



The Construction Management Plan will help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site. It follows the best practice guidelines in TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme (<http://www.clocs.org.uk/standard-for-clocs/>) and Camden's Minimum Requirements for Building Construction (CMRBC).

The completed and signed Construction Management Plan should address how any impacts associated with the proposed works would be mitigated. The level of detail for the Construction Management Plan will depend on the scale and kind of the development. The text boxes will expand to accommodate information provided.

PLEASE COMPLETE THE QUESTIONS BELOW WITH ADDITIONAL SHEETS, DRAWINGS AND PLANS AS REQUIRED.

(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)

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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.

The boxes below expand please provide as much information as necessary.

Section 1 – Site Contacts

- Q1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Site Address:

- 201 Prince of Wales Road, and 62a Haverstock Hill, NW3 2BH

Planning application reference:

- CMP submitted in DRAFT for Planning. No reference as yet.

Type of CMP: Condition discharge / Section 106 planning obligation / Major sites framework.

- CMP for Planning submission.

- Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Lewis Kinneir c/o Carmody Groarke Ltd,

Address: 62 – 70 Shorts Gardens, London, WC2H 9AH

Tel: 020 7836 2333

Email: lewis.kinneir@carmodygroarke.com

- Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

NOTE:	This CMP is being issued as part of the Planning Application submission; therefore this is pre Tender and before a main contractor has been appointed. It is expected that as part of any Planning Approval a condition for discharge prior to works commencing on site will be for a full Considerate Constructors Construction Management Plan to be submitted from the procured Main Contractor that will be responsible for the works on site.
Name:	n/a
Address:	n/a
Tel:	n/a
Email:	n/a

- Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

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Name:	n/a
Address:	n/a
Tel:	n/a
Email:	n/a

- Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Infrastructure Projects (CIP) please provide contact details of the responsible Camden officer.

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Name:	TBC
Address:	TBC
Tel:	TBC
Email:	TBC

- Q6. 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.

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Name: n/a Address: n/a Tel: n/a Email: n/a	

Section 2 – About the Site

- Q7. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

<p>Project:</p> <p>The project involves the demolition of the existing vacant buildings on 62a Haverstock Hill and the construction of three separate maisonettes. The proposed volume of the maisonettes is tiered which creates opportunity for outdoor space on a terraced roofscape. Each dwelling occupies multiple floor levels accessed from Prince of Wales Road.</p> <p>Site location:</p> <p>The site is on the corner of Haverstock Hill and Prince of Wales Road in the London Borough of Camden, and is part of the Haverstock Electoral ward. Its adjacencies include Gospel Oak to the north; Kentish Town to the east; Camden Town to the south, and Swiss Cottage to the west. The footprint of the site is approximately 0.0166 Hectares. The site borders the Parkhill Conservation Area.</p> <p>Site:</p> <p>The site is an unorthodox shape encompassing two addresses due to the corner position between two roads. The elevation on Haverstock Hill is 8.5m and on Prince of Wales Road is 31m. Due to the site shape the sites street frontage is disproportional to the area of 0.0166 Hectares.</p> <p>Building:</p> <p>The existing building is of low-grade construction and is currently in a derelict state. The site is separated into two separate buildings at the point of compression on the site, with multiple entry points to the Prince of Wales Road side (currently boarded up) and one entry point on the Haverstock Hill frontage. The buildings have been vacant for several years and have fallen into a state of disrepair.</p>

- Q8. Please provide a very brief description of the construction works including the size and nature of the development and provide details of the main issues and challenges (eg narrow streets, close proximity to residential dwellings).

Construction
Stages: The works on site include the following stages.

- Site set up facilities, site hoarding, and scaffold.
- Public highway and pavement works to make safe and relocate bus stops, signage, lights etc.
- Temporary works demolition support to adjacent buildings.
- Demolition of the existing building and removal of material from site.
- Temporary works substructure and foundation support.
- Substructure and foundation construction.
- Main building construction.
- Deconstruction in progressive stages of temporary works, scaffold.
- Removal from site of facilities and hoarding.

Scope:

The construction works will build a three storey load bearing brick building above a single storey concrete substructure. This brick building is planned as three maisonettes each with their own front door on Prince of Wales Road. This brick building is flush to the boundary on Prince of Wales Road and is set back on Haverstock Hill. The proportion and massing of the building aligns with the neighbouring building and street context.

Site constraints:

Public Highway, street level.

The site forms the corner of two roads at which there is a traffic light controlled junction this allows traffic to make all turns from all directions; left and right out of Prince of Wales Road onto Haverstock Hill, and right and left onto Prince of Wales Road from Haverstock Hill. This junction also coordinates three pedestrian crossings. A dedicated green cycle junction lane and box exists at the Prince of Wales Road Westerly lane. A bus stop on Prince of Wales Road is located at the Eastern tip of the site roughly 20 meters from the junction with Haverstock Hill. On Prince of Wales Road there are no street lights or road signs affected. On Haverstock Hill the Southern boundary of the site is aligned with a kerb side street light, there is no reason for this to be affected, no road signs are affected. The pavements on both Prince of Wales Road and Haverstock Hill are of generous 3.2m widths and are unobstructed by street furniture or kerb railings. The kerb is raised/lowered for flush transition at the pedestrian crossing, otherwise the kerb exists as a protective upstand between pavement and road.

Services, high level.

There are no high level services such as telephone lines that cross or run adjacent to the site. There are no other high level obstructions.

Street drainage.

There are no kerb side road drains adjacent to the site boundary.

Vegetation, trees, landscape.

There are no trees on the site or forming the boundary of the site.

Adjacent buildings, structures.

The site is bounded on two sides by two separate properties. On Prince of Wales Road, No.200 forms the Eastern boundary and Party Wall, and is a non-descript low level ground and lower ground floor single address domestic building from circa 1980, with hard surfaced front yard. On Haverstock Hill, No.62 forms the Southern boundary and Party Wall, and is an elegant semi-detached four storey Georgian town house split into multiple addresses as flats, this building is mid 19th Century and has a hard surfaced front set back with low hedges. The distance to the buildings opposite on both roads is great enough for these to be relatively unaffected by the building works.

- Q9. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g.

Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

The existing building has insufficient connections to all services; gas, electric, water, waste, data. The extent of demolition and subsequent new building work and proposed final configuration of dwellings requires all new service connections. As part of the projects next stage of procurement the coordination of replacing these services will be detailed.

- Q10. 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).

No.200 Prince of Wales Road - dwelling
No.62 Haverstock Hill – dwelling, flats conversion.

- Q11. 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.

Included:

- Q12. 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 useful).

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- Q13. Please confirm the standard working hours for this 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

No deviation from the standard Camden working hours are proposed.

July 2014

Section 3 – Transportation Issues Associated with the Site

- Q14. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the Guide for Contractors Working in Camden. Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.

No deviation from the standard Camden working hours is proposed.

- Q15. 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. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

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- Q16. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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 including; the extent of 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

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It is expected that the current bus stop on Prince of Wales Road at the Eastern boundary of the site will be moved to allow for this road position to be used and integrated into a site facilities area, scaffold over pavement and hoarding. This bus stop can be moved further East down Prince of Wales Road without any effect on parking bays or other road and pavement features. It is likely that this

road position would only need to be used up to the sites boundary edge with No.200 PWR.

- Q17. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

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It is not expected that any parking bay suspensions will be necessary as the space created through the temporary relocation of the bus stop may provide sufficient area.

- Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc).

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It is expected that the site hoarding and scaffold will have to be positioned outwith the site boundary as all stages of the demolition, temporary works and construction require access to the site boundary. The new building forms the site boundary with the public highway pavement on both roads. The scaffold and site hoarding would be likely built over the pavement on both roads and into the road at the bus stop position. This structure would allow for; the site facilities, material storage, muck away, site works person access and security, safe separation of the public highway from site activities. Impact prevention measures would be integrated to all scaffolding that lands on the public highway; as would lighting and safety measures to assure pedestrian and vehicular safety is at fore fronted.

- Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

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There hoarding is expected to form the boundary with the public highway and

the design of which will be developed with a contractor during the procurement stage of the project.

Section 4 Traffic Management for the Site

- Q20. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

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The detail design of the Traffic Management procedures will form the next stage of the project during procurement.

- Q21. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative

impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc) on the route, and how any problems can be avoided or mitigated.

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Works access to the site is proposed at the position of the current bus stop, refer Q18.

- Q22. Please describe how the access and egress arrangements for construction vehicles will be managed. 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.

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The pre-construction information pack will detail all necessary information on site access for all trades and deliveries.

- Q23. 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.

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The detail design of the site loading procedures will form the next stage of the project during procurement.

- Q24. 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).

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The detail design of the site loading procedures will form the next stage of the project during procurement.

Section 5 – Environmental Minimum Requirements

(To answer questions 24- 33 refer to the relevant sections of the C: noisy operations, abatement techniques, noise levels, vibration levels, dust levels and rodent control). Add link to CMR.

- Q25. Please provide details of the times of noisy operations, describing how the construction works are to be carried out. (Refer to CMR time of operations section)

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prior to works commencing on site will be for a full Considerate Constructors Construction Management Plan to be submitted from the procured Main Contractor that will be responsible for the works on site.

No deviation from the standard Camden working hours is proposed.

- Q26. Please confirm the date that the most recent noise survey took place (before any works were carried out) and provide a copy of such noise survey. 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.

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A noise and vibration assessment and survey will be carried out and form part of the CMP to be discharged as a condition.

- Q27. Please provide predictions for noise and vibration levels throughout the proposed works and actions to be taken in cases where these exceed the predicted levels.

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A noise and vibration assessment and survey will be carried out and form part of the CMP to be discharged as a condition.

- Q28. 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.

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- Q29. Please provide evidence that staff have been trained on BS 5228:2009

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- Q30. Please provide details on how dust nuisance arising from dusty activities originated on the site will be prevented.

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- Q31. 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.

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- Q32. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

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- Q33. Please provide details on how rodents, including rats, will be prevented from spreading out from the site.

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- Q34. Please provide details describing arrangements for pest control including provision of receipts (if work undertaken).

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- Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions SPG, and the risk level that has been identified, with evidence.

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- Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

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- Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data will be available to LBC, and that quarterly reports will be provided to LBC detailing any exceedences of the threshold and measures that were implemented to address these.

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Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to TfL best practice guidance and CMRBC sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

- Q38. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksman must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

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- Q39. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

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- Q40. Please provide details of consultation on a draft Construction Management Plan with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. 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 it out.

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- Q41. 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, as well as contact details for the person responsible for community liaison on behalf of the Developer, and how these contact details will be advertised to the local community. Please can you confirm 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.

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- Q42. It is in your best interest to sign up to these schemes, please provide details of any schemes such as the "Considerate Constructors Scheme" or the "Freight Operators Recognition Scheme" or "TfLs Standard for construction logistics and cyclist safety – CLOCS scheme" that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 40. 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" also referred to as "Camden's Considerate Contractors Manual".

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- Q43. Please provide details of other construction sites in the local area and how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.

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- Q44. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the Standard for Construction Logistics and Cyclist Safety, CLOCS scheme (<http://www.clocs.org.uk/standard-for-clocs/>):

- Operations
 - Quality operation: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.

- Collision reporting and analysis: of any collision involving injury to persons, vehicles or property
- Traffic routing: any route specified by the client is adhered to unless otherwise specified.
- Vehicles
 - Warning signage: warning cyclists of the dangers of passing the vehicle on the inside
 - Side under-run protection: fitted to all vehicles over 3.5 tonnes which are currently exempt
 - Blind spot minimisation: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
 - Vehicle manoeuvring warnings: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres
- Drivers
 - Training and development: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
 - Driver licensing: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

Standard for Construction Clients

- Construction logistics plan: is in place and fully complied with – as per this document.
- Suitability of site for vehicles fitted with safety equipment: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- Site access and egress: should be carefully managed, signposted, understood and clear of obstacles.
- Vehicle loading and unloading: vehicles should be loaded and unloaded on-site as far as is practicable.
- Traffic routing: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- Control of site traffic, particularly at peak hours: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- Supply chain compliance: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

NOTE:	This CMP is being issued as part of the Planning Application submission; therefore this is pre Tender and before a main contractor has been appointed. It is expected that as part of any Planning Approval a condition for discharge prior to works commencing on site will be for a full Considerate Constructors Construction Management Plan to be submitted from the procured Main Contractor that will be responsible for the works on site.
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Q45. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

NOTE:	This CMP is being issued as part of the Planning Application submission; therefore this is pre Tender and before a main contractor has been appointed. It is expected that as part of any Planning Approval a condition for discharge prior to works commencing on site will be for a full Considerate Constructors
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July 2014

Construction Management Plan to be submitted from the procured Main Contractor that will be responsible for the works on site.
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The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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.

Signed: WLK Date: 29 May 2015

Print name : Lewis Kinneir

Position: Associate