

CONSTRUCTION MANAGEMENT PLAN TEMPLATE

March 2020

Hertfordshire County Council

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
22/10/2022	D	C. Kidd

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: Killingdown Farm, Little Green Lane, Croxley Green, Rickmansworth, WD3 3JJ

Planning reference number to which the CMP applies: 20/1881/FUL

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

Name: Gavin Shinkin

Address: Hill Partnerships, The Powerhouse, Gunpowder Mill, Powdermill Lane, Waltham Abbey, Essex EN9 1BN

Email: [REDACTED]

Phone: [REDACTED]

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: Martyn Jelley

Address: As above

Email: [REDACTED]

Phone: [REDACTED]

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.

Name: Unallocated

Address: Hill Partnerships, The Powerhouse, Gunpowder Mill, Powdermill Lane, Waltham Abbey, Essex EN9 1BN

Email: [REDACTED]

Phone: [REDACTED]

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: Mark Burrows

Address: Hill Partnerships, The Powerhouse, Gunpowder Mill, Powdermill Lane, Waltham Abbey, Essex EN9 1BN

Email: [REDACTED]

Phone: [REDACTED]

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 wraps around the existing Killingdown Farm in a reverse 'C' shape and is currently used for hobby farming. Surrounding the site there is a housing estate to the south & southeast. Due east lies Little Green Junior School and due west sees Clarendon Lodge and The Old Horse House which are surrounded by Green Open Space to the north and south-west. To the north is mostly farmland and woodland. The site is mostly clear with the exception of some single storey farm outbuildings and a scattering of trees, of which three have been identified as requiring protection. The outbuildings will be sensibly demolished and the TPO trees will be fenced/protected as agreed. The land is uncontaminated, so no special concrete or underground pipework required. The soil however is poorly draining which necessitates the large balancing pond to the north. In its completed form the site will have two entrances, the north entrance will feed the main estate and the south entrance will serve the cul-de-sac. During construction the south entrance will have a temporary access through the hedge while the estate road and bellmouth are being formed and then once the permanent estate entrance is operational the temporary access will be closed, the hedge reinstated, and the construction traffic will use the permanent estate entrance (south entrance). The north entrance will serve the sales arena and our first occupations.

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).

Construction works, roughly in order, will consist of a topsoil/vegetation strip, followed by utilities, roads and building substructures. Following this superstructures and landscaping. The phasing will see us commence at the north tip of the backwards 'C' working around to the southern tip. The site cabin will be located in an area that is allocated for public open space so that the cabin can remain in the same spot for the duration of the build. The site compound will occupy the area of our last completed units. The project consists of 120 houses and 40 apartments all of traditional construction. The topography of the site forces the need of a foul pumping station which we have situated in the northeast corner of the site. The rising main will pump along the east and southeast boundary of the site at which point it will exit via the narrow public footpath and out into Lovatts Cul-de-sac where it will enter a newly constructed foul sewer chamber that outfalls into the adopted network. Next to the pumping station there is to be an electrical substation also required to feed the new development.

The main challenge for the development will be the narrow carriageway that is Little Green Lane. This will prove very challenging as any road opening will be considered a road closure and with existing residents to the north end of Little Green Lane this will require some careful logistics as there is no viable through route.

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).

Phase 1 - Wk1 to Wk40 - This will cover: Balancing Pond, Artificial Badger Sett, Sales Arena (plots 1-5 to completion), plots 6-19 (to completion), Plots 20-32, 49-52 (commenced), Pumping Station and Substation.
Phase 2 - Wk40 to Wk70 - Plots 20-62 (commenced).
Phase 3 - Wk70 to Wk100 - Plots 1-36, 44-57 (completed). Plots 37-43, 58-112, 144-152 (commenced)
Phase 4 - Wk100 to Wk130 - Plots 1-69, 73-76 (completed). Plots 70-72, 77-152 (commenced).
Phase 5 - Wk130 to Wk150 - Plots 1-112, 144-152 (completed). Plots 113-143, 153-160 (commenced)
Phase 6 - Wk150 to 160 - Plots 113-143, 153-160 (site complete).

Phasing chart not yet available.

9. Please confirm the standard working hours for the site

0800 to 1800 hours Monday to Friday
0800 to 1300 on Saturdays
No working on Sundays, Bank Holidays or Public Holidays

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.

Meaningful consultation was had in preparation for the initial planning application. When the application was rejected further investigation and consultation was had in preparation of the appeal which was granted. Key highways input was built into the scheme which included the improvement works/road widening of Little Green Lane.

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.

CCS will be applied for. CLOCS is integral to our own procedures and contracts.

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.

Construction works are happening on Whippendell Road and Croxley business park which are both in the vicinity of our site. Our preference is for construction traffic to use the largest carriageways available, avoiding backroads as a priority and routing towards Junction 18 of the M25 (as illustrated in Appendix A). Given the location of these two sites it is possible they will be using the same roads as us to get to the M25 but it is perhaps more likely they will take the closer/more direct routes through/around Watford to get to the M25. The routes we have selected are of a size that we believe can handle it and avoid going through/around Watford.

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:

Hill Partnerships

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

Hill policy is for all of our subcontractors in this field of operation be CLOCS compliant, it is written into their contracts.

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:

Yes, the CLOCS standard is understood by us, the Developer/Principal Contractor and is written into our contractors' and suppliers' contracts to abide by the CLOCS standard.

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.

Plan appended. Appendix A. The plan very simply illustrates the preferred routes to and from site. Approach and departure will utilise the same routes. Largest roads available to/from Junction 18 of the M25.

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.

We will have an on-site Traffic Marshal whose responsibility it will be to ensure that all access/egress routes and any restrictions get relayed to all contractors and deliveries coming ahead of their journey times.

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

The on-site Traffic Marshal will be responsible for controlling site traffic during all working hours.

Due to how narrow Little Green Lane is and the fact that there is no through/alternative route means that no stopping, waiting or parking is to be permitted on Little Green Lane. All traffic visiting site must enter site.

The Traffic Marshal will distribute delivery plans explaining what goes where and at what time of day.

Details on vehicle types are thus: Between July 22 - Dec 22 we expect - 20-25 vehicles per day and these will be mostly muck away lorries/tippers and concrete lorries. Between Jan 23 - Sept 24 we expect 10-15 vehicles per day and at this stage we would still expect concrete lorries and some muck away but to a lesser frequency but now mostly flatbed lorries and vans making deliveries. Would also expect skip rotation a couple of times a week.

Additional information as requested: Muck away, 12-wheeler lorries approx. 20 tons, 5 of these on turn around a day, approx. 25 loads going out a day. Concrete lorries approx. 5 a day, 12 wheelers, 26 tons when concreting. Delivery lorries 7.5 ton to 12 ton 1 to 3 a day. Brick delivery 18 wheel wagon and drag 1 a day.

Delivery times between 8am to 6pm.

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.

Given the location of Croxley Business Park and Whippendell Road it is possible they will be using the same roads to get to the M25 but it is perhaps more likely they will take the closer/more direct routes through/around Watford to get to the M25, whereas our traffic will be routed in the opposite direction towards Junction 18 of the M25. Appendix A illustrates our proposed routes.

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

We don't believe this is required on the chosen routes.

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.

None identified. On-site provision is to be provided.

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.

Design changes have been implemented in order to reduce the amount of topsoil requiring export. The raising of FFL's and gardens will cut down on the exporting of material, making a Co2 saving.

We don't believe that we can effectively utilise deliveries by water or rail. We will however be encouraging our workforce to make use of the close by rail routes as a means of getting to and from work for the day is at all possible. This will cut down on vehicle numbers, space for parking and Co2.

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).

We are making provision on site for construction vehicle entry and parking/holding. Construction vehicle early access (south entrance) will be via a temporary access through the hedge and then once the estate road and bellmouth access have been formed the temporary access will be sealed/replaced and construction vehicle access will then be via the permanent estate entrance and will remain so until the project is over.

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.

Appendix B - Site entrances/exits.

Plan illustrates Vehicular access from Little Green Lane as well as future pedestrian and cycle access to the public footpath along the eastern boundary.

Construction vehicle early access (south entrance) will be via a temporary access through the hedge and then once the estate road and bellmouth access have been formed the temporary access will be sealed/replaced and construction vehicle access will then be via the permanent estate entrance and will remain so until the project is over.

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.

Appendix B - Site entrances/exits.

Traffic Marshal to manage access and egress. Traffic Marshall will be located at Gate 2. From there they will be able to manage traffic along Little Green Lane separating site vehicles into gate 2 and allowing public vehicles up to gate 1 for resident entry or sales, or existing residents to the north end of Little Green Lane.

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 narrow width of Little Green Lane we are anticipating needing extra wide entrances. Space on site allows for this.

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 will be carried out manually by a jet wash at the site exit.

Additionally, it is also our policy to include in our Ground Workers package that they provide a road sweeper as and when required for the duration of their involvement on the project.

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.

N/A

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.

N/A

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.

Appendix C - Local Plan

No on street parking. Cycleways and Footpaths coloured green.

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](#).

Not required.

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.

Not required. With Little Green Lane being such a small carriageway this just isn't an option.

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.

Appendix D - Dropping of overhead BT lines. Widening of Little Green Lane (S278)

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.

As previously mentioned Little Green Lane is incredibly narrow and any kind of operation in the road will essentially be a road closure from a licence perspective. Whilst on maps it looks like Little Green Lane continues up and around the north edge of our site but in reality, the carriageway dissolves into a mud track that, after rain, is completely impassable. This essentially makes Little Green Lane a dead end, a logistical obstacle we will overcome for the existing residents in staging of our works. So, no existing road diversions are possible. We will potentially have the ability to divert onto site, round, and back out again to avoid works to Little Green Lane but our preference is to avoid this if possible. The main approach will be to create the road improvement/S278 works to Little Green Lane in stages whilst maintaining passing points for residents and deliveries etc. We've readdressed the drainage design that at planning stage showed foul and surface water drainage entering Little Green Lane, flowing northward, before re-entering site again at the north entrance. By redesigning the drainage, we have been able to turn these particular drain runs back into site, avoiding drainage within Little Green Lane altogether and significantly reducing the amount of time we'll need to operate in the road. All down the east boundary there is a foot/cycleway that will remain open and could possibly be utilised to safely divert foot and cycle traffic away from the works to Little Green Lane.

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.

Scaffolding will not enter the highway.

Hoarding will be erected in the highway verge for a limited run along Little Green Lane.

See Appendix E - Hoarding Plan

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.

We don't anticipate any oversailing/overhanging of the highway in any form.

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.

The site has no provision for gas so we don't expect to supply new or divert any existing gas. The development requires a new electrical substation which will be located on site in the north-east corner. HV will need to be brought in which will affect Little Green Lane. Affinity Water have confirmed the newly laid main will serve the site well with minimal disruption of the highway. There are existing overhead BT cables that we plan to drop/bury in the verge so as to have clear site entrances.
See attached stat designs from: GTC, Affinity Water & Openreach. I'll collate them as Appendix F.
Thames Water have been consulted regarding the foul water sewer. Our on-site pumping station will pump to an outfall location in Lovatts cul-de-sac. I'll include the planning Civils drawing that illustrates this as Appendix G.

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.