

# 2 Chester Road Hostel Development

## Draft Construction Management Plan (CMP) Consultation Summary, Jan/Feb 2024

### Context

As part of the preparation of a Construction Management Plan (CMP) for the development of a temporary hostel accommodation for homeless families at 2 Chester Road, a consultation was carried out on the draft CMP with local residents and stakeholders over a 2-week period, starting with a drop-in on 31st January 2024.



### Notifying of the consultation

Residents and stakeholders were notified of the draft CMP drop-in event for 2 Chester Road via:

1. Emails, newsletters and flyers with the details of the draft CMP drop-in event were delivered to:
  - All residents within the consultation boundary of the site, including Islington residents & Crick's Corner cafe
  - Ward Cllrs including Islington Cllrs
  - Resident and stakeholder mailing list
2. 6 x posters put up along hoardings of the site
3. Event details uploaded on the project website

### Details of the consultation

On 31st January 2024, residents and stakeholders were invited to the drop-in session held at the Main Hall of Brookfield Primary School to view, discuss and provide their feedback on the draft Construction Management Plan. It was also an opportunity for them to meet the Camden project team and partner, Morgan Sindall, who have prepared the draft CMP.

Local residents and stakeholders could also provide their feedback over the 2-week consultation period via:

- Phoning or emailing the project team
- Online feedback form on the project website from 30th January 2024 til 11.59pm of 13th February 2024.

### Feedback on draft CMP

#### Amount of feedback:

We received **23 pieces of feedback** on the draft CMP and a formal letter of objection from Islington Council with a list of concerns to be addressed in the CMP.



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### Feedback & Response (Residents)

#### General note:

Residents in the area are generally concerned and frustrated with the construction of the Highgate Newtown Community Partners project for years, and understandably would not want to see the same issues to re-occur on-site for the 2 Chester Road hostel development and expected detailed construction methods to be presented in the draft CMP. Therefore, the general sentiment was negative with further requests to provide additional details and information in the CMP.

#### Feedback

##### 1. Traffic congestion and parking restrictions on Chester Road & Dartmouth Park Hill and around school

1.1. Concerns were expressed on allowing heavy construction traffic on Chester Road and other roads in the borough of Islington (eg. Dartmouth Park Hill, Magdala Avenue) with weight restrictions and lack of consideration on the safety of the school children walking to nearby schools, including those in Islington, and the current development of the Whittington Hospital.

1.2. Concerns were also expressed on the difficulty of heavy vehicles manoeuvring on Chester Road & Dartmouth Park Hill, potential parking restrictions & damage to residents' property due to construction delivery (as experienced during the HNCC project) and potential delivery during school dropoffs or pickups (it is currently inconsistently addressed in the draft CMP).

#### Response / Action

1.1.1. Proposed exit route changed to avoid Cathcart Hill. Vehicles will exit via gate on Chester Road, turn right onto Raydon Street, left (heading north) onto Dartmouth Park Hill, Right onto Magdala Ave, Right onto Highgate Hill and then out of London via the A1. **(TO BE CONFIRMED)**

1.1.2. Whittington Hospital has been consulted and confirmed that the construction vehicles will not interfere with the safe and efficient operation of the hospital

1.1.3. The Ambulance A&E entry point is via Highgate Hill and does not include Magdala Avenue.

1.1.4. As requested by Islington, a line of communication has been established, with email and telephone details exchanged.

1.1.5. On-going monitoring of the route will take place and the hospital will be in touch as the project proceeds, if required.

1.1.6. Deliveries will be restricted to the hours of 09:30 am and 03.00 pm taking into account the schools within the vicinity of the project.

1.2. More in-depth sequencing will be explained within the Traffic Management Plan of the management of Gate 2. There will be a breakdown of the process in controlling the vehicle exit point via the pavement of Dartmouth Park Hill.



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<p><b>2. Dust &amp; noise pollution</b></p> <p>2.1. Based on their negative experience with the adjacent HNCC project, understandably residents are worried about the potential dust and noise pollution from the construction and would like to see more details provided in the CMP on mitigating noise, dust &amp; dirt levels throughout the construction period.</p>	<p>2.1. Air Quality and Dust Risk assessment was not included for the draft CMP consultation. The information is now available and will be submitted as an appendix. The report provides a thorough and substantiated Control Measure and Mitigation Strategy on Dust.</p>
<p><b>3. Colva Walk closure</b></p> <p>3.1 Residents were opposed to the temporary closure of Colva Walk, as they had previously raised in earlier engagements. Residents mentioned that it is a well-used thoroughfare and would like to see the path along Colva Walk widened by pushing the hoarding line back or leave it as it is.</p> <p>3.2 Residents suggested to widen the Colva Walk to improve the sightline and surveillance in order to address the anti-social behaviour. Residents are opposed to the closing off of Colva Walk and would prefer it to stay as it is if not widened.</p> <p>3.3 The widening of the entrance on Chester Road before Christmas has provided some relief for the residents.</p>	<p>3.1 Morgan Sindall proposes temporary closure of the Colva Walk during the construction period, as it is necessary to form the correct exclusion zone for the safety of the footpath users during excavation works for underground utilities &amp; services and setting up of the site welfare. It is also to prevent the undermining of the Colva Walk foundations.</p>
<p><b>4. Draft CMP doesn't have enough details or address previous concerns</b></p> <p>4.1. Residents expressed that there are inconsistencies in the draft CMP, particularly on the delivery times during school pickups and dropoffs and the development period stated on paragraph 42a and 28.</p> <p>4.2. Residents also thought that some construction items were not addressed with enough details or vague such as vehicle turning movements, areas for waiting vehicles, size and height of plants / cranes, on-going communication and partnership with local residents, etc.</p> <p>4.3. Residents would also like to see the CMP being enforced and executed during construction and Camden to monitor and enforce penalty if the contractor fails to comply.</p>	<p>4.1 Morgan Sindall have rectified the inconsistencies in the CMP.</p> <p>4.2. Appendices such as the Traffic Management Plan, which addresses these concerns, will be submitted with the CMP.</p> <p>4.3. The Planning CMP team will carry out a programme of planned and unplanned inspections on site to monitor and ensure compliance.</p>
<p><b>5. Regular communications with local residents</b></p> <p>5.1 Residents would like to have more frequent, regular and clear communications with the contractor via newsletters, a Construction Working Group or meetings to ensure they are properly informed and briefed on the construction process and methods, and to avoid any negative impacts on the area.</p>	<p>5.1 On-going communication will be provided through regular newsletters, project website, Construction Working Group meetings and a Community Liaison Officer (Helen Ruddy from Morgan Sindall) for any complaints.</p>



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<p><b>6. Cumulative Impact Assessment</b></p> <p>6.1. Residents suggested to prepare a Cumulative Impact Assessment on this project based on the number of new developments in the area, including the HNCC project</p>	<p>6.1.1. We understand the concerns of residents with regards to the impacts of various development, particularly with different schemes under construction simultaneously. However, a Cumulative Impact Assessment on the impacts of a scheme would be provided during the planning application process, and is required only in the case of large-scale strategic schemes where an Environmental Impact Assessment would be submitted. Therefore, the assessment will not be conditioned for a development already consented.</p>
<p><b>7. Negative experience from HNCC project</b></p> <p>7.1 Residents are already distressed and frustrated with the delivery of the HNCC development for years and would not want to see the same issues happen on this site particularly around traffic congestion on Chester Road, on-going parking restrictions and damage to the roads and properties from vibration</p>	<p>7.1 Morgan Sindall provides re-assurance that the same concerns have been addressed in the CMP, with clear and on-going communications with the residents &amp; stakeholders to be in place.</p>

**General note for residents:**

We acknowledge the potential disturbance and inconveniences that this project may incur to the area during construction due to the complexity and constraints of the site. Whilst delivering the much-needed temporary accommodation for the local homeless families, we aim to work closely with the local residents, stakeholders and Islington Council throughout the project to minimise, or even avoid, these issues as much as possible.



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### Feedback & Response (Islington Council)

#### Feedback

#### Response / Action

#### 1. Construction traffic routes along Islington roads

1.1 Concern was raised on the proposed construction traffic along Dartmouth Park Hill, Cathcart Hill and Magdala Avenue (under Islington) and Chester Road which have weight restrictions, therefore not suitable for larger construction vehicles.

1.2. Traffic should also consider nearby schools in both Boroughs particularly when school children are travelling to and from schools to ensure their safety alongside people with prams, wheelchairs and mobility scooters.

1.1. Please refer to response no. 1.1.1, 1.1.2 & 1.1.3.

#### 2. Consideration to Whittington Hospital development

2.1. Construction traffic route proposes to go through Magdala Avenue which is the main entrance to the Whittington Hospital, which may impact the safety and operation of the hospital once it is open.

2.1 Please refer to response no. 1.1.2 - 1.1.5.

#### 3. Air quality and dust risk

3.1. Concern about the lack of details on dust monitoring and air quality in the draft CMP with special considerations around sensitive locations such as schools, hospital, homes and Crick's Corner.

3.1 Please refer to response no. 2.1