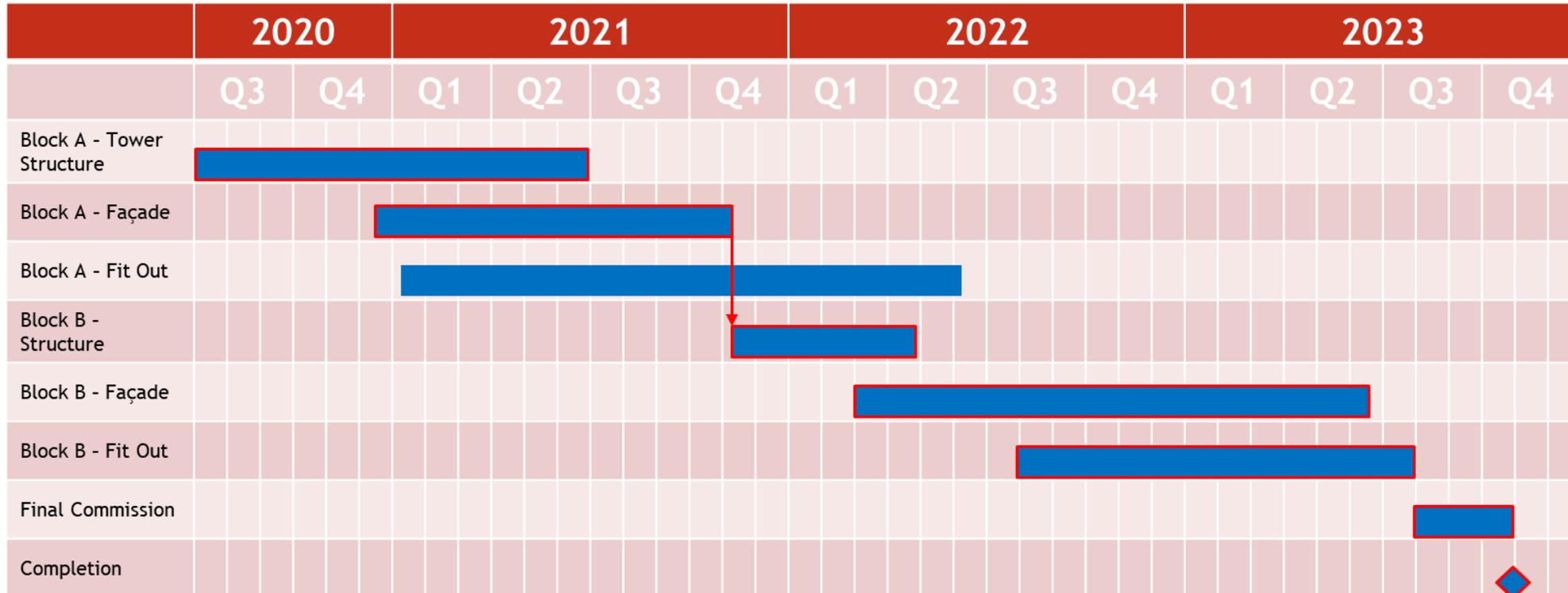


- What's 'changed'?





- The Impact 11 months longer than current programme



- Proposed/ Revised Construction Management Plan – Logistics Plan

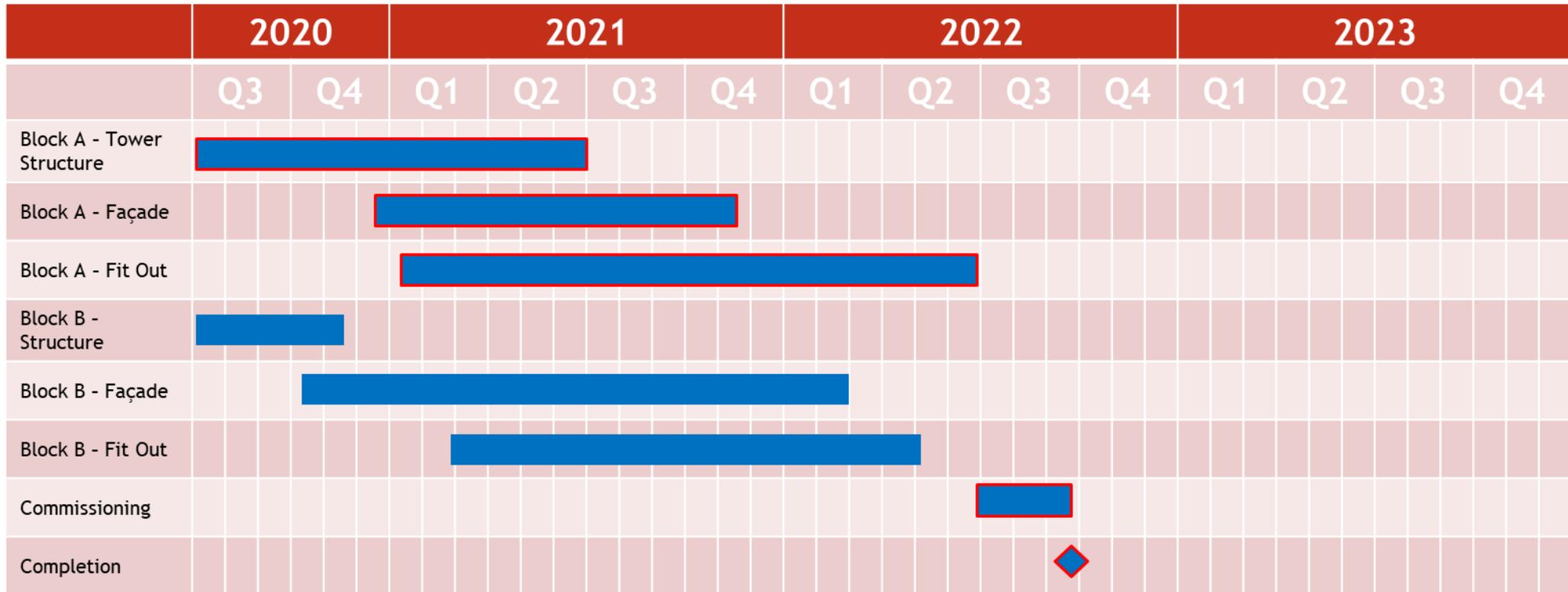
# VIDEO

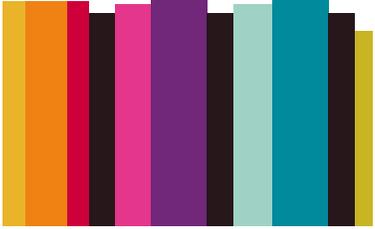
- ‘Proposed/ Revised’ Construction Management Plan – Vehicle Numbers per day
- Overall number does not change.

Estimated Daily Maximum Vehicle Movements			Winchester Road (route 6)	Access / Egress onto A41 (route 8)	Total On site Vehicle Movements	Pit Lane	Total Movements
Demolition	Phase complete		14 Max Movements	14 Max Movements	28 Max Movements	0 Max Movements	28 Max Movements
Construction and fit out	Original CMP	30 Months	7 Max Movements	14 Max Movements	21 Max Movements	32 Max Movements	53 Max Movements
	CMP with constraints	40 Months	7 Max Movements	14 Max Movements	21 Max Movements	32 Max Movements	53 Max Movements
	Revised CMP	27 Months	<b>Planned events only</b>	25 Max Movements	25 Max Movements	28 Max Movements	53 Max Movements

- Vehicle movements = 1nr Vehicle in and out
- The plan is based on Delivery Hours Utilising A41 – 8am- 6pm Mon-Fri/ 8am-1pm Sat
- Only ‘Planned and communicated’ use of Winchester Road -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.
- Articulated vehicles to be taken off the A41 and to be off loaded within the site boundary and the Pit lane.

- ‘Proposed/ Revised’ Construction Management Plan – Programme.





**mace**

Comment / Feedback	Response	Action
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
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.	EL to liaise with Parkland officers over additional monitor
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	Mace to specify to sub-contractor supply team to use ULEZ vehicles
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
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

Comment / Feedback	Response	Action
<p>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.</p>	<p>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</p>	<p>n/a</p>
<p>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.</p>	<p>We have not seen the data produced by Imperial. However, our monitors have shown no detrimental impact on the environment during the demolition phase</p>	<p>n/a</p>
<p>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</p>	<p>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.</p>	<p>n/a</p>
<p>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</p>	<p>As set out in the proforma the maximum number of articulated lorries per day is 11.</p>	<p>n/a</p>
<p>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.</p>	<p>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</p>	<p>n/a</p>