**Construction Management**

**Plan**

**pro forma** v2.1

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Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **15/02/18** | **B** | **ADL Planning** |

**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, and 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. Further policy guidance is set out in Camden Planning Guidance [**(CPG)** 6: Amenity](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Cyclist Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(CMRBC)**.

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 CMPdoes 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 the “[**Demolition Notice**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**.**”

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 **3 months from completion.**

(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. **Timeframe**

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

**Work can commence if draft CMP is approved**

**Council response to second draft**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

**Contact**

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

Address: Sarum Chase, West Heath Road London, NW3 7UU

Planning ref: 2010/6002/L

Type of CMP - Section 106 planning obligation:

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

Name: Anna Thomson – ADL Planning

Address: 29 Highmarsh Crescent, Newton Le Willows WA12 9WE

Email: contact@adlplanning.co.uk

Phone: 07795030149

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: Benard Higgins - Cord

Address: Bassett Business Centre, Hurrican Way, North Weld, Essex, CM16 6AA

Email: benard@cord.build

Phone: 07813 976244

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. In the case of [**Community Investment Programme (CIP)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en), please provide contact details of the Camden officer responsible.

Name: Benard Higgins - Cord

Address: Bassett Business Centre, Hurrican Way, North Weld, Essex, CM16 6AA

Email: benard@cord.build

Phone: 07813 976244

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: Benard Higgins - Cord

Address: Bassett Business Centre, Hurrican Way, North Weld, Essex, CM16 6AA

Email: benard@cord.build

Phone: 07813 976244

**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 site location plan is attached.

The property is located on West Heath Road. A residential road that is bounded by West Heath on the northern side. Due to this West Heath Road carries a lot of the traffic traveling around the park. The speed limit along this road 20mph.

Sarum Chase is a Grade II listed building, constructed c 1932. The property is a part two storey/part three storey dwellinghouse. The proposal for the development is the excavation of a new basement beneath the existing garage and partially beneath the main house. A subterranean extension beneath the rear garden and lightwell with metal grille to the front of the garage in the existing driveway

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 construction works consist of the excavation of a new basement beneath the existing garage and partially beneath the main house for access to provide additional ancillary staff quarters and utility space to the main house. A further separate subterranean extension beneath the rear garden. Alterations to the lightwell to the the front of the garage in the existing driveway.

All works need to be undertaken under a Grade II listed building, so all works will need to take account of this, especially work that cause vibrations.

Piling is required for this development in a narrow alley . The piling will form contingous micro-pile basement walls which only needs a small drilling rig and minimises ground movement.

Excavation will be undertaken by a mini excavator or with hand tools in order to access the small works area and prevent damage to the property.

21 West Heath Road will be close to the proposed basement under the garage. During these works, settlement will be monitored closely to ensure there is no potential for the works to effect the neighbours property.

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.).

There are a number of properties in the vicinity of the site.

The development is between 21 West Heath Road and 5 Telegraph Hill, Platts Lane. Number 21 West Heath Road is close to the development, however 5 Telegraph Hill, Platts Lane is approximately 30m south of the development. The northern side of West Heath Road is West Heath.

The construction works will be undertaken in a way to minimise the disruption to these neighbouring properties. Drawings ADL/SARUM/C1 and ADL/SARUM/APX-C2-C3 detail how the site will be protected by lockable hoarding and sheeting, preventing erroneous ingress into the site and minimising the potential impact on neighbours and road users. This will contain all relevant signage and lighting as required by highway regulations and any forthcoming licence.

The hoarding will only surround the application site and will not interfere with the neighbouring properties or their accesses in any way. Please see drawings ADL/106ELG/APX-B, ADL/106ELG/APX\_C1 and ADL/106ELG/APX\_C2-C3 for details of the location of the gantry and hoarding. A minimum of 1.2m of clear footway will be maintained to ensure free flow of pedestrian movement.

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.

Please see attached drawing ADL/SARUM/APX-B, which details the local highway network and points of interest in the immediate vicinity.

The property is located on West Heath Road at the junction with Platt’s Lane. The property has an in and out driveway. One of the spurs of the driveway exits onto West Heath Road whist the other exits on Platt’s Lane.

There is a Pelican crossing adjacent to the entrance/exit on West Heath Road and designated on-street parking on the opposite side of the road.

The proposed route for the construction traffic has been selected to provide the most direct route possible from the TRLN, thus minimising the time spent on residential streets. The route also avoids schools and other key traffic generators.

All loading and unloading will be undertaken from within the site. It is intended to use the both sides of the driveway to create a one-way route through the site thus minimising congestion at the entrances.

A banksman will be present on site to manage the construction traffic in and out of the site reducing the risk of vehicles crossing over the footway.

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 would be ideal).

Anticipated start date: June 2018 – Anticipated Completion : March 2019

|  |  |
| --- | --- |
| Phase | Timeframe |
| Preliminaries | 1 weeks |
| Piling/Basement Excavation | 12 weeks |
| Construction | 12 weeks |
| Fit Out | 14 weeks |
| Total | **39 weeks** |

11. 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 restriction of standard site working hours are accepted and Contractors, delivery companies and all known visitors will be provided with a verbal briefing and issued with a copy of the on-site restrictions and routeing requirements prior to formal engagement.

12. 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.

There is not a requirement for new utility connections outside the site boundary.

**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 grant 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.

**Cumulative impact**

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

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

**13. 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. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be 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.

A draft version of the CMP has been issued to the following local residents for comment:

4 Telegragh Hill, Platt’s Lane

5 Telegragh Hill, Platt’s Lane

19 West Heath Road

21 West Heath Road

It has also been sent to the Frognal and Fitzjohn’s Ward Councillors, Cllr Siobhan Baillie, Cllr Andrew Mennear and Cllr Gio Spinella for their views. There is not a resident’s association for this area.

Cllr Gio Spinella alknowledged receipt of the document, but made no comment on the contents.

A number of communications took place with Delva Patman from Delva Patman Redlar who was representing 5 Telegraph Hill.

Continued below.

Comments were raised about the following:

|  |  |
| --- | --- |
| Comment | Response |
| Concerns that construction vehicles would wait on the road near the site. | It was confirmed that no vehicles would wait outside the site. Controls would be put in place to manage deliveries to ensure this happens. |
| Concerns about working on Saturday mornings. | It was confirmed all works would be within the permitted working hours as defined by Camden. |
| Concerns were raised about the potential run off from a wheel wash. | It was confirmed that the site did not require a wheel wash as the construction vehicles would remain on the driveway. |
| Concerns were raised about the irrigation system previously installed in Sarum Chase. | This is beyond the remit of the CMP. |
| Concerns were raised about the potential for noise and vibration arising from the works.  | It was confirmed that noise and vibration monitoring would be installed as pat of the development. A specialist will be engaged to specify what is required and where it is to be placed. Details of this will be included in the basement impact assessment. |

**14. 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.

It is intended during the construction period, neighbours will be kept up to date with the progression of works. Just before the commencement of works and on a periodic basis throughout, it is proposed to prepare and circulate a newsletter detailing key upcoming elements of site. Items that will be included are a detailed programme, showing keys dates such as commencement and completion of phases and times and durations of activities that may impact on the neighbour.

Contact details will be included with the newsletter so that anyone with concerns can contact the site to discuss how to mitigate any potential problems.

**15. Schemes**

Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the “[Guide for Contractors Working in Camden](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

Cord are part of the Considerate Constructor Scheme and implement those standards on this site.

They have also review the ‘Guide for Contractors Working in Camden’ and will comply with the requirement set out within it.

**16. 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.

Drawing ADL/SARUM/ED01 highlights construction work in the local area of the site.

The following sites in the neighbourhood of Sarum Chase have extant permissions:

1. 15 West Heath Road
2. 21 West Heath Road

As all loading/unloading and works will be conducted off the highway, it is not anticipated that either works will have any impact on the proposed development.

**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.](http://www.clocs.org.uk/wp-content/uploads/2014/09/CLOCS-Standard-v1.2.pdf)

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3489660&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345820&).

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

**Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.**

**CLOCS Considerations**

17. Name of Principal contractor:

Benard Higgins

Cord

Bassett Business Centre

Hurrican Way

North Weald

Essex

CM16 6AA

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3489660&) and [Q18 example response](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3489661&)).

In order to ensure that the site is compliant to the CLOCS Standard throughout the construction period, the Principle Contractor has committed to undertake the following activities.

It will be a contractual requirement for all sub-contracts that involve construction vehicle movements will have:

* FORS Bronze accreditation as a minimum. FORS Silver or Gold operators will be appointed where possible.
* Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (eg. SUD, elearning, Van Smart, on-cycle training etc).

All sub-contractors (and their nominated drivers) that fall into the above categories will be checked against the FORS database of trained drivers and accredited companies. This will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site checks will also take place. A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site.

Collision reporting data will be requested from operators and acted upon when necessary.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](http://www.clocs.org.uk/wp-content/uploads/2015/05/CLOCS-Standard-v1.2-APRIL_15.pdf) and included it in your contracts. Please sign-up to join the [CLOCS Community](http://www.clocs.org.uk/links-to-partners/) 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:

Please contact 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.**

**20. 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 links to the [Transport for London Road Network](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN).

 The proposed supply route is attached in drawing ADL/SARUM/RP/01.

The routeing plan provided illustrates the approach and exit of vehicles associated with the site from and to the TRLN. As the drawing illustrates, vehicles will only approach and exit to the TRLN as these are the most direct routes that avoid residential streets and will minimise the time spent on borough roads.

As the swept path drawings illustrate (ADL/SARUM/TR/01, ADL/SARUM/TR/02, ADL/SARUM/TR/03), the proposed vehicles can safely navigate the route proposed. The proposed route is:

* Vehicles will approach the site by traveling either north or southbound along the A41 Hendon Way.
* The vehicles will join the A407 Cricklewood Lane travelling east.
* They will continue along Cricklewood Lane, crossing over Finchley Road and on to Hermitage Lane.
* They will continue east along Hermitage Lane as it becomes Platt’s Lane.
* The vehicles will continue along Platt’s Lane until the junction with West Heath Road, where they will turn right. The site is immediately on the right after junction. The vehicles will enter the site through the easterly most entrance.
* Upon exiting the site, the vehicles will leave the site through the westerly entrance at the junction with Platt’s Lane.
* They will exit directly on to Platt’s Lane and continue west to Hermitage Lane.
* The vehicles will continue westbound along Hermitage Lane crossing over Finchley Road on to Cricklewood Lane.
* At the end of Cricklewood Lane, the vehicles turn left or right to travel either south or northbound on the A41 Hendon Way.

The proposed route has been selected as it is the most direct route from the TRLN which minimises the time spent on residential streets and avoids high risk locations.

There is vehicular access onto the site. The vehicles will cross the footway using the existing vehicular crossovers. Deliveries will be unloaded within the site. A suitably qualified banksman will be present at all times to escort construction vehicles off the site to ensure there is no conflict with the public.

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.

Contractors, delivery companies and all known visitors will be provided with a verbal briefing and issued with a copy of the on-site restrictions and routeing requirements prior to formal engagement.

**21. 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 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. (Refer to the [*Guide for Contractors Working in Camden*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

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 type and method of deliveries will be undertaken by the following:

**Grab Lorry – Removal of Excavation**

This will be a vehicle with a length up to 9.1m with a width of 2.6m. Maximum weight 26.0 Tonnes.

We anticipate on average 3 vehicles per day for 12 weeks during the excavation period with an anticipated dwell time of approximately 15 minutes per vehicle.

**Flat Bed Truck - Steelwork and other construction materials**

This will be a vehicle with a length up to 7.2m in length with a width of 2.3m. Maximum weight 7.5 Tonnes.

Deliveries will take place throughout the Works Programme. The vehicles will have an estimated off-loading time of approximately 40 minutes for each vehicle. We expect 30 movements over the 39 week construction programme. Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.

**Cement Lorry- Delivery of concrete**

This will be a concrete mixer or similar with a length up to 8.3m and with a width of 2.4m. Maximum weight 26 Tonnes when fully loaded with 6 cubic meters of concrete.

Deliveries will take place during the piling/excavation and construction phases of the programme. A separate pump will be required and will be situated behind the concrete lorry during pumping. We anticipate a total of 20 trucks over the works. The vehicles have an estimated off-loading time of approximately 1 hour. Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.

**Transit Van - Delivery of small equipment/materials**

This will be a vehicle with a length up to 4.8m in length with a width of 2.0m. Maximum weight 3.5 Tonnes. We anticipate on average 3-4 deliveries per week throughout the project with an anticipated dwell time of approximately 30 minutes per vehicle.

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

The response to question 16 details the sites that are near to Sarum Chase. These are shown in drawing ADL/SARUM/ED01

The following sites in the neighbourhood of Sarum Chase have extant permissions:

1. 15 West Heath Road
2. 21 West Heath Road

As all loading/unloading and works will be conducted off the highway, it is not anticipated that either works will have any impact on the proposed development.

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.

The deliveries to and from site will be programmed in detail to ensure that the impact of the construction vehicles is kept to a minimum.

The site and supply chain will also adhere to the following rules to ensure that this requirement is complied with:

All deliveries shall be pre booked and allocated set arrival times.

* Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.
* Suppliers shall call the site a minimum of 20 minutes before their vehicle arrives at site to confirm that space is available in the site.
* If there is not the space available, construction vehicles shall not proceed to the site.
* The loading/collection area within the site shall be clear of vehicles and materials before the next lorry arrives.
* Construction vehicles shall not park on the highway.
* The engines of construction vehicles shall not be kept idling.

Non-compliance with the above standards will be discussed with the supply chain and consideration will be given to termination of their contracts if adequate steps are not implemented to improve.

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.

It is not required to have a holding area given the volume of vehicles attending this site. Also all compliance checks will be able to be completed within the average loading/unloading times detailed in Q21A

Vehicles attending the site will not be to wait on the roads near the site.

Ve

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](http://content.tfl.gov.uk/directory-of-london-consolidation-centres.pdf)).

The Client and Prinicple Contractor understand the potential disruption caused by construction traffic and wish to minimise the impact of this development on the neighbours and the surrounding area.

There are a number of additional steps, beyond the other mitigating actions already proposed in the CMP that they are willing to implement to reduce this impact.

All vehicle’s will switch off their engines whilst waiting at the site unless it is required to operate them. This reduces both the noise and pollution impact.

All vehicles will kept to minimum size practical. This decision will be balanced against increasing the number of required trips by using vehicles that are too small.

Where possible, deliveries will be combined and where possible larger orders of materials will be made and stored on site to reduce the number of trips required.

**22. 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 Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

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

The site has a dual entrance driveway. A one way system within the site shall be created using this dual entrance driveway. Vehicles will enter the site through the easterly entrance on West Heath Road and exit through the westerly spur at the junction with Platt’s Lane.

This one way system minimises the potential for conflict between vehicles traveling in opposite directions and allows for easier access on to Platt’s Lane which is the route for vehicles to leave the site.

A banksman will also be provided to assist the vehicles entering and leaving the site to ensure that vehicles can cross the footway without endangering pedestrains or other road users.

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

As stated above, the vehicles will use the existing vehicular crossover. Movements across the footpath will be monitored by a qualified banksman to ensure pedestrian safety and will be kept to a minimum.

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).

Drawings ADL/SARUM/TR01 and ADL/SARUM/TR02 show the swept paths of the construction vehicles to and from the site. The proposed construction vehicles can manoeuvre safely through these corners.

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.

 As the site is a dwellinghouse, the construction works will restricted to a minimal area within the property boundaries. Spoil and other site detritus will deposited within a skip before removal. Therefore although the construction vehicles will have access to the site, they will remain on the paved driveway and will remain free from mud. If any spoil does end up on the driveway it will be removed before it can be transferred to the construction vehicles. It is therefore deemed not necessary to have a wheelwash on the site.

The need for a wheelwash will be continually monitored over the works. If the situation on site alters and requires a wheelwash to be implemented, the Council and the appropriate water authority will be contacted.

**23. 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.

Please see enclosed plan ADL/SARUM/APX-B illustrating the area where the loading and unloading will take place. The spoil will deposited into a skip where it will be removed by a Grab lorry for disposal.

As the plan details, all unloading and loading can be undertaken within the confines of the site.

Materials and plant will be stored on the driveway throughout the construction period as illustrated on drawings ADL/SARUM/APX-B.

There is vehicular access onto the site. The vehicles will cross the footway using the existing vehicular crossovers. Deliveries will be unloaded within the site. A suitably qualified banksman will be present at all times to escort construction vehicles off the site to ensure there is no conflict with the public.

Deliveries will be carefully scheduled to ensure that adequate room is maintained within the site for their storage.

**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.**

**24. 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)](http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/temporary-road-restrictions/) 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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

There is not a requirement for parking bay suspension or TTRO’s for this development.

**25. 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.

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

It is not necessary to undertake any highway works to facilitate this development.

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

As all works and loading/unloading will be undertaken from inside the site there is no need to have any barriers or accessibility measures on the public highway.

However to ensure public safety suitably qualified banksman will be present during the hours of work and will make sure the road is clean and obstruction free. They will help ensure the safety of pedestrians and road users throughout the site working hours.

**26. 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 is not a requirement for diversion or use of public highway during these works.

**27. 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.

Pedestrian safety will not be compromised for this development. Safe access will be provided at all times. As all the works and loading will be undertaken from within the site there is little anticpated impact on pedestrians or vulnerable road users.

A qualified banksman will be present at all times during the works to ensure site vehicles safely cross the footways to ensure safety.

Although West Heath Road is not a recognised cycle route, being adjacent to the Heath could potentially mean there are a higher number of cyclists. To ensure cyclist’s safety, all vehicle drivers will be made aware of this and requested to take additional care. The banksman will assist the driver is ensuring cyclists remain safe at the site.

The Prinicple Contractor recognises the need to protect cyclists and will ensure that all drivers and sub-contractors that work on this schemes are compliant with the CLOCS guidance as detailed in Q18.

Also adequate time will be programmed for all deliveries to ensure that drivers do not feel pressured into taking risks for this development.

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.

There are no structures that will overhang the public highway.

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**Environment**

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

The construction methodology will aim to keep all noise to a minimum. All machinery will be the quietest available to the contractor and will be fiited with effective exhaust silencers.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 ‘Noise and Vibration Control on Construction and Open Sites’.

Noisy activities:

Contingous micro-piling

Breakout of hard material

Excavation

These noisy works will only take place between the hours of:

8am – 6pm Monday to Friday

8am – 1pm Saturday

However where possible these works will take place towards the middle of these periods.

29. 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.

**Noise monitoring**:

Noise levels from construction during the working day will be monitored against indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. Apart from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used. There is a wall around the site, which will be supplemented with hoarding and dust sheets to prevent emissions to neighbouring properties.

Noise levels will be monitored during construction as follows:

• Noise and Vibration monitoring will be carried out regularly, as well as in response to requests/complaints or any new activities that have the potential to generate significant noise.

• Checks will be made on method statements to ensure that the best practice described in the standards is being applied in the method and site activities. Noise attenuation screening will be used if deemed appropriate. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical. However, due to the nature of the works no noise attenuation screening is currently felt to be required. Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

It is not anticipated that noise levels will exceed indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. Monitoring will be undertaken to ensure compliance with this recommendation.

Where the measured noise levels are more than 3 dB (A) above the maximum indicative 75dB action level or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so.

Vibration is not predicted to be an issue in light of the nature of the proposed works.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

Noise and Vibration Mitigation:

 The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors. Vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms־¹ PPV for potential disturbance in residential)

The following methods of mitigation will take place:

* + All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated.
	+ Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
	+ The hoarding erected around site will also help to reduce noise transmission.
	+ Excavators will be fitted with hydraulic pulverisers and shears whenever possible in preference to hydraulic hammers.
	+ All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per 855228-1: 2009.
	+ Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.
	+ The use of and noise from, percussive tools with be limited as far as reasonably possible.
	+ The compressors will be positioned to reduce noise transfer to neighbouring properties.
	+ Pneumatic tools will be fitted with silencers or mufflers
	+ Electrically powered tools will be used wher possible.
	+ Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
	+ No personal audio equipment will be allowed on site e.g. radio.
	+ Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary.
	+ Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint’s register and make available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

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

All senior staff are familiar with the BS 5228:2009 Code of Practice and will take all necessary steps to ensure that the works are conducted in accordance with the requirements.

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

Dust prevention is included in the method statements for all activities where dust is a risk. The method statements are reviewed on site to ensure they are effective.

The following specific actions are to be undertaken to mitigate the potential dust issue:

During excavation:

* Dust sheeting will be erected around the site.
* Water spray will be used where appropriate.

General:

* Use of dust sheeting
* Water spray to surpress dust
* Avoidance of large stockpiles of materials (including waste)
* Removal of spoil as soon as possible.
* Well managed and maintained site
* Dust extractors or water spray to be used for cutters and saws
* Portable knapsack dust suppressors will be employed on floors.
* Prefabricated and pre-cut materials used where possible.
* Regular inspections by senior staff to embed and ensure good practice.

34. 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.

It is not anticipated that significant amounts of dirt or dust will be spread on to the public highway. All loading and unloading activities will be undertaken from within the site. The vehicles will only travel on a paved drive and will be kept as separate from waste as possible.

If any material does end up on the highway, a banksman will be present at all times to remove it immediately and prevent it from being spread wider. A clean, removing all debris and litter will also be undertaken at the end of day in order to ensure the outside of the site and highway remain in good order.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

See above Q28 – 31.

36. 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 2104 (SPG)](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP), that 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.

The risk assessment in line with GLA Policy is attached in Appendix A.

The final risk ratings of the 4 phases by risk type is below:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Demolition** | **Earthworks** | **Construction** | **Trackout** |
| **Dust** | Low | Low | Low | Low |
| **Health** | Negligible | Negligible | Negligible | Negligible |
| **Ecological** | Negligible | Negligible | Negligible | Negligible |

The mitigating actions recommended by the policy are detailed above in sections demonstrating how dust and vibration will be managed on site.

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and)

The site will implement the appropriate mitigating factors for the eastablish risk level of the site. These measures are set in the sections above and are compliant with the GLA Policy.

38. 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, care homes etc), as detailed in the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP). 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.

The site is not high or medium risk, so this is not applicable.

39. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), 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).

As a current dwelling house there is not rodent issue at the site.

As works commence this situation will continued to be reviewed and control measures will be implemented if required.

Control measures include:

* Capping of drainage systems will be carried out where appropriate to isolate old redundant sewers /drains.
* Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed.
* Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.
* To prevent rat egress from live drains and sewers to new systems, the live systems will be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.
* Pest monitoring and baiting programmes will be instigated on construction and refurbishment sites, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work Act 1974.
* Sewers and drains will be cleared of any remaining building debris.
* While carrying out the connection of new drains to the existing system, any exposed drain shall not be left overnight without capping with a drain stopper to prevent any rodents using the drain runs.

 Site hygiene

* Contractors will ensure that the construction site is kept as clear and tidy as possible. Accumulations of surplus or damaged building materials can act as harbourage for pests, and should be removed and disposed of promptly and safely.
* Construction staff will not leave food debris within buildings under construction, as this will encourage pests to become established.

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

An asbestos survey will carried out prior to works commencing, if asbestos is found, it will be removed in accordance with legislation.

41. 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 site will implement effective site rules which will combat antisocial behaviour.

Operatives will not be allowed to loiter around the perimeter of the site during breaktimes. There will be designated smoking areas and waste will removed daily.

All scaffolds will be sheeted and regularly maintained and any vantage points will be shielded to prevent overlooking into neighbouring properties. Our site rules will clearly establish the code of conduct expected from site operatives and we operate a yellow and red card system for rigorously implementing the code.

42. 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.

**From 1st 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 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

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

We will not use machinery on site that falls within this power range.

1. Construction time period (mm/yy - mm/yy ): 06/18 to 03/19
2. Is the development within the CAZ? (Y/N): No
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): N/A
4. Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: N/A
5. 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: N/a
6. 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: N/A

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**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 3 months from completion.**

**Signed:** …………………………………………………………………

**Date:** ……………………………………………..

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

**Position:** …………………………………………

Please submit to: planningobligations@camden.gov.uk

End of form.