

Table 1 – Potential Key Receptors

Receptor Type	Receptor	Potential Impacts from Construction Works
Education		
	[4] The British Library	1m from the nearest potential noise/dust source at the southern boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic
	[5] The Francis Crick Institute	1m from the nearest potential noise/dust source at the northern boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic. Electromagnetic Interference (EMI)
Offices		
	[4] The British Library	5m from the nearest potential noise/dust source at the southern boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic.
	[5] The Francis Crick Institute	5m from the nearest potential noise/dust source at the northern boundary . There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic. Electromagnetic Interference (EMI)
Residential		
	[1] Ossulston Street – Hadstock and Levita House and various properties	20m from the nearest potential noise/dust source at the western boundary. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic.
	[1] Phoenix Road	75m from the nearest potential noise/dust source at the northwest boundary. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic.
	[2] Pullman Hotel	160m from the nearest potential noise/dust source at the southern boundary. There is some the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic.
Restaurants, shops		
	[3] St Pancras International	25m from the nearest potential noise/dust source on the Midland Road boundary. There is the potential for impact from construction noise, dust and vibration and for staff and users to be impacted by construction traffic.

11. 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.

Extensive consultation on the development proposals have been held with the local community and neighbours [summary included below].

Consultation on the detail of the CMP will take place post-planning.

Pre-application consultation carried out to-date on the development proposals includes:

- Webinars, held on the following dates:

Total of approximately 50 local stakeholders attended the online webinars on:

- Thursday 12 November
- Thursday 19 November
- Thursday 26 November
- Thursday 10 December
- Wednesday 16 December

- Consultation letters sent out; 13,504, including residential (12,422) and businesses (1,082)
- No. of unique visits to website; 2,649 as of Friday 5 February
- No. of consultation comments received on the application;

53 via consultation website, of which 31 are positive (58%), 17 are neutral (34%) and 4 are negative (8%)

- Ward St Pancras and Somers Town

Further details of community engagement, comments and actions arising will be provided going forward.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

Community Liaison will take the form of a monthly newsletter, dedicated website for the project, and community meetings. These will provide a forum for the community and project to communicate around upcoming activities, concerns and how they may be addressed. These forums will be led by the Construction Working Group. (CWG).

The frequency of CWG meetings will be at least monthly and be reflective of the sensitivity of the works at key stages through the programme and similarly be held at key stages of operation for BL, FCI and other stakeholders.

With regards to The British Library, engagement will be required on a regular basis and meetings set up separately from local residents to review impact of the works on operation of the facility.

A member of the Principal Contractor's Project Staff will be appointed as Liaison Officer; they will work with the Client's Development team, local residents, the business community, London Borough of Camden and The British Library. They will always be available and be a dedicated point of contact. Posters will be displayed on the site boundary advising the following contractors' names, the name of your liaison officer, and a contact number and address for complaints, details of the Considerate Constructors Scheme registration, a 24hr contact number and confirmation that the site is working to the standards set out in the London Borough of Camden's Minimum Requirements for Building/Construction/Demolition Sites. The Liaison Officer will be responsible for the logging of complaints and ensuring appropriate action is taken and recorded along with steps to avoid recurrence.

The specific liaison measures to be implemented by the Principal Contractor will include:

- Plan & inform on the nature and timing of all main site activities relating to the CoCP, particularly the demolition, new structure and external envelope.
- All site construction staff to be made aware of the requirements of the code and will be made responsible for its implementation.
- Sufficiently in advance of works, the Principal Contractor will prepare a full programme of works, which will be maintained in a current format for the duration of the works and will be available for inspection when required. This will include an outline method statement for works and any activities affecting the highway.
- Detailed method statements for specific/special activities affecting the environs of the site in line with the principle identified in this report. Temporary works, removal of demolition & excavation material, concrete pours, deliveries of plant.
- Details of site traffic movements showing the projected number of vehicles, what is being delivered, when peaks in activities occur, traffic marshalling arrangements, holding areas, etc.
- Routes to site for deliveries.
- A Health and Safety Plan.

The Principal Contractor will provide an information and reporting telephone 'Hot Line', staffed during working hours. Information on this facility shall be prominently displayed on site hoardings. The Contractor's nominated person will attend monthly reviews with Camden Council's Environmental Inspectorate, or otherwise as requested.

At least 2 weeks before any work commences, leaflets will be sent to the local residential and commercial community advising the start and likely completion dates for the works and providing the name and contact details for the liaison officer. During the progress of the works regular updates will be sent out, particularly should there be any change in Liaison Officer or if works have been agreed by Camden to be undertaken outside normal hours.

In the case of work required in response to an emergency, Camden Council, and all neighbours, will be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected occupiers will also be notified of the 'hotline' number, which will operate during working hours.

Should there be the need to undertake works outside of normal hours that may disturb residents this will be notified to Camden Council Public Protection Division a minimum of 7 days in advance for approval.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration 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.

At this stage it is not possible to provide Considerate Constructors Scheme (CCS) registration, but this will be provided on appointment of the Principal Contractor.

It will be a requirement that the appointed Contractor enrolls the project in the "Considerate Constructors Scheme" (CCS) and that the project will be managed in a manner to achieve a high score of 41/50 or higher.

The name and contact details of the Principal Contractors Project Manager will be provided on appointment and always be displayed on the CCS poster located at the entrance of the site.

We can confirm the documents 'Guide for Contractors Working in Camden' has been read and understood and that the appointed contractors will be required to abide by its requirements.

14. 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.

The project is located outside the Central London Cumulative Impact Area and as such a Cumulative Impact Assessment is not required for this CMP and therefore has not been prepared.

We have prepared a plan indicating locations of potential cumulative impact sites within the Borough which should be read in conjunction with the Gerald Eve 'Committed Development List' contained within Appendix 5.0.

The developments in the table have been selected based on the criteria set out by Arup, as follows:

- a. 500m from our red line boundary / application boundary (note this was subsequently increased to 1km following a meeting with Camden);
- b. All EIA developments and other major developments, including NSIPs;
- c. Planning status:
- d. submitted but not yet determined.
- e. permitted (within last 5 years) but not yet implemented
- f. under construction

The list has been updated following the ES Scoping Opinion formal response from Camden, dated 28 June 2021 (ref: 2021/2164/P). The opinion (p. 3) requested the following additional developments to be considered:

- a. Updated list to be agreed with LB Camden before assessment work takes place;
- b. Original consents and variations under s73; and
- c. Outline planning applications and the associated reserved matters applications.

The location of the sites has been considered during the preparation of the construction vehicle routing.

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 for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

The Principal Contractors details will be confirmed when appointed.

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

The appointed Principal Contractor and all Trade Contractors will have the requirement to abide by, comply and adhere to the CLOCS Standards for construction logistics throughout the duration of the contract. This sets out a set of standards for items such as traffic routing; warning signage; side underrun protection; blind-spot minimisation; vehicle maneuvering warnings; driver training, development and licensing; collision reporting; control of site access and egress; vehicle loading and unloading on site.

Each requirement has been developed to reduce the risk of a collision between heavy goods vehicles in the construction sector and vulnerable road users such as cyclists and pedestrians. The Standard sets the detailed minimum requirements to create a consistent baseline but is written in a way that encourages road safety to be managed ever more rigorously as new best practice emerges. The CLOCS Standard is a key step to demonstrate the commitment of construction logistics industry organisations to improve road safety throughout the supply chain.

The Principal Contractor will have arranged for vehicles to be checked on entering the site and to take the appropriate action under the contract.

The Principal Contractor will produce a plan and / or process for complying with the contract. CLOCS key checks will be carried out randomly onto incoming vehicles, as per the CLOCS Compliance checklist.

It will also be envisaged to work with the Considerate Constructors Scheme (CCS) in order to ensure compliance to the CLOCS standards.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

Operators must be FORS accredited. Where accredited to FORS Bronze level, written assurances must be sought that ensure that the above requirements are met.

17. 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.

On behalf of the Client/Development Team we confirm that **ALL** Contractors and suppliers engaged on this Development will abide by the specific requirements of the latest CLOCS Standard.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.