

CONSTRUCTION MANAGEMENT PLAN TEMPLATE

March 2020

Hertfordshire County Council

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
02.07.2026	1	Kuldip Basra

Additional sheets

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

Date	Version	Produced by

Introduction

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

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

This CMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (**CLOCS**) Standard.

The approved contents of this CMP must be complied with unless otherwise agreed with the Highway Authority (HA) in writing. The project manager shall work with the HA to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Local Planning Authority (LPA) and the Highway Authority (HA) and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(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.

Contact

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

Address: 16 Leys Avenue, Letchworth Garden City, Hertfordshire, SG6 3EU

Planning reference number to which the CMP applies: 24/01008/FP

Development: Change of use of first floor office accommodation to form two 1-bedroom residential flats, including associated external alterations and replacement windows.

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

Name: Kuldip Singh

Address: The Offices, Sharpenhoe Bury, Sharpenhoe, Bedford, Beds, MK45 4SG

Email: Kuldip@kscbarton.co.uk

Phone: 07956207475

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: Kuldip Singh

Address: The Offices, Sharpenhoe Bury, Sharpenhoe, Bedford, Beds, MK45 4SG

Email: Kuldip@kscbarton.co.uk

Phone: 07956207475

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.

N/A - same as 3

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: Kuldip Singh

Address: The Offices, Sharpenhoe Bury, Sharpenhoe, Bedford, Beds, MK45 4SG

Email: Kuldip@kscbarton.co.uk

Phone: 07956207475

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.

[attach plan]

See Appendix A - Site Location Plan

The site comprises an existing mixed-use commercial building located on Leys Avenue within Letchworth Garden City town centre. The approved development involves the conversion of the existing first-floor office accommodation into two self-contained one-bedroom residential flats.

Associated works include internal alterations, replacement windows and minor external works required to facilitate the residential conversion. The ground floor commercial use will remain operational throughout the works.

The site fronts directly onto Leys Avenue and is surrounded by commercial

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).

Works will comprise:

- Internal strip-out of existing office fit-out.
- Alterations to form two flats.
- Installation of services.
- Installation of MVHR ventilation systems.
- Replacement windows subject to planning approval.
- Internal finishing works.
- Testing and commissioning.

Main constraints:

- Town centre location.
- Pedestrian movements along Leys Avenue.
- Shared access arrangements.
- Need to maintain a safe environment for neighbouring occupiers and businesses.
- Limited on-site storage space.

Construction activities are expected to be of small scale and primarily internal.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Indicative programme:

Phase 1 - Site Setup and Protection - 1 week

Phase 2 - Internal Strip Out - 2 weeks

Phase 3 - Structural and Building Alterations - 3 weeks

Phase 4 - First Fix Services - 2 weeks

Phase 5 - Window Installation - 1 week

Phase 6 - Second Fix and Internal Finishes - 4 weeks

Phase 7 - Testing, Commissioning and Completion - 1 week

Estimated project duration: Approximately 12-14 weeks.

9. Please confirm the standard working hours for the site

Construction working hours will be:

Monday to Friday: 08:00 - 18:00

Saturday: 08:00 - 13:00

Sunday: No construction works

Bank Holidays: No construction works

The works comprise a small-scale conversion project and every effort will be made to minimise disturbance to neighbouring occupiers and businesses.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Highway Authority can advise on this if necessary.

10. Consultation

The Highway Authority expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted, and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Highway Authority before carrying them out. If your site is on the boundary between districts 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 Councillors.

Given the modest scale of the development and predominantly internal nature of the works, formal consultation with neighbouring properties has not been considered necessary.

Contact details for the Site Manager will be displayed on site.

Adjacent occupiers will be informed before commencement of works.

11. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Highway Authority requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

The proposed development is a small-scale conversion of existing first-floor office accommodation into two residential flats, involving predominantly internal works and a limited number of construction vehicle movements. Given the scale, duration and nature of the project, formal registration with the Considerate Constructors Scheme (CCS) is not considered necessary.

Notwithstanding this, the development will be managed in accordance with the principles of the Considerate Constructors Scheme and CLOCS guidance where applicable. Contractors will be required to maintain a safe, clean and well-managed site, minimise disturbance to neighbouring occupiers and businesses, and comply with all relevant health and safety legislation throughout the construction period.

12. 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 Highway Authority can advise on this if necessary.

No significant nearby construction projects are currently known that would create cumulative impacts.

Should any adjacent projects commence during the construction period, delivery arrangements will be reviewed and coordinated where necessary.

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.

The Hertfordshire Highway Authority is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard. Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly highway officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

CLOCS Contractual Considerations

13. Name of Principal contractor:

Barton Hill Construction Ltd

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

All contractors and suppliers will be instructed to:

- Use roadworthy vehicles.
- Hold appropriate licences.
- Comply with highway regulations.
- Follow approved delivery routes.
- Operate safely around pedestrians and cyclists.

15. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

The client confirms that all contractors and suppliers will be required to adhere to the principles of the CLOCS Standard where relevant to the scale of this development.

Site Traffic

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

16. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

Routes should be carefully considered, and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of

construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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

Construction traffic associated with the development at 16 Leys Avenue, Letchworth Garden City, will be limited to light goods vehicles, trade vans and occasional small rigid delivery vehicles. No articulated HGVs are anticipated.

Construction vehicles will access the site via the principal highway network serving Letchworth Garden City and Leys Avenue. Drivers will be instructed to use main distributor roads wherever possible and avoid unnecessary use of nearby residential streets.

Due to the town centre location, deliveries will be carefully managed to minimise disruption to local businesses, pedestrians and highway users. A site location plan showing the approved vehicle access route can be included within the appendices.

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

All contractors, subcontractors and suppliers will receive site induction information before attending site.

The induction will include:

- Site address and location plan.
- Approved delivery route.
- Permitted delivery times.
- Parking restrictions.
- Site access arrangements.
- Emergency contact details.
- Requirement not to obstruct footways, neighbouring premises or the public highway.
- Requirement to switch off engines when stationary.

Delivery companies will be instructed that vehicles must not arrive without prior booking and must contact the site manager before arrival if any access issues are encountered.

17. Control of site traffic, particularly at peak hours: *"Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

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

For Example:

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

Skip loader: 2 deliveries/week during first 10 weeks

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

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

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

Construction traffic will be limited to operatives' vans and small delivery vehicles.

All deliveries will be pre-booked and managed by the Site Manager.

Deliveries will only take place between:

Monday to Friday: 10:00 - 12:00

Saturday: No deliveries

Sunday: No deliveries

Bank Holidays: No deliveries

Materials will be delivered on a just-in-time basis and transferred immediately into the building to minimise vehicle dwell times and highway impacts.

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

No major construction sites are currently known to be operating immediately adjacent to the site that would create significant cumulative traffic impacts.

Should nearby construction projects commence during the construction period, delivery times will be reviewed and coordinated, where practicable, to minimise congestion and disruption within the town centre area.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

Given the limited scale of the development and the anticipated use of light commercial vehicles and small rigid delivery vehicles only, swept path analysis is not considered necessary.

No abnormal loads or articulated vehicles are expected to service the site.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

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

The site operates on a pre-booked delivery basis. Vehicles will not be permitted to queue on the public highway.

Drivers arriving early will be instructed to contact the site manager and wait at an appropriate off-site location until called forward for unloading.

Only one delivery vehicle will be accommodated at a time where necessary.

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

Construction materials will be ordered on a consolidated basis wherever practical to minimise the number of vehicle movements.

Materials will be delivered on a "just-in-time" basis to reduce storage requirements and avoid repeat deliveries.

Given the scale and location of the development, consolidation centres, rail freight and water freight are not considered practical options.

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

All drivers attending the site will be instructed to switch off their engines whilst waiting, loading or unloading.

"No Engine Idling" requirements will form part of the contractor induction process. The site manager will monitor compliance and remind drivers of this requirement should any breaches occur.

18. 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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.
Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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

[attach plan]

See Appendix B - Construction Logistics Plan.

Construction access will be via the existing entrance from Leys Avenue.

Deliveries will be unloaded directly from vehicles positioned within available loading/unloading facilities and transferred immediately into the building.

No changes to the highway layout are required.

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

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

Due to the small scale of the development, vehicle movements will be limited and managed through a pre-booked delivery system.

The Site Manager will coordinate all deliveries to ensure vehicles arrive at scheduled times and do not wait on the public highway.

Where materials are delivered directly adjacent to the building frontage, a suitably trained operative will act as a banksman to supervise unloading and ensure the safe movement of pedestrians and vehicles.

Special attention will be given to pedestrian safety due to the town centre location and the presence of neighbouring businesses.

Vehicles will not reverse onto the highway without supervision.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Given the limited scale of the development and the anticipated use of vans and small rigid delivery vehicles only, swept path drawings are not considered necessary.

No articulated vehicles, abnormal loads or specialist heavy haulage vehicles are expected to access the site.

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

Wheel washing facilities are not considered necessary for this development.

Works comprise primarily internal alterations and refurbishment with limited excavation activities. Any vehicles leaving the site will be inspected visually and any debris deposited on the highway will be removed immediately.

The site entrance and adjacent highway will be inspected regularly and maintained in a clean condition throughout the construction period.

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

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

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices.

Materials will be unloaded directly into the building wherever practical.

Temporary storage of materials, tools and equipment will be within the vacant ground floor commercial unit.

No skips, plant, materials or equipment will be stored on the public highway.

Waste materials will be removed from site by vehicle and will not be accumulated within the highway.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q18 b.

Where delivery vehicles are loading or unloading adjacent to the building frontage, a competent operative will supervise operations and monitor the movement of pedestrians and vehicles.

The marshal will:

- Direct delivery vehicles safely.
- Ensure pedestrian routes remain available.
- Prevent obstruction to neighbouring businesses.
- Assist drivers when manoeuvring where visibility is restricted.
- Stop unloading operations immediately if unsafe conditions arise.

Given the low number of vehicle movements anticipated, dedicated traffic marshals will only be used when required for specific deliveries or restricted manoeuvres.

Street Works

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

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

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

20. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

The site compound, material storage, office and welfare arrangements will be accommodated within the existing building.

The vacant ground floor commercial unit will be used for an office, temporary storage of materials, tools and welfare facilities.

No storage of materials, waste, plant or equipment will take place on the public highway.

21. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost. Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured. Information regarding parking suspensions can be found [here](#).

No parking bay suspensions or Temporary Traffic Orders are currently anticipated.

Should any become necessary, separate applications will be made to the Highway Authority.

22. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Highway Authority and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

No occupation of the public highway is proposed.

Temporary unloading of deliveries may take place from available loading facilities adjacent to the building, following which materials will be transferred immediately into the premises.

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

No highway works are proposed.

No scaffolding, highway alterations, temporary accesses, parking suspensions or street furniture removals are required to facilitate the development.

23. Motor vehicle and/or cyclist diversions

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

No road closures or diversions are proposed.

No permanent interruption to pedestrian routes is anticipated.

Any temporary restrictions required for safety reasons will be managed using suitable signage and barriers.

24. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

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

No scaffolding or hoarding affecting the public highway is proposed.

Pedestrian routes will remain fully available throughout the construction period.

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

No temporary structures are proposed which will overhang, oversail or occupy any part of the public highway.

25. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

No significant alterations to existing utility services are currently proposed as part of the development.

The development primarily comprises the conversion of existing first-floor office accommodation into two residential flats within an existing building. Existing utility connections will be utilised wherever possible and any minor alterations required will be undertaken in consultation with the relevant statutory undertakers.

Prior to commencing any intrusive works, checks will be undertaken to identify any existing services within the building and surrounding area.

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Highway Authority. This may require the CMP to be revised by the Developer and reapproved by the HA. The project manager shall work with the HA 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 HA and the LPA 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.

Signed:

Date:

Print Name:

Position:

End of form.