

# Construction Management Plan pro forma

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## Revisions & additional material

Please list all iterations here:

<b>Date</b>	<b>Version</b>	<b>Produced by</b>
18.02.2026	Draft	Liongate Construction

### **Additional sheets**

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

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# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts. This relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Any further queries on the CMP process and working within Islington can be directed to the Environmental Pollution, Policy & Projects Team  
email: [pollution@islington.gov.uk](mailto:pollution@islington.gov.uk).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety \(CLOCS\)](#) scheme) and London Borough of Islington's Code of Construction Practice for Construction Sites (**COPCS**).

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The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete a demolition notice (see <https://www.islington.gov.uk/planning/building-control>).

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.** Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **6 months from completion and when all works are completed on site.**

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically following written agreement by the Local Planning Authority.

# Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: Blocks, C, D, E, N and P, Whittington Hospital, Magdala Avenue, London, N19 5DY

Planning reference number to which the CMP applies: **P2022/2614/FUL**

2. Please provide contact details for the person responsible for submitting the CMP.

Name: Jessica Wilson of Newsteer on behalf of Whittington Health NHS Trust

Address: 20 Farringdon Street, London, EC4A 4AB

Email: [jessica.wilson@newsteer.co.uk](mailto:jessica.wilson@newsteer.co.uk)

Phone: 07584 888 465

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name:

Address:

As a contractor has not yet been appointed, the specific contact details for these roles will be provided to the Council by the developer once the appointment is finalized.

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

Name:	As a contractor has not yet been appointed, the specific contact details for these roles will be provided to the Council by the developer once the appointment is finalized.
Address:	
Email:	
Phone:	

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name:	As a contractor has not yet been appointed, the specific contact details for these roles will be provided to the Council by the developer once the appointment is finalized.
Address:	
Email:	
Phone:	

# Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The application site comprises the Maternity and Neonatal Wing (Blocks C, D, E, N, and P) of the Whittington Hospital, located within the London Borough of Islington and bounded by Dartmouth Park Hill and Magdala Avenue. Situated immediately south of the Grade II listed Jenner Building in a predominantly residential area, the hybrid development proposal involves the refurbishment and extension of existing facilities, including detailed plans for a new infill block, entrance upgrades, and a Labour Ward expansion, alongside an outline application to replace Block P with a modern facility and service core. Construction within this live hospital environment will be phased to maintain critical clinical services, with logistics carefully managed via Highgate Hill and Magdala Avenue to minimize disruption to ongoing hospital operations and the local community. Please see Appendix A for the Site Plan.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, basement construction, close proximity to residential dwellings, works to party wall and party wall agreements etc).

The hybrid planning application proposes the refurbishment and extension of the Whittington Hospital Maternity and Neonatal Wing (Blocks C, D, E, N, and P) to provide modernised clinical facilities, involving basement excavation, the demolition of Block P, and the construction of new infill and service blocks. Executed within a live hospital campus, the works present significant logistical challenges, requiring strict management of noise, dust, and vibration to protect the adjacent Grade II listed Jenner Building and nearby residential receptors, while ensuring uninterrupted 24/7 emergency ambulance access and vehicular access via Highgate Hill and Magdala Avenue.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

### **Residential Receptors (Dwellings)**

- Magdala Avenue: Residential properties located immediately to the south of the site boundary.
- Whittington Estate: Residential blocks located to the west and south-west across Dartmouth Park Hill
- Holbrook Close: Residential dwellings located to the north-west of the site.

### **Institutional and Healthcare Receptors**

- St Joseph's School: A primary school and nursery located immediately across the northern boundary of the site.
- Highgate Mental Health Centre: An acute mental health inpatient facility located directly opposite the site to the west on Dartmouth Park Hill.

### **On-Site Sensitive Receptors**

- The Jenner Building: A Grade II listed building located immediately north of the construction zone, currently used for offices and administration.
- Live Clinical Wards: The existing Maternity and Neonatal units (Blocks D and E) will remain operational during construction, making them sensitive to noise and vibration.
- Emergency Department (A&E): Located to the east of the site; maintaining uninterrupted 24/7 ambulance access is a critical requirement.

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

The details for these specific sections are to be finalised and will be added to the final report.

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones).

The details for these specific sections are to be finalised and will be added to the final report.

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Islington are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The working hours will be as above.

12. Please confirm any proposed work which must be carried out outside of the standard working hours (such as abnormal loads, railway possessions etc) and how any overruns will be avoided.

Standard working hours for this project are strictly limited to 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. No works will be carried out on Sundays or Public Holidays.

At present, no activities are scheduled to take place outside of these permitted hours. Should any essential works, such as abnormal loads or utility connections, require an exception, prior written approval will be obtained from the Council.

To prevent overruns, all major operations will be scheduled to conclude well before the end of the working day.

Site management will monitor daily progress to ensure any tasks at risk of overrunning are safely suspended until the next permitted period, and once appointed, the Main Contractor will be responsible for providing a detailed notification process for any such requirements.

13. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

The project involves the introduction of additional plant to increase the capacity of existing utilities, supporting the new clinical accommodations.

While the development utilizes existing infrastructure where possible, any required upgrades or new connections to public utilities will be managed through a coordinated strategy to minimize local disruption.

As the Main Contractor is yet to be appointed, formal discussions and the final programming of connections with statutory undertakers will be finalized and shared with the Local Authority at a later stage.

# Community Liaison

**A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.**

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

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## Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

**The Council can advise on this if necessary.**

### 14. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP.**

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Liongate Construction is responsible for the preparation of this Construction Management Plan and is committed to a transparent, cooperative consultation process to manage construction impacts effectively.

As the Main Contractor is not yet appointed, Charlie Abdullah (Director, Liongate Construction) will act as the primary point of contact for community liaison during this phase.

A dedicated project website has been established to serve as a central hub for consultation. A draft version of this Construction Management Plan (CMP) is uploaded to the site, allowing stakeholders to review proposed measures and provide feedback directly through an online portal. To ensure all affected parties are reached, a formal letter including a project summary and a QR code linking to the website will be distributed to all "sensitive receptors," including residents, businesses, and ward councillors.

This consultation process is designed to be inclusive and responsive:

- **Evidence and Feedback:** All comments received via the website or direct correspondence will be recorded in a consultation summary. The CMP will be amended where appropriate to address valid concerns, and clear justifications will be provided where suggestions cannot be implemented.
- **Ongoing Communication:** Once the consultation period concludes, the updated CMP and any further revisions due to unforeseen circumstances will remain accessible on the website.
- **Future Coordination:** Upon appointment, the Main Contractor will take over these responsibilities, providing a dedicated site manager's contact number and email for 24/7 urgent inquiries.
- **Cumulative Impact:** The main contractor will maintain contact with any other active construction sites in the vicinity of Whittington Hospital to coordinate vehicle movements and minimize sustained noise levels.

Please see Appendix B for the Draft Letter.

## 15. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Once appointed, the Main Contractor will be responsible for implementing a full community liaison strategy. This will include:

- **Dedicated Point of Contact:** A liaison officer will be appointed, and their contact details will be clearly displayed on site hoardings and in all local correspondence.
- **Construction Working Group:** A group will be established to address community concerns through regular meetings.
- **Regular Communications:** Residents and businesses will be updated on upcoming works via regular newsletters and letter drops.
- **Drop-in Sessions:** The contractor will host regular sessions to provide a forum for local residents to discuss the project's progress and any concerns.

## 16. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate.

Once appointed, the Main Contractor will be required to register with the Considerate Constructors Scheme and adhere to its Code of Considerate Practice throughout the duration of the project.

## 17. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

Prior to commencement, the appointed Main Contractor will conduct a survey of the local area to identify any active construction sites and will coordinate with their managers to mitigate any cumulative impacts on the local highway and residents.

# Transport

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Islington is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#).

## CLOCS Contractual Considerations

18. Name of Principal contractor:

As a contractor has not yet been appointed, the specific contact details for these roles will be provided to the Council by the developer once the appointment is finalized.

19. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

Once appointed, the Main Contractor will be responsible for ensuring that all operational vehicles and drivers comply with the CLOCS Standard throughout the contract duration. Compliance will be monitored through site gate checks, recording the following data for each delivery:

- **Driver and Operator Verification:** Driver name, vehicle registration, operator name, and FORS ID.
- **Training Evidence:** Confirmation of Safe Urban Driving (SUD) training for all drivers of vehicles exceeding 3.5 tonnes.
- **Vehicle Safety Equipment:** Inspections for Class V and VI mirrors, side under-run protection, working camera systems, close-proximity sensors with in-cab alarms, and external audible alerts for turning and reversing.
- **Safety Signage:** Verification of vulnerable road user warning signs on all heavy vehicles.
- **Route Compliance:** Monitoring of the "last mile" route taken to ensure adherence to agreed construction traffic paths and recording any collisions or incidents occurring en route.

Vehicles failing to meet these standards will be denied access to the site, and a formal non-compliance letter will be issued to the driver.

20. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

The requirement to adhere to the CLOCS Standard will be formally included in all contracts for the appointed Principal Contractor and their subsequent suppliers. Once appointed, the Principal Contractor will be required to confirm they have read and understood the CLOCS Standard and will be mandated to join the CLOCS Community to stay updated on compliance requirements.

## Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

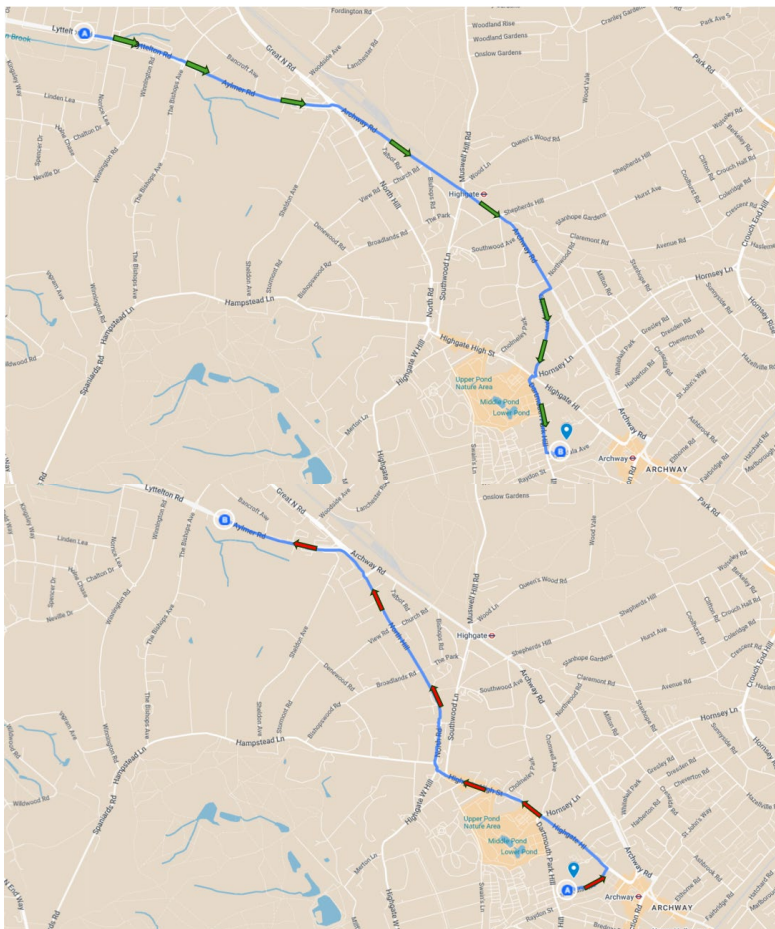
**21. Traffic routing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.”* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

The routes shown below are indicative at this stage; the final submission will include scaled regional and local maps clearly illustrating the designated construction paths in full compliance with CLOCS Standards.



b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Delivery route will be included in the subcontract orders.

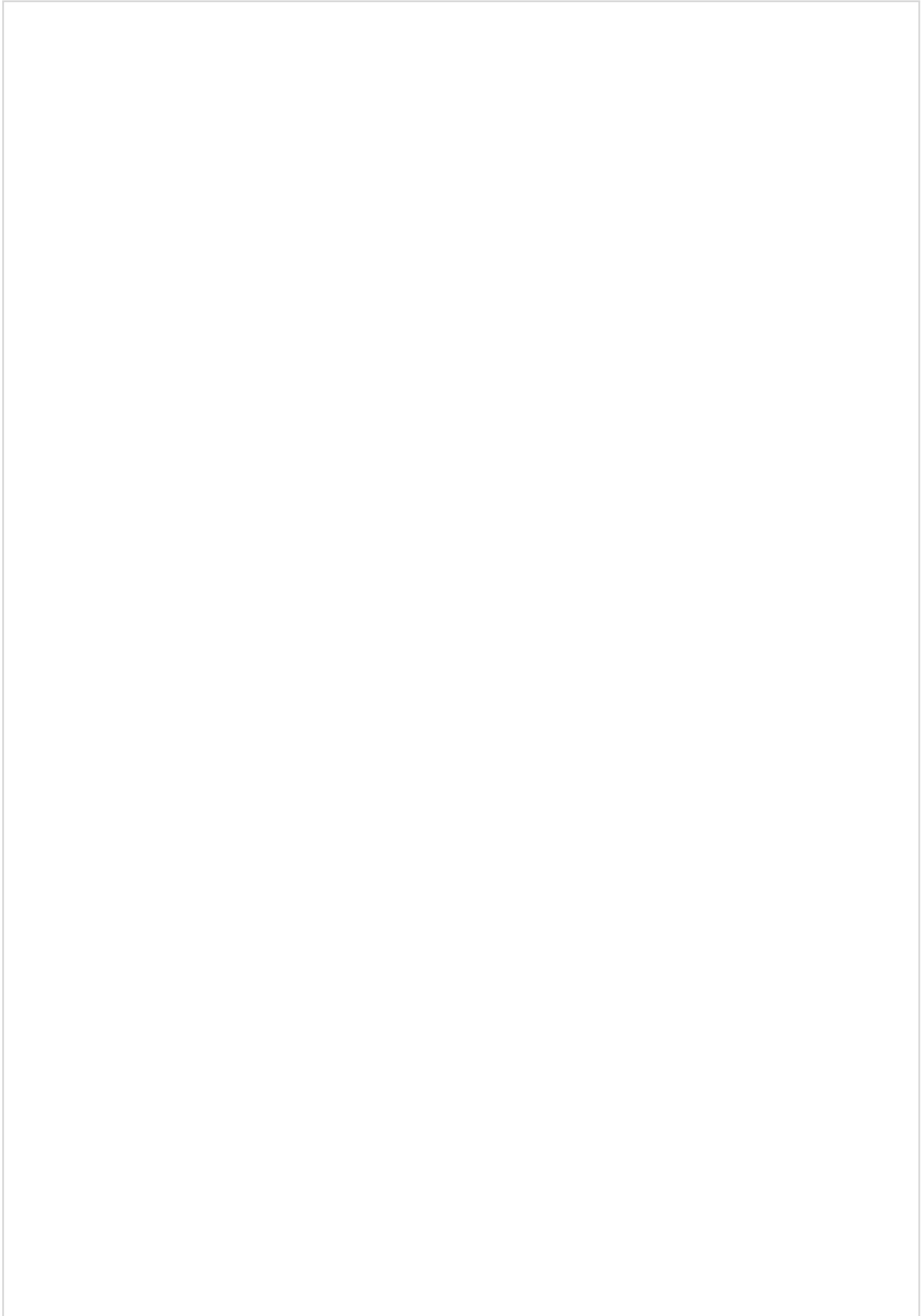
**22. Control of site traffic, particularly at peak hours:** *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries”* (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

*The details for these specific sections are to be finalised and will be added to the final report.*



b. Please provide details of other developments in the local area or on the route.

Once appointed, the Main Contractor will be responsible for conducting a final review of the local area to identify any active developments or upcoming works. The contractor will maintain ongoing communication with the managers of any nearby sites to coordinate vehicle movements and manage the cumulative impact on the public highway and residents.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Once appointed, the Main Contractor will implement a formal delivery management system to ensure that all vehicles attend the correct part of the site at the designated time. This system will include:

- **Booking System:** A centralized delivery schedule will be managed by the site team, requiring all suppliers to book time slots at least 24 to 48 hours in advance.
- **Gate Management:** A dedicated site gateman or banksman will verify each vehicle against the daily schedule before allowing access, ensuring deliveries are directed to the specific block or servicing core (e.g., Blocks C, D, E, N, or P) as required.
- **Just-in-Time Deliveries:** To prevent vehicles from waiting on the public highway, a "just-in-time" delivery policy will be enforced, ensuring vehicles only arrive when the site is ready to receive them.
- **Communication:** Drivers will be required to maintain radio or phone contact with the site team when approaching to confirm that their specific unloading area is clear.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Once appointed, the Main Contractor will be responsible for identifying any necessary off-site holding areas and establishing a strategy for the prompt admission of vehicles to the site.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the implementation of an anti-idling policy, discouraging private vehicle use, off site fabrication and use of [construction material consolidation centres](#)).

The project is committed to reducing the environmental and logistical impact of construction-related traffic through the following measures:

- **Anti-Idling Policy:** Once appointed, the Main Contractor will enforce a strict anti-idling policy, requiring all delivery and construction vehicles to switch off engines when stationary.
- **Alternative Transport:** Staff and operatives will be discouraged from using private vehicles; the use of public transport will be promoted.
- **Consolidation and Fabrication:** The contractor will be required to explore the use of construction material consolidation centres and off-site fabrication to reduce the total number of vehicle movements to the hospital site.

23. **Site access and egress:** *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site

**Access:** Vehicles will approach from the Aylmer Road / Archway Road, traveling south. They will turn onto Cromwell Avenue, proceed to Hornsey Lane, and then turn onto Dartmouth Park Hill to reach the site entrance.

**Egress:** Vehicles will exit the site onto Magdala Avenue and turn toward Highgate Hill. The route continues northwest via Highgate High Street and North Road, reconnecting with the Archway Road to depart the local area.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

Once appointed, the Main Contractor will be responsible for managing all construction vehicle access and egress to ensure the safety of hospital operations and public highway users. All movements will be strictly controlled by trained traffic marshals or banksmen at the site gates to prevent vehicles from idling or obstructing Magdala Avenue. Vehicles will enter and exit in a forward gear whenever possible, with all deliveries scheduled to avoid peak hospital hours and emergency ambulance routes. Clear signage and protective measures will be maintained at all access points to safeguard the surrounding infrastructure and pedestrians.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

The details for these specific sections are to be finalised and will be added to the final report

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Once appointed, the Main Contractor will be responsible for implementing wheel washing facilities to ensure no mud or debris is tracked onto the public highway. This will include the use of a high-pressure jet wash or a dedicated wheel wash station at the site exit. To protect the local drainage system, the contractor will implement robust run-off controls, such as silt traps and bunding, ensuring all wastewater is contained and treated in accordance with environmental regulations before disposal.

**24. Vehicle loading and unloading:** *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.”* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

The Site Arrangement Plan provided in Appendix C is indicative at this stage; a fully scaled drawing will be incorporated into the finalised version of this report.

# Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

## 25. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

At this stage, no parking suspensions on the public highway are required to facilitate the works.

## 26. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. The drainage of the public highway cannot be interfered or obstructed throughout construction nor used for the discharge of site waste.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

As there is no requirement for temporary works or storage areas on the public highway, scaled drawings are not necessary at this stage.

- b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

The appointed Main Contractor will be responsible for implementing all necessary safety measures to protect site personnel and the public. These measures will include:

- **Safety Signage:** Comprehensive health and safety signage will be displayed at the site entrance and along the hoarding, including warning signs, mandatory PPE requirements, and emergency contact details.
- **Barriers:** Robust 2.4m high site hoarding will be maintained to provide a secure boundary and physical separation between the construction works and the public.
- **Accessibility and Lighting:** All pedestrian routes and site access points will be kept clear of obstructions, with adequate lighting provided to ensure visibility and safety during hours of operation. If temporary changes to footways are required, appropriate ramps and level surfaces will be maintained to ensure accessibility for all users.

## 27. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

There will be no diversions.

## 28. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be

kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

The safety of pedestrians and cyclists is a priority, particularly given the site's proximity to the hospital and school. The following measures will be implemented to manage traffic flow and ensure public safety:

- **Access and Egress Points:** All construction vehicles will enter the site via the dedicated servicing entrance on Dartmouth Park Hill and will exit the site onto Magdala Avenue.
- **Traffic Marshall Arrangements:** Trained traffic marshals or banksmen will be stationed at both the Dartmouth Park Hill entrance and the Magdala Avenue exit to manage vehicle movements and prioritize the safety of pedestrians and cyclists.
- **Pedestrian Protection:** Marshals will ensure that vehicles only enter or leave the site when there is a clear and safe gap in pedestrian and cycle traffic.
- **Signage and Visibility:** Clear warning signage will be installed at all access points to alert cyclists and pedestrians to the presence of turning HGVs.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

At this stage, no temporary structures such as scaffolding, gantries, or cranes are expected to overhang the public highway, and all site hoarding is planned within the site boundaries. Full details and any required permits for temporary structures or highway occupation will be finalized by the Main Contractor and included in the final version of this report prior to the commencement of works.

**Please note** Islington Streetlighting must be contacted before any works affecting lighting. No lamp columns will be permitted within any hoarded area and access must be granted at all times. Please contact Marcus Holliday ([Marcus.Holliday@islington.gov.uk](mailto:Marcus.Holliday@islington.gov.uk)) or Fiona Horgan ([Fiona.Horgan@islington.gov.uk](mailto:Fiona.Horgan@islington.gov.uk)) regarding street lighting.

# Environment

To answer these sections please refer to the relevant sections of **Islington’s Code of Practice for Construction Sites**.

29. Please list all noisy operations and the construction method used, and provide details of the times that each of these are due to be carried out.

As the Main Contractor has not yet been appointed, the specific programming of noisy operations will be finalised during the pre-commencement phase. However, based on the Noise Impact Assessment and the Outline Construction Logistics Plan, the anticipated noisy activities and the equipment to be used are summarized below.

<b>Phase</b>	<b>Noisy Operations</b>	<b>Plant / Method Used</b>	<b>Estimated Timing</b>
Demolition & Enabling	Breaking of concrete/masonry, removal of Block P & E extension.	24t Excavators with Hydraulic Breakers, Stihl Saws, HIAB Lorries.	Mon-Fri 08:00-18:00 / Sat 08:00-13:00
Substructure	Basement excavation, foundation installation.	Hydraulic Piling Rigs, Vibratory Piling Attachments, Concrete Pumps, Excavators.	Mon-Fri 08:00-18:00 / Sat 08:00-13:00
Superstructure	Frame erection, cladding, lifting materials.	Mobile Crane (130T), Cherry Pickers, Hand Tools, Delivery Vehicles.	Mon-Fri 08:00-18:00 / Sat 08:00-13:00

30. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place and agree to provide a copy.

Based on the Noise Impact Assessment report, the most recent baseline noise survey was carried out between Thursday 5th May and Tuesday 10th May 2022.

31. Please provide predictions for noise and vibration levels throughout the proposed works.

Predictions for noise and vibration levels throughout the proposed works have been derived from the Whittington Hospital – Maternity and Neonatal Project: Noise Impact Assessment prepared by Ramboll (dated June 2022).

**Table 9: Predicted construction noise levels at the closest facades of R1: Holbrook Close**

Construction Stage	Predicted façade noise level, $L_{Aeq,10hr}$	Magnitude of impact
Site clearance, enabling works & landscaping	54	Negligible
Substructure	50	Negligible
Superstructure	47	Negligible
Fit-out	36	Negligible

**Table 10: Predicted construction noise levels at the closest facades of R2: Whittington Estate**

Construction Stage	Predicted façade noise level, $L_{Aeq,10hr}$	Magnitude of impact
Site clearance, enabling works & landscaping	62	Minor
Substructure	58	Negligible
Superstructure	55	Negligible
Fit-out	42	Negligible

**Table 11: Predicted construction noise levels at the closest facades of R3: Magdala Avenue**

Construction Stage	Predicted façade noise level, $L_{Aeq,10hr}$	Magnitude of impact
Site clearance, enabling works & landscaping	62	Minor
Substructure	58	Negligible
Superstructure	55	Negligible
Fit-out	42	Negligible

**Table 12: Predicted construction noise levels at the closest facades of On site office receptors (Jenner Building)**

Construction Stage	Predicted façade noise level, $L_{Aeq,10hr}$	Magnitude of impact
Site clearance, enabling works & landscaping	66	Moderate
Substructure	62	Minor
Superstructure	58	Negligible
Fit-out	47	Negligible

32. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels. This should include implementation of quiet periods where necessary.

The appointed Main Contractor will be responsible for the full execution of the following measures:

- **Physical Mitigation:** A 2.4m high acoustic site hoarding will be installed around the perimeter to provide a sound barrier for nearby sensitive receptors, where required.
- **Plant and Operation:** The contractor will select low-noise plant and ensure all machinery is switched off when not in use to prevent idling. Equipment will be positioned away from hospital and school boundaries where feasible.
- **Quiet Periods and Working Hours:** Works will strictly adhere to the permitted hours (08:00–18:00 Mon-Fri; 08:00–13:00 Sat). To protect St Joseph's School, HGV movements and noisy deliveries will be restricted during drop-off and pick-up times (08:00–09:00 and 15:00–16:00).
- **Exceedance and Complaint Protocols:**
  - **Community Liaison:** As previously noted, a liaison officer will be the primary contact for residents. Their 24-hour emergency contact details will be displayed on-site.
  - **Monitoring and Intervention:** Regular monitoring will be conducted.

33. Please provide evidence that staff have been trained on BS 5228:2009+A1:2014

Once appointed, the Main Contractor will be responsible for providing documented evidence that all relevant site staff and management have received appropriate training on BS 5228:2009+A1:2014.

34. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

The strategy for preventing dust nuisance is based on the Air Quality Assessment (July 2022, Ramboll), which classifies the site as 'Medium Risk'. The mitigation measures are summarized under the following headings, with full technical details available in the original Air Quality Assessment report:

- **Site Management:** 2.4m high solid site hoarding will be installed around the perimeter to act as an acoustic and dust barrier. A strict "no bonfires" policy will be enforced on site.
- **Operational Controls:** Water suppression (damping down) will be utilized during all demolition and earthworks. All cutting, grinding, or sawing equipment must be fitted with dust extraction or suppression systems.
- **Vehicle and Road Safety:** A wheel washing system will be implemented at site exits to prevent track-out. All vehicles carrying loose materials must be fully covered, and a "no idling" policy will be strictly enforced for all stationary vehicles.
- **Monitoring and Records:** Daily visual inspections for dust deposition will be conducted. A site logbook will be maintained to record these inspections, any complaints received, and the subsequent remedial actions taken.

35. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

To ensure that the public highway remains clean and free of construction-related debris, the following measures will be implemented in accordance with the Air Quality Assessment (July 2022, Ramboll):

- **Track-out Prevention:** A dedicated wheel washing facility or high-pressure jet wash will be used at the site exit to clean all vehicle wheels before they enter Magdala Avenue.
- **Load Management:** All vehicles carrying dusty materials or site waste will be fully tarped or "sheeted" to prevent spillage during transit.
- **Road Sweeping:** The Main Contractor will arrange for regular water-assisted road sweeping on the immediate public highway surrounding the site entrance to remove any residual silt or dust. Dry sweeping will be strictly prohibited to prevent dust from becoming airborne.
- **Monitoring:** The site team will conduct daily visual inspections of the public road. If any significant dirt or spillages are identified, they will be cleaned immediately using appropriate suppression methods.

36. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

The arrangements for monitoring environmental impacts are based on the Noise Impact Assessment (June 2022, Ramboll), the Air Quality Assessment (July 2022, Ramboll), and the Outline Construction Logistics Plan (July 2022, Caneparo Associates). The monitoring regime will include the following:

#### **Noise and Vibration Monitoring**

- **Baseline Data:** Existing ambient noise levels were established through a baseline survey in May 2022 at key sensitive receptors, including Magdala Avenue and the Jenner Building.
- **Compliance and Section 61:** Formal monitoring protocols will be established as part of the Section 61 consent application under the Control of Pollution Act 1974. This will ensure all works remain within the agreed limits (typically 65dB) and permitted operational hours.
- **Reactive Monitoring:** In response to specific complaints or during high-impact activities such as piling, reactive monitoring will be undertaken to verify compliance with established thresholds.

#### **Dust and Air Quality Monitoring**

- **Visual Inspections:** The primary monitoring method will consist of daily on-site and off-site visual inspections to check for dust plumes, surface deposition, and track-out on public roads.
- **Weather-Responsive Frequency:** Inspection frequency will be increased during dry, windy conditions or during high-risk phases like demolition and earthworks.
- **Real-Time Monitoring:** As per the Air Quality Assessment (July 2022, Ramboll), continuous real-time instrument monitoring (e.g., for PM10) is not required due to low predicted concentrations, this remains subject to final agreement with the Local Authority.
- **Reporting:** All inspection results, incidents, and remedial actions will be recorded in a Site Logbook, available for inspection by Islington Council at any time.

#### **Management**

- **Responsibility:** The appointed Site Manager will oversee the monitoring regime.
- **Community Contact:** Contact details for the person responsible for noise and dust issues will be prominently displayed on the site hoarding to facilitate immediate community reporting.

37. Please confirm that arrangements for mains power at the site have been made and use of diesel generators will be avoided.

The site will utilize mains power for the duration of the works to minimize environmental impact. The use of diesel generators will be avoided.

If the appointed Main Contractor finds it necessary to use a generator due to unforeseen technical constraints, they will be required to contact Islington Council immediately to discuss and agree upon the most appropriate, low-emission solution before any equipment is brought to the site.

38. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2014 \(SPG\)](#), the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

It is confirmed that a Risk Assessment was undertaken at the planning application stage in accordance with the GLA's "The Control of Dust and Emissions during Construction and Demolition" (2014 SPG).

Risk Level Identification: Based on the Air Quality Assessment (July 2022, Ramboll), the site has been classified as a 'Medium Risk' for dust impacts during the demolition and construction phases.

39. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

It is confirmed that all of the GLA's 'highly recommended' measures, as outlined in the "The Control of Dust and Emissions during Construction and Demolition" (SPG) for a 'Medium Risk' site, have been addressed in the Air Quality Assessment (July 2022, Ramboll)

40. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, hospitals, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real

time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

As per the Air Quality Assessment (July 2022, Ramboll), continuous real-time instrument monitoring (e.g., for PM10) is not required due to low predicted concentrations, this remains subject to final agreement with the Local Authority.

41. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

The site will be managed to prevent rodent attraction and spread through the following measures:

- **Waste Management:** Welfare facilities will be cleaned twice daily, with all food waste stored in lidded bins and removed from the site at regular intervals to eliminate food sources.
- **Site Inspections:** The site management team and visiting health and safety advisors will conduct weekly inspections to monitor for any signs of infestation.
- **Professional Intervention:** Should any rodent activity be identified, a specialist pest control contractor will be engaged immediately to implement baiting or trapping, with all receipts and service reports kept on-site for inspection.
- **Hoarding Integrity:** Site boundaries and hoardings will be maintained to be secure and gap-free at ground level to discourage pest movement.

42. Please confirm when an asbestos survey was carried out at the site and include the key findings.

Asbestos Management Surveys were conducted by Clearway Environmental for Blocks C, D, E, and N in September 2022.

Key findings include:

- **Widespread Contamination:** ACMs were frequently identified as loose insulation debris, thermal insulation residue on pipes and walls, and insulating board. These were largely found in plant rooms, roof voids, and within ceiling voids above corridors and wards.
- **Specific Hazards:**
  - **Block N:** Loose insulation debris found in the roof void (Old Tank Room) was flagged for urgent attention, with a recommendation to restrict access and remove the material.
  - **Block C:** Asbestos cement tiles were found on the roof, and insulation residues were identified in the old boiler house and ceiling voids.
  - **Blocks D & E:** Significant insulation residue and debris were recorded in plant rooms, risers, and tank rooms.

43. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

To minimize disturbance to the local community and hospital operations, the following measures will be strictly enforced:

- **Site Induction:** All staff and operatives must attend a mandatory induction covering site-specific rules, emphasizing respectful behaviour and the impact of conduct on the surrounding area.
- **Designated Smoking Area:** Smoking and vaping will be restricted to a specific, screened area within the site hoarding, equipped with fire precautions and located away from public view and hospital air intakes.
- **Behaviour and Language:** A zero-tolerance policy for foul language and disrespectful behaviour will be in place; any operative failing to comply will be subject to immediate removal from the site.
- **Noise Control:** Unnecessary shouting will be prohibited; site teams will utilize radios for communication to maintain a quiet environment, especially given the proximity to clinical hospital services.

44. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. Plant used onsite should be clearly marked in a prominent position as compliant with the relevant emission standard.

#### **From 1st September 2020**

**(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC**

**(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC**

**From 1 January 2025, standards will be stage IV across London.**

From 1 January 2030, standards will be stage V across London.

From 1 January 2040, only zero emission machinery will be allowed.

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (mm/yy - mm/yy ): 06/2026 – 12/2030
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including confirmation of the site name under which it has been registered: ***The main contractor will register the site.***
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes

## Mental Health Training

45. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the "[Building Mental Health](#)" charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining [Mates In Mind](#), which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

The project is committed to the welfare of all site personnel. The appointed Main Contractor will be required to be a signatory to the Building Mental Health charter or the Mates in Mind scheme. This ensures that an appropriate number of trained Mental Health First Aiders will be present on-site throughout the construction phase.

# Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

**Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 6 months from completion and when all works are complete.**

**Signed:** .....

**Date:** 18.02.2026

**Print Name:** .....

**Position:** .....

Please submit to: [planning@islington.gov.uk](mailto:planning@islington.gov.uk)

End of form

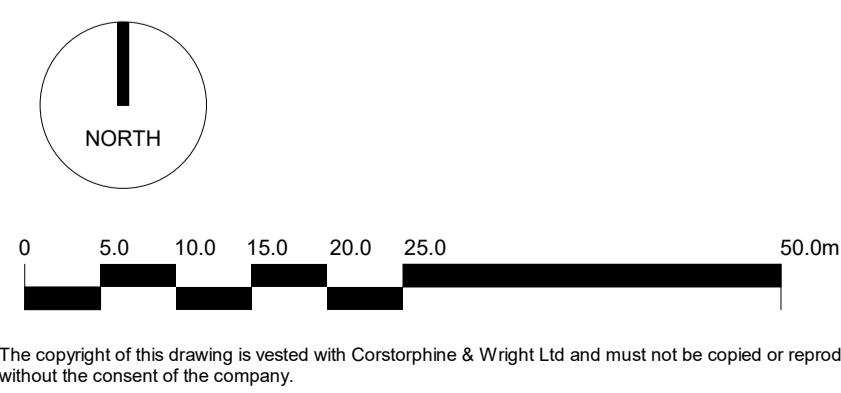
**CMP APPENDICES FOR  
WHITTINGTON HOSPITAL  
PROJECT**

# **Appendix A: Site Plan**



— SITE BOUNDARY  
 — PROJECT BOUNDARY

Site Block Plan  
 1 : 500



P02 Issued for Information  
 P01 Issued for Planning Consultant Review

30/01/26	ZS	TI
16/01/26	ZS	TI
	Rev	Description
	Date	Draw. / Chk.

Client:  
 Whittington Health NHS Trust

Project:  
 Whittington Maternity and Neonatal

Drawing Title:  
 Existing Block Plan

Status:  
 WIP

**Corstorphine & Wright**

London Studio  
 21-27 Lamb's Conduit Street, Holborn, London, WC1N 3NL  
 020 7842 0800

corstorphine-wright.com			
Drawing No.	Subality	Revision	
WH-CWA-MN-ZZ-DR-A-0216	S0	P02	
Drawn	Checked	Paper Size	Scale
ZS	TI	A1	1 : 500
			Date
			16/01/26

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# **Appendix B: Draft Community Liaison Letter**

**Blocks, C, D, E, N and P, Whittington Hospital, Magdala Avenue, London, N19 5DY**

Dear Neighbour,

We write on behalf of the Main Contractor in relation to the Whittington Hospital Site and the forthcoming submission of a Construction Management Plan (CMP). This plan is being prepared to manage the construction process for the proposed works at Magdala Avenue, London N19 5NF.

The final CMP will be submitted to Islington Council and is connected to the planning permission (ref: P2022/2614/FUL), which facilitates:

*" The refurbishment and extension of the Whittington Hospital Maternity and Neonatal Wing, which includes basement excavation, the demolition of Block P, and the construction of new facilities."*

As part of the CMP process, we are undertaking a neighbourhood consultation before the plan is finalised. We have established a project website where you can review the full draft CMP, which details the proposals for managing deliveries, site hours, and safety on the roads.

We invite you to review the plan and provide your feedback via the contact form on the website. This website will also serve as the main information hub and point of contact for any concerns throughout the entire construction period.

You can access the project website by scanning the QR code below.



We would be grateful if you could provide any initial comments on the draft CMP by ..... so we can review them and address them in the final submission to the Council.

Kind Regards,

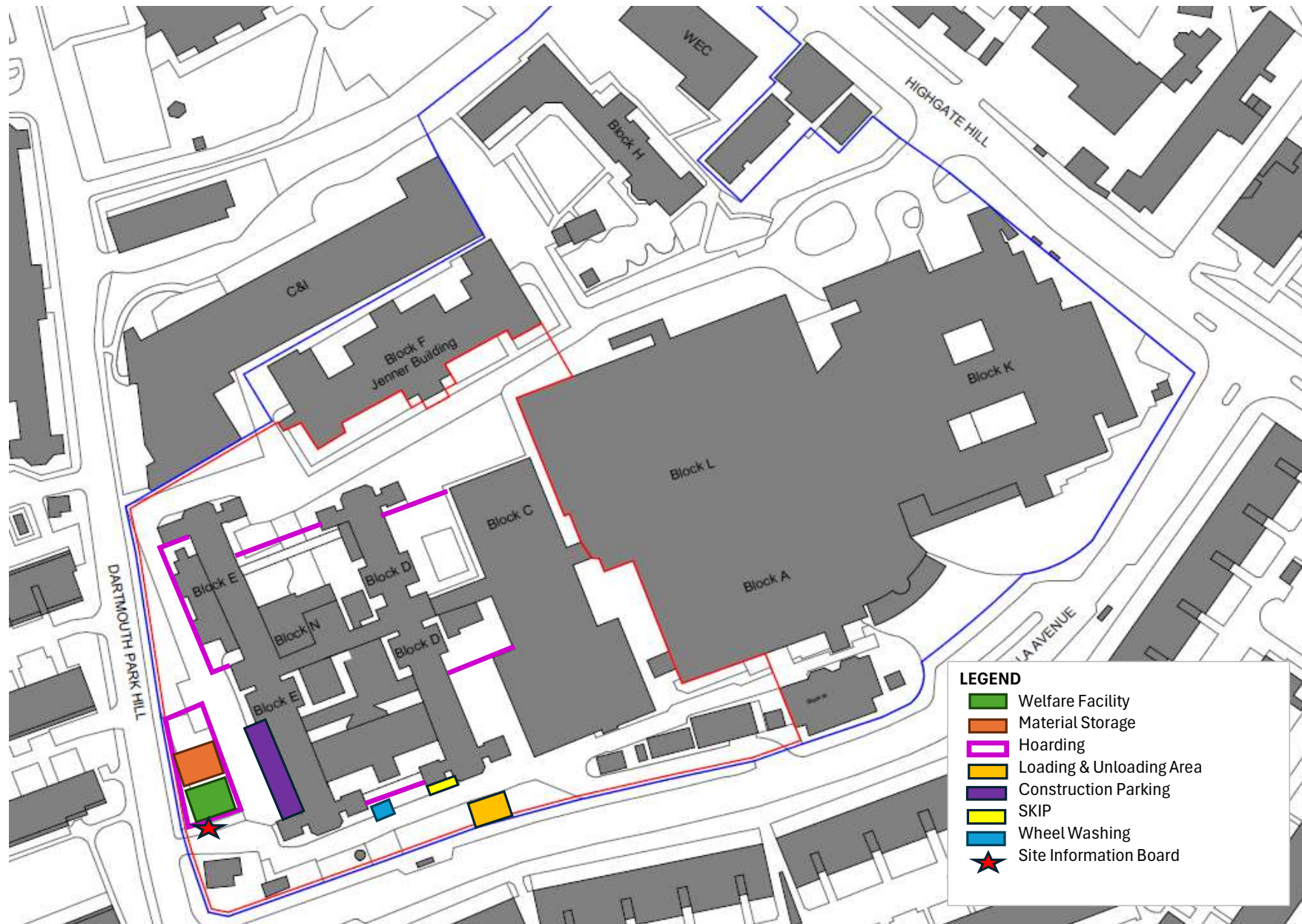
**Charlie Abdullah**

Director

On behalf of: **Liongate Construction**

Email: [info@liongateconstruction.co.uk](mailto:info@liongateconstruction.co.uk)

# **Appendix C: Site Arrangement**



**LEGEND**

- Welfare Facility
- Material Storage
- Hoarding
- Loading & Unloading Area
- Construction Parking
- SKIP
- Wheel Washing
- Site Information Board