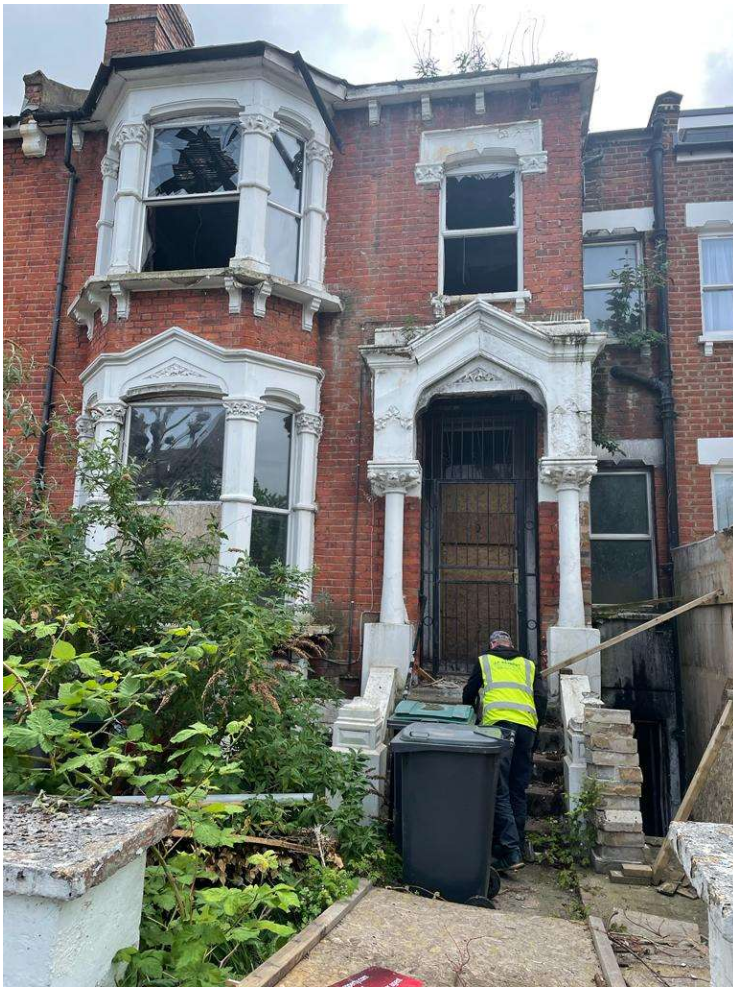


# STEVEN ADAMS ARCHITECTS LIMITED

## Construction Management and Logistics Plan

118 Stapleton Hall Road, N4 4QA

8<sup>th</sup> August 2023



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## **1.0 Introduction**

### **1.1 Objectives of the Plan:**

The purpose of this Construction Management Plan is to outline the approach to managing the construction of the new rear extension at the lower and upper ground floors of this property, the construction of new side and rear roof dormers and the conversion of the property into four self-contained flats as approved in the planning consent HGY/2023/1084. This document should deal with the requirements of Condition 9 of this consent.

In addition to the approved works there shall also be general work not requiring of planning consent to repair the property following its decline into dereliction after a fire.

These extra works shall include:

Replacement of fenestration, replacement of original roof covering, replacement of rainwater goods, new landscaping including patio and steps and general refurbishment and redecoration.

This document includes specific comments on site establishment, logistics, construction sequences and the process of managing the overall environment surrounding the works at 118 Stapleton Hall Road. It will also ensure that the Works cause the minimum disruption to the nearby Residents and Tenants and provide a safe working and living environment. The proposals expressed are to enable third parties to understand the nature of the works and the various construction activities associated with the Development. The Client will ensure the Main Contractor for any new Construction works confirms a point of contact to interface with the nearby Residents / Tenants to ensure that communication is assisted and to help ensure that any issues or concerns that the occupiers of the neighbouring buildings may have are dealt with efficiently so as to cause the minimum disruption. This point of contact will arrange for the necessary action to be taken on any issues with the Main Contractor, Professional Team or Client where necessary.

## 1.2 Project overview:

The proposals for this development comprise of the construction of: new rear and roof extensions and the subdivision of this property into four self-contained flats.

The proposal seeks internal alterations to the layout to accommodate 3 additional units within the existing building envelope. The new residential mix comprises 1 x 2 bedroom 4 person flat, 2 x 1 bedroom 2 3 person flats and 1 x 1 person studio flat.

This Construction Management Plan describes the work which shall involve preparation of the affected working areas, establishing the site and the construction of a new two storey extension with side and rear dormer windows and all associated external works and landscaping.

Stage 1 Site Set-up works following the earlier works not requiring planning consent, include: • Installation / modification of Site facilities • amending Site establishment as required • Erecting or modifying Heras fencing where necessary to the perimeter of the site. • Construction of new foundations and removal of associated waste materials.

Stage 2 Construction works include: • The Construction of the new rear extension and new roof dormers following the earlier remedial works to the property.

The new building works shall include foundations, new masonry walls as external fabric, internal partitions, doors, windows, new roof and covering, finishing's, suspended ceilings, sanitary fittings, kitchens, floor coverings, complete new heating, electrical and gas installations with new mains to each flat, service heads to the flats and the internal communal works, miscellaneous internal works, bicycle storage, entrance hall and refuse area, internal and external decorations

## **2.0 Project Background**

### **2.1 Site Description**

The property is located on Stapleton Hall Road, and is a terraced dwelling on this quiet part of the road near to local shopping and off the main thoroughfare. This site is midway between Stroud Green to the West, Crouch End to the North and Finsbury Park to the South. The building is one of a series of properties along this road which are effectively arranged in pairs due to the front elevation set back. Some of these properties have been converted to flats. The properties were originally three storey houses with accommodation in the pitched roofs.

The site sits within the Stroud Green Conservation Area (designated 10.06.2003). The neighbouring properties to the site are all residential. Access through the existing entrance will be managed to ensure residents & pedestrians have access at all times, especially during delivery times for the site.

## **3.0 Proposed Site Works**

### **3.1 Preliminary Programme**

Programme and Construction Phasing Assumptions. The Contractor shall prepare an Indicative Project Programme for the Pre and Construction Programme for the main construction works ensuring that there is minimal environmental and ecological disturbance to the surrounding area. This programme will be developed in further detail as the project scope becomes more fully defined with services surveys completed and will then be developed in consultation with the Client. At this stage we have assumed the following: • It is proposed that the amendments to the current site set-up will take approximately 1 week. • The main envelope construction will take 20 weeks and the internal fitting out a further 16 weeks therefore an overall further on-site construction period of 46 weeks in total is envisaged.

The development shall be carried out strictly in accordance with any planning consent and conditions received and ensure, as standard with Construction Noisy Works, should be limited to be between 8.00 am – 17.30 (Mon-Fri) and 09.00 am – 13.00 on Saturdays. There will be no work on Sundays, including Bank Holidays.

All landscaping comprised in the approved details shall be carried out during the first planting and seeding seasons following completion of construction works. Any trees or shrubs planted (including any such replacements) which die within two years from the date of planting shall be replaced in the next planting season with the same species, and of comparable maturity.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained in accordance with the approved management programme.

#### **4.0 Construction Management Plan**

The following sections outline the key elements for further consideration this document demonstrates the commitment to manage and mitigate concerns.

Specific areas of concern are highlighted in the following sections and are considered in detail in the Risk Assessment in Section 5.0 within.

Some of the specific features outlined below are generic issues to be considered and mitigated on all developments, however others are more specific to this development and addressed accordingly. Many of the issues will be dealt with in more detail within the Contractor's site based Method Statements.

##### **4.1 Communication**

**4.1.1 Neighbourly Relations:** The site is adjacent to residential neighbours, maintaining good neighbourly relations is assisted greatly by good communication, and by keeping third parties regularly informed of site activities likely to impact on adjoining occupiers. On previous projects it has been established that a Main Contractor who listens to reasonable concerns and by demonstrating a considerate and professional approach, will help maintain a well-balanced relationship. The Client in this instance, is the main contractor and therefore there is no potential for misunderstanding in respect of responsibilities. The Contractor will appoint a single point of contact (site agent) and they will, in consultation with the professional team, issue regular updates to Neighbours as required to keep them advised of future events, general progress of the works and the requirements for any abnormal works.

Appropriate signage and information boards will be displayed on site hoardings, including the Contractor first contact information, identifying key personnel, addresses, and head office telephone numbers.

#### 4.1.2 Caring Contractor:

The Contractor shall make efforts to show care and attention to Neighbours during the carrying out of the relevant works. A complaints book will be kept on site, which will be used to record details of any complaints. This will include the name of the person making the complaint, the date, time and nature of the complaint and the action necessary to resolve the complaint. The complaints book will be regularly reviewed to ensure that any complaints are dealt with and resolved promptly (sample below).

#### PROJECT COMPLAINTS REGISTER

Contract No. & Project 118 STAPLETON HALL ROAD, LONDON, NW11 4QA

Site Contact: CONTRACTOR

Contact Number:

Date Received Name & Details of Caller Complaint/Comment/ Compliment

Contract Administrator's Signature

Action Taken Date

Actioned Status Open

Closed

## 4.2 Site Establishment:

The Contractor will have an office based on site with appropriate welfare for the workforce. This shall consist of a Site Management office, mess room, WCs as required and changing facilities for the workforce and Site Management staff situated within the site boundary (see site plan in appendix 1 below).

There is no parking within the site. The Contractor does not have access to CPZ entitlement and the CPZ hours of operation Monday to Friday 12.00 to 14.00 effectively prevent any parking which might negatively affect local residents.

Car parking will not be allowed in adjacent roads for either staff or operatives. The Contractor shall encourage all operatives to use public transport as much as possible and walk or cycle to help reduce local pollution. This document should be read in conjunction with the Transport Statement submitted with the Design and access statement in the approved planning application.

### 4.2.1 Access:

All site traffic will be controlled by responsible traffic marshals, on arrival at or departure from the site, at all times. Due to the close proximity of the site to numerous premises and in particular the school opposite, careful planning and logistics will be key to delivering the project successfully and safely and without disruption to the neighbouring properties.

See Site Location Plan below in Figure 1.1 Site Location. It is important to note that, to ensure public access is maintained and Stapleton Hall Road is kept clear of congestion, it is proposed that all Vehicular access to the western part of the road and will then return via Oakfield Road to the B150 then to the A105 or directly to the A 1201. The Contractor shall apply for a suspension of Residents Parking directly outside the site as required for exceptional deliveries.

Following deliveries, the road will be inspected and cleaned as necessary.

#### 4.2.2 Traffic Management:

As stated above, delivery vehicles will access the site as described above and offload to the front of the property off Stapleton Hall Road. Large delivery vehicles will be encouraged to approach the site from the A503 Seven Sisters Road, avoiding all smaller residential roads. Site logistics and construction phasing will be developed to ensure that access along SHR is maintained at all times.

During School Hours and term time deliveries will be coordinated so as to avoid the hour around the start and finish of school times. These are understood to be avoided by preventing deliveries between 08.30-09.30 and 15.00-16.00. The site agent shall liaise with the school to ensure that these hours are correct and that this measure is effective in preventing any issue.

Further, it is intended to manage all deliveries on a 'just-in-time' basis still to reduce congestion. Deliveries will be carefully planned, pre-booked and managed on site to ensure no back up of vehicles in surrounding roads and timed to minimise disruption to nearby Residents / Tenants and Neighbours.

All deliveries to site will be undertaken with full regard paid to:

- Reduction and control of plant movements
- Reversing vehicles directed by a Competent Person
- Pedestrian and vehicle directional signage – suitable barriers will be erected when deliveries arrive to prevent pedestrians accessing the unloading area.
- Mobile plant will only be operated by a Competent Person with a Banks Person in attendance to direct movements where appropriate. Early consultation with the relevant local authorities will continue throughout the project to ensure:
- Construction methods minimise the potential impact on local businesses and nearby Residents
- Maintenance of the existing public highway
- Segregation of all pedestrians, public or employees, on or in the vicinity of the site

#### 4.2.3 Fire and Emergency Procedures:

Contact names and Phone numbers will be made available in case of out of hour's emergencies relating to the site. This information will be displayed on the hoarding. The appointed Contractor shall implement procedures to protect the site from fire, which will include the following: A Site Fire Safety Co-ordinator will be appointed to assess the degree of fire risk and formulate a Site Fire Safety Plan, which will be updated as necessary as the works progress and will also include the following:

-

Hot Works Permit regime. • Installation of the site fire fighting equipment e.g. establishing fire points and installing and maintaining fire extinguishers etc. • Evacuation alarm. • Material storage and waste control. • Fire Brigade access.

#### 4.2.4 Security:

All site personnel will have to sign in on arrival and sign out before leaving the site. All hoardings or Heras fencing will be regularly inspected to ensure that they remain secure. All windows and external doors will remain closed when the site is not operational.

#### 4.2.5 Health and Safety:

This project will be notified to the HSE through issue of the F10 form. The appointed Contractor will prepare a Construction Health and Safety Plan for the works in accordance with the CDM regulations. Risk Assessments will be developed and agreed. Subcontractors detailed method statements will also be produced and safe methods of work established for the works overall. Site inductions will be held for all new site personnel to establish the site rules and to enforce safety procedures; and all site personnel will be required to read the emergency procedures when signing in for the first time, and sign to the effect that they have read the procedures. These will include any relevant neighbourhood issues.

4.2.6 Scaffolding: Scaffold will be erected where necessary to facilitate the works. A flight of stairs will be incorporated within the scaffold from ground to roof level – this will serve as a means for the workforce to reach the upper parts and roof. The scaffold stairs shall be secured outside working hours to prevent any unauthorised access to roof level.

4.2.7 Main Plant: If the Contractor deems it necessary, a goods hoist will be erected to the front elevation of the building with a materials gantry adjacent to it and will be used to assist in unloading materials and raising them to the roof.

4.2.8 Good Housekeeping: The site will be kept in a clean and safe condition. The areas adjacent to the site will be regularly inspected and any rubbish or litter removed. Roads and pavements will be kept clean. The most effective method of

keeping the roads clean will be reviewed regularly by the Contractor and all suppliers to the site. Usual methods involve a periodic attendance by a road sweeper. Offloading will generally be direct from vehicles in the designated unloading areas. No materials will be stored on public footpaths. Waste and rubbish will be regularly removed from site and not allowed to accumulate so as not to cause a safety or fire hazard. Activities that have the potential to cause dust will be carefully monitored and dust reduction methods employed. This will include water spray, dust abstraction and localised screening where appropriate, particularly during the demolition works.

Welfare facilities will be provided on site to discourage operatives from frequenting the areas between the site and public footpaths. Site operatives will not be allowed to congregate or loiter on the footpath adjacent to the site.

#### 4.3 Environmental Issues

The appointed Contractor will operate an environmental policy in which we pursue the following objectives.

To:- Conduct our activities with proper regard to the protection of the environment. Comply with all relevant regulatory and legislative requirements and codes of practice. Communicate with local communities to ensure the work causes the minimum disturbance and disruption. Ensure that the Contractor's staff have a good understanding of the environmental impacts of our business and what is expected of them to minimise these impacts. Ensure that the Contractor's suppliers and sub-contractors are aware of this policy and ensure they apply similar standards to their own work.

During the early stages of the project the Contractor will carry out the following activities to deal with environmental management:

1. Preparation of the Project Environmental Plan in line with our ISO 14001 Environmental Management System.
2. Preparation and consultation with Client and Statutory Authorities to obtain approved licences and consents for discharge and putting the stated consent conditions and controls in place through the Project Environmental Plan.
3. Preparation of the Site Waste Management Plan and consultation with supply chain partners and design team to design out or minimise waste.
4. Preparation of a Traffic Management Plan

4.3.1 Waste and Material Management: All Waste materials will be discharged and loaded on removal vehicles within the site boundaries and will arrive at and leave the direct area of the site under control by the Site Agent in order to avoid any potential for unnecessary congestion.

Licensed waste contractors will carry out all waste removal from site. Due to the smaller nature of the site and the relatively domestic scale of the works no crusher will not be required to be used on this site.

4.3.2 Noise and Vibration: The Contractor shall be fully aware of the sensitivities of those occupying the adjacent buildings to noise. All reasonable steps will be taken to minimise any disruption to adjacent occupiers by noisy activities. Where noisy work is required, to minimise noise as far as possible, it will comply with the recommendations of BS 5228: Parts 1 & 2:2009. All tools and equipment will be silenced, so far as is reasonably practicable. Where it is necessary to carry out noisy activities, these will be identified well in advance and the timed to be within the restricted noisy works periods.

The development shall be carried out strictly in accordance with the recommendations within the approved Noise Assessment and the memorandum as specified as part of British Standard BS8233:2014. Prior to the development being occupied, measurement reports demonstrating compliance with the scheme approved under Part A of this condition, shall be submitted to and approved in writing by the Local Planning Authority.

#### 4.3.3 Dust and Air Pollution:

The amount of dust being emitted will be monitored at regular intervals throughout the construction works. The initial stages of the project will be the period when most of the dust is generated the following measures will be taken to minimise dust during this Phase. • Dampen down relevant works with fine water spray • Erect sheeting screens • Ensure cart away materials are sheeted • Monitor conditions of roads and paths and ensure dust is not allowed to accumulate. Dust pollution will be minimised during excavation or construction works and the watering of the area will be undertaken where necessary to minimise dust transference into neighbouring premises. Whenever possible dust suppressed tools should be used. Stockpiles shall aim to minimise the effects of attrition and wind action. They shall be sited and shaped to minimise the potential for dust generation.

Handling operations shall be kept to a minimum and materials will be deposited onto the stockpile from the minimum practicable height without causing obstruction to lighting to adjacent property. The surface of long-term stockpiles shall be stabilised. The most practical means of preventing transfer of any debris on the adjoining roads will be reviewed with the Contractor. This may involve regular periodic attendance by a road sweeper. Burning of materials on site shall not be permitted. The Contractor shall take all necessary precautions to prevent the occurrence of smoke emissions or fumes from site plant or stored fuel oils for safety reasons and to prevent such emissions or fumes drifting into residential and neighbouring areas. In particular, plant will be well maintained and measures taken to ensure that they are not left running for long periods when not in use.

All Non-Road Mobile Machinery (NRMM) shall comply with the Non-Road Mobile Machinery (Emissions of Gaseous and Particulate Pollutants) (Amendment) Regulations 1999 (including latest applicable amendments). Where the contractor is able to source equipment that complies with emerging more stringent European controls this will be undertaken. All NRMM will use fuel equivalent to ultra-low sulphur diesel.

#### 4.3.4 Traffic Access

There is no available vehicular access to the work.

## 5.0 Risk Analysis

### 5.1 Risk Management

We have identified the following hazards associated with the Main Construction works:

- Foundations
- Scaffolding, hoists and temporary works
- Site strip works
- Work at height during the works
- Framing erection during the main construction works
- Traffic management and delivery off-loading
- Masonry construction at height
- Noise, dust and vibration control

During the planning of the works these hazards will be assessed and preventative measures will be put in place to minimise the overall risks to as low as is reasonably practicable.

## **6.0 CONSTRUCTION LOGISTIC PLAN**

### **6.1 Site Logistics**

#### **6.1.1 Deliveries and Vehicle Movements to the site.**

The anticipated vehicle deliveries/collections to and from site during the site set up, and early stage of the works will be around 1 - 2 vehicles per day on average for the first 2 - 4 weeks of the programme and then calming down to around 1 delivery per day on average for the remaining time on site. All vehicles will be controlled by the Site Agent and at least one other banksman, more for larger vehicles e.g. low loaders or longer flat beds.

Traffic and pedestrians will be stopped as required to allow safe access for vehicles without putting third parties at risk. Reversing will be kept to a minimum.

Edge protection will be encouraged on all delivery vehicles, where no edge protection is available then properly attached safety harnesses will be worn. Where vehicles are unloaded by crane or hoist then correct lifting points / attachments will be used and all lifting appliances will be certified and inspected.

Hiab lorries will utilise outriggers at all times during lifting and all certification will be held in the vehicle cab. Vehicles will travel along clearly specified routes (see above).

Deliveries will be managed extremely carefully due to the nature of this site, all deliveries will be organised around a just on time basis and there will be no need for waiting areas.

#### **6.1.2 Skips**

All skips shall be kept on site for the duration of the envelope works and shall be sheeted prior to being taken from the site.

### 6.1.3 Plant movements around site

Plant will operate within exclusion zones, with barriers and signs erected as required. Where vehicles are travelling they will do so under the control of a banksman or again within cordoned off routes.

### 6.1.4 Pedestrian Movements

Pedestrians will be segregated from plant and vehicles. Pedestrian routes will (if necessary) be formed using barriers and signage. It is not anticipated this will be required on the Public Highway however Haras fencing hoarding will be constructed around the site as shown in Figure 1.3 Site Construction Layout in order to segregate the Public from plant and activities on site.

6.1.5 There will be no Refuelling on site except from appropriate stored containers for small diggers or tracked carriers. The fuelling area will be fenced off. Fuel will be stored within a bunded tank. A drip tray will be placed under the refuelling end to catch minor spillages. Hydraulic oil will be stored on a bunded tray of adequate size. Spill kits will be available for use as required. Operatives will take precautions against skin contact by keeping skin covered and wearing gloves.

6.1.6 Gas Bottle Storage We do not anticipate this will be required for a project of this size, however if so; Oxygen and propane will be stored within lockable cages. Fire points will be sited next to the cages. Cages will be stored at least 3m apart in the open at ground level.

6.1.7 Environmental considerations Waste will be segregated on site in dedicated processing areas, after segregation waste will be loaded into skips for removal and transportation to waste specific facilities. Spoil, materials arisings and mixed demolition will initially be spilt at the workplace then stored separately ready for disposal from site. Items unsuitable for segregation will be stacked elsewhere for general waste disposal. This initial waste stream segregation will be followed by a similar process for the bulk clearance from site with the collection vehicles taking "waste by type" to our recycling / disposal facilities off-site by licenced, approved and capable sub- as appropriate. The material clearance process and performances will be fully monitored and controlled under the Site Waste Management Plan. No waste will be burnt on site at any time.

## 6.2 Temporary Traffic Control and Management

6.2.1 Regular wet cleaning of hard-surfaced roads used to enter site with sweeper vehicle as required; Ensuring that dusty materials are transported appropriately (e.g. sheeting of vehicles carrying spoil and other dusty materials);

### 6.2.2 Transport to site

There will be a provision of cycle parking onsite for 10 per cent of workforce. As demonstrated in Figure 1.5 Local Transportation Links, the site's closest station is

The site benefits from a good PTAL and is within close proximity to a large number of bus routes along Stroud Green Road and Stapleton Hall Road (W5 and W7) and is also reasonably close to the A503 Seven Sisters where there are multiple bus routes (19, 29, 106, 153, 253, 254 and 259).

The nearest rail stations are Crouch Hill and Haringey Green Lanes on the London Overground which link well to the Underground System (both under 0.5 mile away) and Finsbury Park Tube Station on the Piccadilly and Victoria lines as well as Overground (less than 1.0 mile away).

### 6.2.4 Temporary Traffic

Not required since there will be not access onto site be vehicles.

## 6.2 Temporary Traffic Control and Management

Emergency Escape routes from the site areas shall be clearly signposted throughout

- Site Boundaries and Workface control measures clearly signposted throughout
- All PPE controls and site safety measures form part of site specific induction process

#### 6.2.5 Restrictions / Special Considerations

The site is located in the quieter mainly residential section of Stapleton Hall Road. The neighbouring properties to the site are all residential, so noisy works will be monitored and strict timing applied. Since there is a school opposite all delivery vehicles will still be instructed to come before or after school opening and closing times. Good communication will be had with all neighbours and will be maintained to ensure there is no congestion along the road.

6.2.6 Road Cleaning The Contractor will organise road cleaning equipment as necessary to be utilised on this project. This will be in the form of a jet washer. Control of the equipment will be by the Foreman in charge or by the Site Manager. A road sweeper will be employed periodically around site if deemed necessary.

#### 6.2.7 Traffic Marshals

All traffic marshals will attend a site Induction and provide proof of competency. They will be briefed on the Construction Logistics Plan and site logistics. • Traffic marshals shall ensure that the pavement is clear of pedestrians or any other personnel prior to banking wagons. Temporary Yellow barriers shall be extended across the pavement to prevent member of public interface with traffic. • A vehicle log will be kept and completed recording the registration, vehicle type and arrival time. • All vehicles will only move under the instruction of banksmen on-site • Extendable barriers will be used to stop pedestrians from meeting with delivery vehicles site traffic.

#### 6.2.8 – Temporary Signage

Suitable signage shall be displayed on the Haras fencing.

#### 6.2.9 – Other Temporary Signage

As required. Operatives must wear high visibility garments whilst out on site. All site personnel must undergo a site safety induction before starting on site, which will cover vehicle segregation and site rules.

## Driver Information Sheet

Vehicles will only be accepted between 8.00am – 18.00pm (Mon-Fri) and 09.00am – 1.00pm on Saturdays (no vehicles on Sundays or Bank holidays)

During School Term Time drivers shall not deliver or remove waste from site between the hours of 08.30-09.30 nor 15.00-16.00.

All Site Deliveries shall be outside these times and drivers will be told:

Never wait outside neighbouring buildings • On arrival follow the directions of the Contractor's nominated Site Agent. • Drivers should be aware of the following hazards when driving to site: – Pedestrians – Cyclist – Plant movements – Lifting operations – Excessive speed • One banksman will stop the traffic/cyclist & one will give you signals • One site operative will be controlling pedestrians • Do not move until the vehicle banksman signals and always obey their instructions • If directed use the waiting area outside the entrance & switch off engine – if no space you may be asked to drive off • Relationships with our neighbours & the public are important to us – do not rev the engine; sound the horn unnecessarily; etc. • When exiting the vehicle you will need to wear the following items of PPE: – Safety boots, – Reflective jacket, – Helmet, – Gloves & Glasses. • Enter via the appropriate gate, following advanced confirmation with site. And when leaving wait for the banksmen to ensure there are no pedestrians around the vehicle on the public pathway or vehicles on the carriageway.

**Appendix 1**

Figure 1.1 Site Location



Figure 1.2 Site Construction Layout

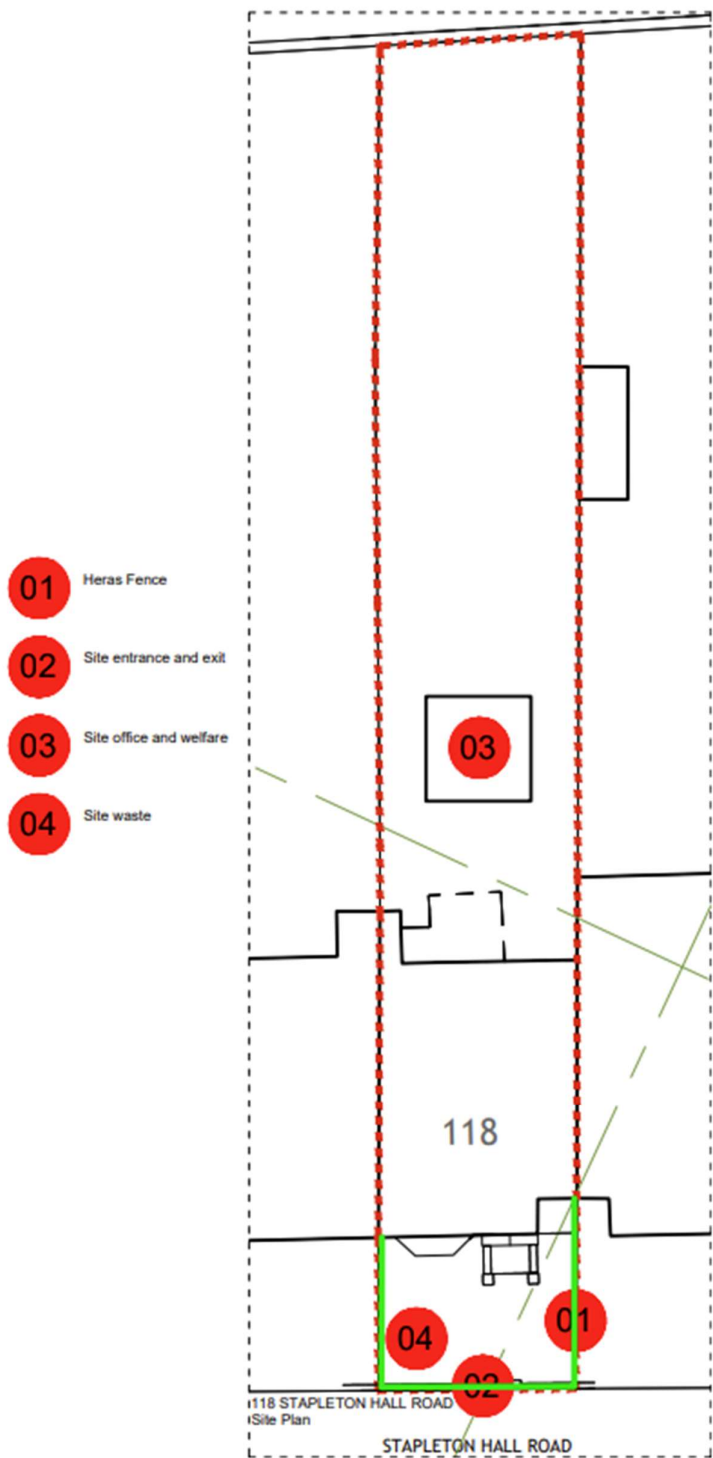
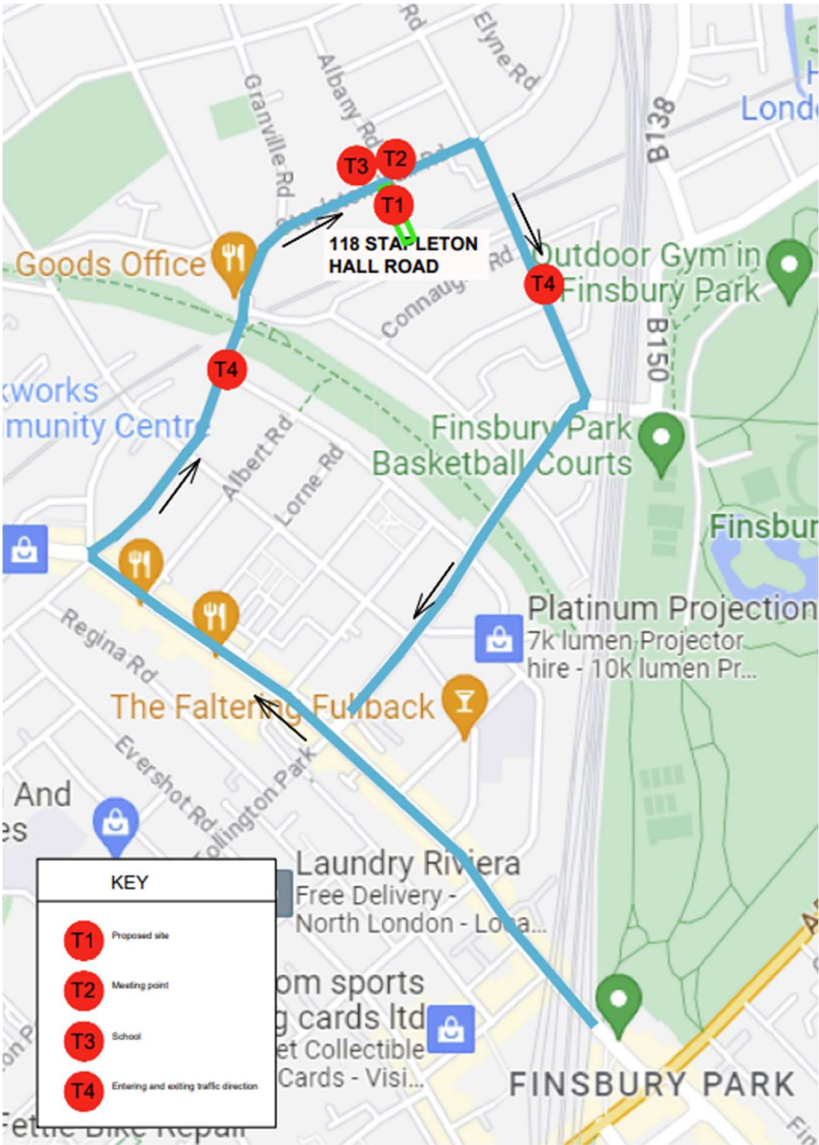
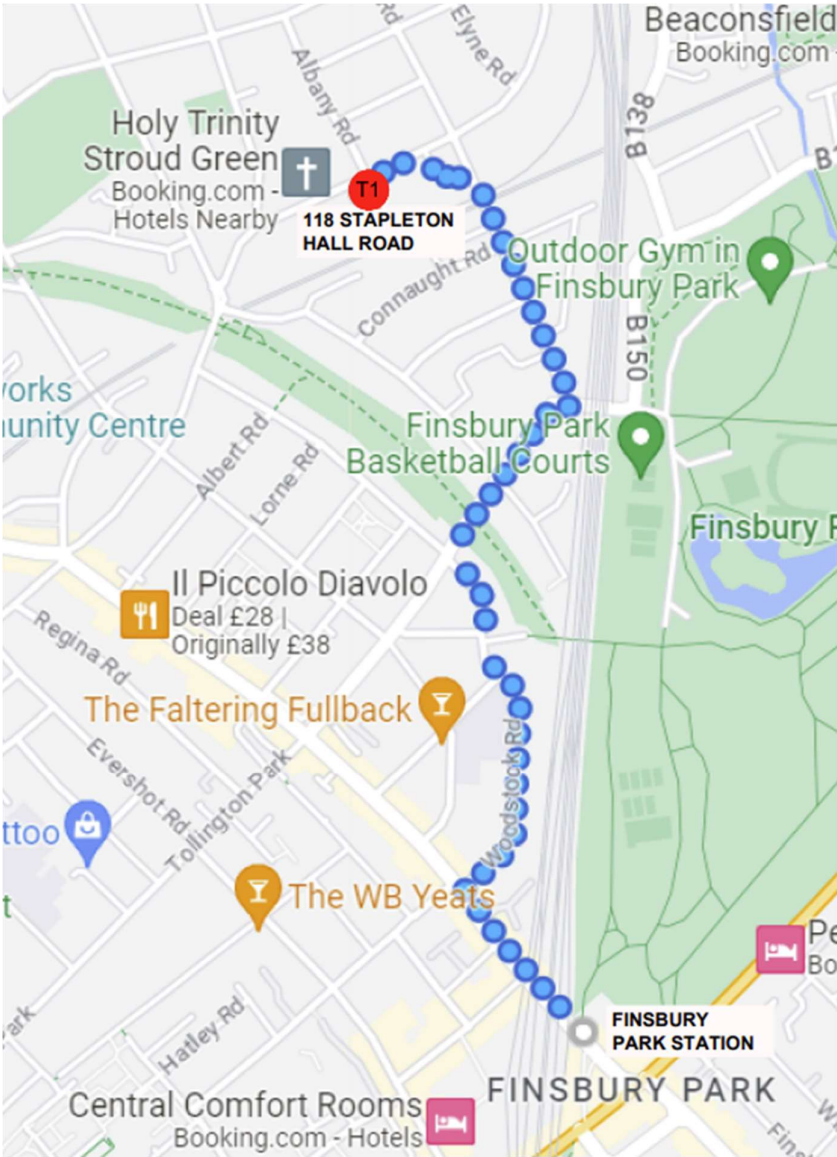


Figure 1.3 Site Traffic Plan



Traffic from Seven Sisters Road – one way route

Figure 1.4 Local Transportation Links



Walk from Finsbury Park Station

## Appendix 2

### JP Kennedy – contact list



J.P. Kennedy Construction Company Ltd.  
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315 Regents Park Rd  
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London  
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[enquiry@jpkenedy.co](mailto:enquiry@jpkenedy.co)  
Accounts: 020 8428 1017

### Contact List

|                 |                 |                                                                                                                                             |
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| Margaret Ashe   | Accounts        | <b>Tel:</b> 020 8428 1017<br><b>Email:</b> <a href="mailto:Margaretashe@jpkenedy.co">Margaretashe@jpkenedy.co</a>                           |
| Kieran Ashe     | Project Manager | <b>Tel:</b> 07738942966<br><b>Email:</b> <a href="mailto:Kieranashe@jpkenedyconstruction.co.uk">Kieranashe@jpkenedyconstruction.co.uk</a>   |
| Michael McKenna | Site Manager    | <b>Tel:</b> 07903190592<br><b>Email:</b> <a href="mailto:Mckennajpk@hotmail.com">Mckennajpk@hotmail.com</a>                                 |