

# Construction Management Plan For The Holiday Inn Hotel Camden Lock



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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
22 <sup>nd</sup> Jun 22	01	Paul Dickinson & Associates
04 <sup>th</sup> Nov 22	02	Paul Dickinson & Associates

## Additional sheets

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

Date	Version	Produced by

# Introduction

This document is prepared for, and to be read in conjunction with, a Planning Application to extend the 5<sup>th</sup> floor of the Holiday Inn Camden, adding 11 new rooms to the existing hotel, and relocating the existing plant area currently at the 5th floor to the roof level.

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature of development. Further policy guidance is set out in Camden Planning Guidance (CPG) 6: Amenity and (CPG) 8: Planning Obligations.

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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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 during construction. 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 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 the "[Demolition Notice](#)."

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 only provide the information requested that is relevant to a particular section.

## Contact

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

Address: Holiday Inn Hotel  
30 Jamestown Road, Camden Lock, London NW1 7BY

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

Name: Paul Dickinson of Paul Dickinson Associates  
Address: Highway House, Lower Froyle, Hants, GU34 4NB  
Email: pda@ic24.net  
Phone: 01420 520000

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: to be confirmed upon the appointment of a Principal Contractor.  
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 scheme is to enlarge the current recessed 5th floor by infilling and extending to provide additional floor area on part of the existing roof to the 4th floor. The existing plant area currently located at the 5th floor will be replaced and moved to the roof. The plant area will be enclosed by a louvre screen. The extension at 5<sup>th</sup> floor will add 11 new rooms to the existing hotel improving the hotel offer in the area. **Please refer to 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, close proximity to residential dwellings etc).

The works include the erection of a new steel structure on top of the existing 5<sup>th</sup> floor to accommodate the primary MEP plant. The extended 5<sup>th</sup> floor maintains the existing building's detail and materiality. The works are relatively straight forward given that the existing building has the capacity to accept the additional loadings. The main challenges like most projects of this type will be to manage the works in order to minimise disruption to other building users, residents and pedestrians throughout the programme period. The size and timing of the deliveries will be controlled with the implementation of a Traffic Management Plan given that there are a number of particularly narrow streets in and around this location, **please refer to appendix B for the location plan.**

8. 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 would be ideal).

There are obviously a number of factors that are likely to determine the overall construction period however the client has a desire to commence the works late 2023 for a duration of approx. 16 months.

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden 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 site opening hours will be strictly in accordance with the above.

## 10. Sensitive/affected receptors

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.).

**Please refer to appendix B.**

## 11. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#). Please provide the CCS site ID number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

To be confirmed upon the appointment of a Principal Contractor. Both the CCS and the Guide for Contractors Working in Camden will be included as a requirement within all tender documents issued and subsequent orders/contracts placed.

# 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.**

Camden 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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## CLOCS Contractual Considerations

12. Name of Principal contractor:

To be confirmed upon the appointment of a Principal Contractor.

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

Compliance with CLOCS Standard will be built into the procurement process. This will be specified in tender and contract documents for all stakeholders to comply to the CLOCS Standard. The Client will ensure the project team develops and implements a suitable and sufficient CLP and will obtain and monitor the contractor's action plan to address all identified issues and non-compliances

14. 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.

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

The client is equally committed to ensure that the CLOC standards are implemented and met throughout the duration of the project, in fact, the CLOC standards will be included as a requirement within the contract and that this will be monitored by the client's independent Project Manager.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

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

**15. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs. Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

To be confirmed upon the appointment of a Principal Contractor. However, the client will ensure that a Traffic Management Plan is developed, agreed and implemented by the Principal Contractor and that this is fully risk assessed to take into account and consider areas or buildings such as those identified above.

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

The Principal Contractor will be obligated to include an agreed Traffic Management Plan and routing plan in all tender documents issued and subsequent orders placed for all sub-contractors and suppliers.

**16. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

a. Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Upon confirmation of appointment, the Principal Contractor will produce a detailed Traffic Management Plan and Construction Environmental Management Plan which will detail the number and types of vehicles required. The proposed works do not include any excavations or infilling as such there will be no requirement for heavy groundwork plant. We will of course require skips for general site rubbish and the intention is to locate these in the loading bay as we have done so for the works that we have undertaken previously. We cannot at this stage determine whether or not the Principal Contractor will require the use of a crane

b. Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of any other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

At this juncture we are not aware of any other proposed schemes in and around hotel that are likely to clash. However, the appointed Principal Contractor will be obligated to closely monitor this prior to and during the Works.

c. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

We do not believe that there will be a requirement for any parking bay suspensions given that the site is likely be serviced via the private roadway off Jamestown Road. Holding points for site delivery vehicles will be determined by the Principal Contractor and included within the Traffic Management Plan.

d. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

We will invite proposals from Contractors that considers these matters during the tender process and will discuss any opportunities with the appointed Principal Contractor.

e. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

We will ensure that all delivery vehicles meet the ULEZ standards and that vehicle engines are turned off when stationary. The appointed Principal Contractor will be obligated to include such measures within the Traffic Management plan and construction-phase Environmental Management Plan for the site and also the intended holding areas.

**17. 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)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

The appointed Principal Contractor will be obligated to outline this information within the Traffic Management plan. The client has agreed that the appointment will include prelim costs for traffic marshals to ensure the safe passage for all other road users and pedestrians.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where

applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Please refer to the above.

c. 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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

There are no excavation works required and therefore no need for any wheel washing is envisaged.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

The site will be serviced via the private road adjacent to the hotel off of Jamestown Road.

b. Where necessary, 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

detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

The appointed Principal Contractor will be obligated to outline this information within the Traffic Management plan. The client has agreed that the appointment will include prelim costs for traffic marshalls to ensure the safe passage for all other road users and pedestrians.

## Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

### 19. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

The site set up plan will be developed by the Principal Contractor.

### 20. Parking Bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - including details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

At this stage, we do not envisage the need to suspend any parking bays for these Works.

## 21. Occupation of the public highway

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. 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.

a. Please provide justification of the proposed occupation of the public highway.

At this stage, we envisage that the site set up will be contained within the foot print of the hotel.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

At this stage, we do not envisage the need to remove any street furniture or any modifications to the entrance to the hotel.

## 22. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

At this stage, we do not envisage the need for any diversions and therefore there should be no disruptions to the highway and footpath.

### 23. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skids/hoardings etc.

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

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

The Principal Contractor will be obligated to develop a scaffold design that will be submitted to Camden Council when requesting a scaffold and hoarding license.

b. Please provide details of any other temporary structures which would overhang/over sail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

The requirement for any temporary structures will be confirmed by the appointed Principal Contractor.

## 24. Services

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.

We do not envisage the need for any utility upgrades.

# Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

25. 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.

This will be developed by the Principal Contractor and confirmed via their Construction Programme and construction-phase Environmental Management Plan. However it is our intention that the Hotel will remain live during the Works which will ensure that all noisy works will be undertaken within the permitted hours. This should also satisfy the occupants of the adjacent office and residential buildings.

26. 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.

The Principal Contractor will be obligated to produce a construction phase Environmental Management Plan which will outline proposals for prevention of noise and vibration disturbances in line with HSE guidelines & all local/national legislation. Noise and vibration monitoring equipment may be in operation during the Works.

27. Please provide evidence that staff have been trained on BS 5228:2009

The client will ensure that the Hotel monitoring team are well versed with the code of practise for controlling noise and vibration on site.

28. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

The Principal Contractor will be obligated to produce a construction phase Environmental Management Plan which will outline proposals for the control of air pollution and dust nuisance in line with HSE guidelines & all local/national legislation.

29. 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.

This will be assessed when reviewing the RAMS provide by the Principal Contractor and all Sub-Contractors prior to any planned works.

30. 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.

The hotel is to remain live and therefore the appointed Principal Contractor will be obligated to demonstrate the measures and procedures that they are proposing to implement to control the movement and behaviour of their workforce. This will be captured in the construction phase Environmental Management Plan that will be developed.

31. 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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

<https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

[https://www.london.gov.uk/sites/default/files/nrmm\\_practical\\_guide\\_v4\\_sept20.pdf](https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf)

#### **From 1<sup>st</sup> September 2015**

**(i) Major Development Sites** – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

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

#### **From 1<sup>st</sup> 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

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

- a) Construction time period (mm/yy - mm/yy): estimated 16 months
- b) Is the development within the CAZ? (Y/N): Yes
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes
- 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

32. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/business/>

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

The appointed Principal Contractor will be obligated to ensure this is monitored and controlled by the Traffic Marshalls and that the drivers of the vehicles kept in the holding areas (if required) are committed to the Engines Off pledge. This will be captured in the construction phase Environmental Management Plan that will be developed.

**Appendix A:** to be read in conjunction with section 6.

**SITE LOCATION**

**30 JAMESTOWN ROAD, LONDON, NW1 7BY**

The hotel enjoys a privileged location within Camden Town 'town centre'. The building sits centrally between several popular tourist destinations and local landmarks including Camden Market, the Regent's Park and ZSL London Zoo.

The site is located within 5-15 minutes walk from the key public transport locations of:

- Camden Town Underground
- Mornington Crescent Underground
- Chalk Farm Underground
- Kentish Town West Overground
- Camden Road Overground

Its location provide regular links to Heathrow, Gatwick, Stansted and City airports via the above underground stations and the below rail stations:

- King's Cross
- St Pancras
- Pedlington
- Victoria

- Circle + District Lines
- Victoria line
- Bakerloo line



**Appendix B:** to be read in conjunction with section 7.

**LOCATION**

Thanks to the central and touristic nature of the area, there are numerous bus stops, bike hire stations and motorcycles parking locations close to the site.

Camden Town : 5 minutes walk  
Chalk Farm Station: 11 minutes walk  
Camden Road

- Electric Vehicle Charging Points
- Bus Stops
- Motorcycle parking
- Bike hire
- Disabled Bay (Mon - Fri 4 hours max)

