LIVINGSTONE
BUILDING EXCELLENCE

LIVINGSTONE BUILDING NZ LIMITIED

DRAFT CONSTRUCTION MANAGEMENT PLAN

for

CAMBRIDGE DEVELOPMENT

32-42 VICTORIA STREET CAMBRIDGE



LIVINGSTONE
BUILDING EXCELLENCE

CONTENTS

1. Introduction
    - Construction Management Plan Overview
2. The Site
    - Construction Timetable
    - Working Hours for the Site
3. Preliminary Build Methodology
    - Demolition
    - Basement carpark and infrastructure
    - Super structure and concrete floors
    - Envelope
    - Fitout
4. Dust Mitigation and environmental controls
5. Construction Access
6. Statutory Requirements
7. H&S
8. Noise Management
9. Traffic Management
10. Environmental Effects
11. Complaints Procedure
12. Summary

1. Construction Management Plan Overview

This document presents the Draft Proposed Construction Management Plan for the mixed-use development at 32–42 Victoria Street, Cambridge.

The principal contractor for this project will be responsible for delivering all demolition and enabling works, earthworks, construction activities, car parking facilities, and hard landscaping components. With a commitment to quality, safety, and efficiency, the principal contractor will ensure that all project elements are executed to the highest standards.

This plan outlines the framework and parameters under which construction activities will be managed. Its purpose is to minimise disruption and mitigate potential adverse effects associated with the construction process. Through proactive planning and effective management practices, the principal contractor will address challenges early and support a smooth and well-coordinated delivery of the project.

Please note that at the time of preparing this document, resource consent has not yet been approved and detailed design has not yet been undertaken. Accordingly, we reserve the right to update this document following the granting of consent.

2. The Site

The construction site is located at 32–42 Victoria Street, Cambridge, encompassing five separate lots that currently accommodate a mix of retail, real estate, and food-service businesses. These existing structures represent a variety of building ages, uses, and conditions typical of central Cambridge's commercial precinct.

As part of this development, all existing buildings across the combined lots will be fully demolished to enable the new mixed-use project. The demolition phase will include the safe removal of all structures, utilities disconnections, site clearance, and preparation works required to create a stable platform for subsequent earthworks and construction activities. This process will be carried out in accordance with regulatory requirements and best-practice environmental and safety standards.

This development proposes the construction of a new mixed-use building comprising a basement carpark, ground-floor street-front retail tenancies, first-floor commercial office spaces, and two upper levels of residential apartments. The design integrates a combination of commercial and residential functions to activate the street frontage, support local business activity, and contribute to the ongoing growth of the Cambridge town centre.

The basement level will provide secure parking and essential building services, while the ground floor will enhance the streetscape through high-quality retail offerings and improved pedestrian engagement. The first-floor office tenancies will accommodate professional and commercial operations, providing modern workspace solutions within the CBD. The upper residential levels will deliver well-appointed apartments, contributing to urban living options and supporting increased density in a central, walkable location.

Construction Timetable

Subject to containing a non-notified resource consent construction is anticipated to commence in November 2028, with an overall programme duration of approximately 22 months, inclusive of the full demolition phase. This timeline allows for demolition and site clearance, basement excavation and foundation works, structural construction, services installation, internal fit-out, and external hard landscaping.

Based on the proposed programme, the project is expected to reach practical completion in late 2030, subject to statutory approvals, site conditions, and normal construction sequencing. The construction schedule has been prepared to minimise disruption to surrounding businesses and the public while ensuring an efficient and coordinated delivery of all work stages.

Task Name	Duration	Start	Finish	Predecessors
Cambridge Development	244 wks	Tue 15/07/25	Wed 8/05/30	
MILESTONES	209.2 wks	Mon 30/03/26	Wed 8/05/30	
Lodge Resource Consent	0 wks	Mon 30/03/26	Mon 30/03/26	
RC approved	0 wks	Tue 24/11/26	Tue 24/11/26	15
Lodge BC	0 wks	Thu 1/06/28	Thu 1/06/28	
BC Issued	0 wks	Wed 12/07/28	Wed 12/07/28	16
Demolition Complete	0 wks	Wed 1/11/28	Wed 1/11/28	24
Practical Completion	0 wks	Wed 8/05/30	Wed 8/05/30	25
PRECONSTRUCTION	159 wks	Tue 15/07/25	Wed 20/09/28	
DESIGN	143 wks	Tue 15/07/25	Wed 31/05/28	
RC package completed	35 wks	Tue 15/07/25	Mon 30/03/26	
Detailed design	100 wks	Tue 31/03/26	Wed 5/04/28	11
final review and coordination	8 wks	Thu 6/04/28	Wed 31/05/28	12
CONSENT	114 wks	Tue 31/03/26	Wed 12/07/28	
Council to process & approve RC	33 wks	Tue 31/03/26	Tue 24/11/26	11
BC Processing	6 wks	Thu 1/06/28	Wed 12/07/28	13
Tender	10 wks	Thu 13/07/28	Wed 20/09/28	
Tender Period	4 wks	Thu 13/07/28	Wed 9/08/28	16
Tender Analysis	1 wk	Thu 10/08/28	Wed 16/08/28	18
final review	1 wk	Thu 17/08/28	Wed 23/08/28	19
Award contract	0 wks	Wed 23/08/28	Wed 23/08/28	20
Contract gear up period	4 wks	Thu 24/08/28	Wed 20/09/28	21
CONSTRUCTION	85 wks	Thu 21/09/28	Wed 8/05/30	
Demolition	6 wks	Thu 21/09/28	Wed 1/11/28	22
Main Build Construction	79 wks	Thu 2/11/28	Wed 8/05/30	24

Working Hours for the Site

- 7.30am – 6.00pm Monday to Friday
- 7.30am -3.00 pm Saturdays

No Work Sundays or PublicHolidays.

3. Preliminary Build Methodology

Phase 1 – Site Set-up, Temporary works and demolition

The first stage is site establishment which involves setting up the site to ensure that everything is in a safe and contained environment. Having a compliant set up is crucial to the on-going organisation, management and health and safety of the site.

The process will involve:

- Temporary fencing to the service lane and current shop fronts to define construction zone.
- Once the canopies have been removed walk through gantry containers will be placed along Victoria street for the protection of the public throughout both demolition and construction

4. Brief demolition methodology

Canopy

The proposal includes the removal of the existing street canopy which will be done during standard working hours (referenced above).

The existing canopies appear to be of double-skin construction, comprising roofing iron on the upper surface and a screw-fixed metal soffit below. The roofing sheets above can be safely removed during the day with reduced risk to pedestrians, provided appropriate public protection measures, exclusion zones, and the approved access systems are established and maintained.

Existing Buildings

Before demolition of the main building structure begins, walk-through container gantries will be installed along Victoria Street, along with any required traffic management measures. These controls

will ensure safe and continuous pedestrian access while providing adequate protection for the public throughout the demolition phase.

The scope of works includes the full deconstruction and demolition of the building including slab and foundations. Separation of connections to 30 and 30 a Victoria Street, and clearance of debris from site. The demolition will be undertaken using a combination of mechanical and manual methods. High-reach excavators fitted with hydraulic shears and grabs will progressively dismantle the structure from top to bottom.

Manual demolition will be used for confined or delicate areas, particularly where adjoining structures are shared. Dust suppression will be maintained through water misters, and all waste materials will be segregated and disposed of in accordance with environmental requirements.

A trucking plan will; be developed to manage the removal of demolition waste and materials from the site. Trucks will enter and exit the site through designated access points to minimise congestion. Vehicle movements will be scheduled outside of peak traffic periods where possible, and all loads will be covered prior to departure to prevent debris or material spread.

Phase 2 – Basement Carpark and infrastructure

The basement carpark and associated infrastructure works represent a critical phase of the project, requiring careful planning, engineering coordination, and staged construction methodologies to ensure safety, stability, and minimal impact on adjoining properties.

For the purpose of this Construction Management Plan, it is proposed that CFA (Continuous Flight Auger) piles are used to form the basement retaining system. CFA piling is a low-vibration technique well-suited to built-up environments and provides a reliable retaining solution for deep excavations. However, the final methodology may be refined or updated during the detailed design phase as geotechnical information is confirmed and structural requirements are finalised.

Given the proximity of the site boundaries to the existing service lane and neighbouring buildings, it is important to note that temporary retaining measures may be required. These may include temporary shoring, propping, or local ground-support solutions to mitigate potential surcharge loads from adjacent structures and ensure the stability of the excavation during basement formation.

These works will be carried out in accordance with the final engineering design, geotechnical recommendations, and all regulatory requirements to maintain site safety and protect surrounding assets throughout this phase of construction.

The basement excavation will be completed in carefully controlled stages to maintain ground stability and ensure the safety of workers, neighbouring structures, and the public.

Excavation will proceed in vertical increments of approximately 1,200 mm below the finished floor level (FFL). This staged approach allows each cut face to remain stable long enough for shotcrete application and ground reinforcement to be installed before the next excavation stage begins. This methodology reduces the risk of wall movement and ensures the retaining system performs as designed.

The final stage of the basement excavation will involve the removal of the temporary access ramp. This will occur once the majority of the first-floor slab preparation, ground beams, and associated foundations have been completed. Prior to ramp removal, the intent is to have both the tower crane erected within the excavation and a 4.5-tonne excavator positioned on the basement level to complete foundation works located beneath the ramp footprint.

Once bulk excavation is complete, the project will transition into detailed excavation, including trimming foundation locations, preparing pile caps, constructing ground beams, and forming all remaining sub-structure elements. This stage ensures that structural foundations are built off precise levels and stable bearing surfaces, in accordance with the engineering design.

Phase 3 – Super Structure and concrete floors

The superstructure will be constructed using a staged and coordinated sequence, starting from the basement level and progressing upwards to the roof structure. The system generally consists of structural steel columns (from baseplate to purlin level), universal beams (UBs), Comfloor decking, reinforcing steel, and concrete floor slabs.

All required scaffolding, fall-protection systems, and edge-protection measures will be installed prior to the commencement of structural works to ensure full compliance with health and safety requirements.

All concrete pouring will be carried out during standard working hours.

Steel Erection

Steel installation will begin from the basement level, where columns will be erected from their baseplates and progressively installed up to the purlin level. The structural steel framework will be assembled in stages, allowing each level to be stabilised, checked, and signed off prior to advancing to the next stage.

A mobile crane will be positioned in the basement before the temporary access ramp is removed. This

crane will be used to erect the majority of the structural steel. Once the ramp is removed and the upper structure becomes accessible, the crane will be lifted out of the basement using a larger crane, and remaining steel elements will be installed from the ground-floor level.

Comfloor Decking Installation

As each steel stage is completed and made safe, Comfloor metal decking will be lifted into place using the crane and fixed to the supporting steel beams. This allows for efficient progression through each structural level.

Openings, penetrations, and slab edges will be formed using proprietary Comfloor edge-formwork systems, ensuring clean interfaces and accurate geometry for services and risers.

Reinforcing and Concrete Placement

Once the Comfloor decking is secured and signed off, reinforcing steel will be fixed, including mesh, top bars, shear studs (where applicable), and additional reinforcing around penetrations and column heads.

Following reinforcement placement and pre-pour inspections, concrete floor slabs will be poured level by level. Each slab will be allowed to cure before subsequent loads are applied, following structural engineering requirements for load sequencing and curing times. Concrete pouring will be carried out during standard working hours.

Phase 4 – Envelope

The façade will incorporate a combination of brickwork, plaster finishes, and reinforced concrete elements, providing durability, visual cohesion, and long-term performance.

Construction of the building envelope will proceed once the structural frame is sufficiently advanced and weather-tightness staging can be safely managed. Given the height of the development, a full perimeter scaffold system will be installed, complete with edge protection, access platforms, and protective screening. This scaffold will provide safe access for façade trades and allow for efficient sequencing of envelope installation.

The envelope works will broadly follow this methodology:

- Reinforced concrete elements, including edge beams, columns, and shear walls, will be prepared and treated with required coatings or sealants.
- Brick cladding will be installed using engineered brick ties, cavity systems, and appropriate flashing to maintain structural integrity and moisture control.
- Plaster and façade plasterboard systems will be applied over rigid air-and-moisture barrier substrates, ensuring a continuous weather-resistive layer and achieving the architectural finish consistent with neighbouring buildings.

- Windows, doors, and façade penetrations will be installed progressively, with air-seal and flashing treatments applied to maintain thermal and weather-tight performance.
- Final façade treatments, including painting, trims, sealants, and architectural detailing, will be completed once cladding works reach the top level and weather-tightness inspections are passed.
- This methodology ensures the exterior envelope is installed safely, efficiently, and in a manner that complements the established architectural context of Cambridge's town centre.

Phase 5-Fitout

The internal fit-out works for the four-storey mixed-use development will commence once the building is weather-tight and key structural and services installations have been completed. Fit-out will proceed progressively from the lower levels upward to maintain safe access, efficient sequencing, and trade coordination.

The general methodology will include the following:

- Internal Partitions and Framing
  Installation of metal stud framing for tenancy layouts, apartment separations, corridors, and service risers. Fire- and acoustic-rated systems will be installed in accordance with the design specifications.

- Building Services Rough-In
  Electrical, plumbing, mechanical, fire protection, and communications services will be run through wall framing, ceiling voids, and riser shafts. All rough-in works will be completed prior to lining.

- Interior Linings and Passive Fire Systems
  Plasterboard linings will be fixed once services are inspected and approved. Passive fire and acoustic systems, fire-stopping, and sealing will be installed concurrently to ensure compliance.

- Flooring, Ceilings, and Interior Finishes
  Installation of suspended ceilings, flooring systems (carpet, tiles, vinyl), wall finishes, and feature elements. Retail and office areas will receive commercial-grade finishes, while apartment levels will follow residential specifications.

- Joinery and Fixtures
  Kitchens, cabinetry, wardrobes, bathroom units, and other joinery items will be installed, followed by sanitary fixtures, lighting, power outlets, and controlled devices.

- Final Services Fit-Off
  Electrical, mechanical, plumbing, and fire protection systems will be fitted off, commissioned, and tested. This includes lighting, HVAC controls, hot water systems, alarms, sprinklers, and ventilation.

- Final Clean, Testing, and Compliance
  A full construction clean will be completed prior to carrying out final inspections, QA checks, and commissioning. Compliance documentation will be compiled for sign-off, followed by client/tenant inspections and practical completion.

This methodology ensures the fit-out progresses in a controlled, safe, and efficient manner while delivering high-quality interiors that meet the functional and aesthetic requirements of the project.

5. Dust mitigation and environmental controls

Dust will be managed in accordance with the Dust Management Plan, which has been submitted to Council separately.

6. All Construction Phases

Access and egress for all construction-related activities will be managed exclusively via the service lane, with entry off Victoria Street and exit via Commerce Street. This one-way system is intended to maintain safe, controlled vehicle movements and minimise disruption to surrounding businesses and public spaces. At no time will construction vehicles be permitted to block or obstruct the service lane. Staging areas, loading zones, and delivery times will be managed to ensure continuous access for other lane users and emergency vehicles.

All construction traffic will be required to turn left when entering and exiting the site, reducing conflicts with through-traffic, improving visibility for drivers, and supporting safe circulation within the constrained laneway environment. Traffic management personnel and appropriate signage will be provided as required to maintain compliance and ensure safe operation throughout the construction period.

- Delivery Times
  Where possible all deliveries will avoid the peak traffic and school periods between 7:30 – 8:30 am and 3:00pm – 5.00 pm.

7. Statutory Requirements

All statutory requirements outlined in Resource Consent and Building Consent, when issued, will be

actively monitored and complied with throughout the duration of the project. Copies of both documents will be maintained on site at all times, and all associated conditions, restrictions, and management measures will be clearly displayed and overseen by the Main Contractor's Site Management Team. The project will fully adhere to all consented requirements, including approved working hours, noise limits, dust control, silt and sediment control, and any other environmental or operational conditions. These controls will be embedded into daily site activities to ensure ongoing compliance and minimise impacts on the surrounding environment and community.

8. Health and Safety

The main contractor will develop and implement a full and comprehensive Health and Safety Management Plan that aligns with all applicable New Zealand construction legislation, including the Health and Safety at Work Act 2015, associated regulations, and industry best-practice guidelines.
This plan will outline the systems, procedures, and controls required to ensure the safety of workers, subcontractors, visitors, and the public. It will include hazard identification and risk management processes, site-specific safety rules, emergency procedures, training requirements, and ongoing monitoring and review measures. The contractor will ensure that all personnel understand and comply with these requirements and that health and safety remains a core focus throughout all stages of construction.

9. Noise Management

All noise will be managed in accordance with the Construction Noise & Vibration Assessment and Management Plan, prepared by Earcon Acoustics. Activities with the potential to generate elevated noise levels will be carefully monitored and planned to minimise disruption. Where unavoidable noisy operations are scheduled, the contractor will implement additional controls, such as:

- Adjusting work sequencing to minimise duration of high-noise tasks.
- Using quieter plant or equipment where available.
- Installing temporary acoustic barriers where effective.

Where appropriate, advance notification such as leaflet drops will be provided to neighbouring properties to inform them of upcoming activities likely to generate higher-than-usual noise.

<u>Sub-contractors/ Education and training</u>

To ensure subcontractors, comply with noise restrictions onsite it is expected that reference will be made to this document and their requirement to comply with its contents. In addition, day to day supervision by Livingstone Building site management team will control excessive noise tasks were required. Site inductions will be a requirement prior to entering site at which time the noise control and noise nuisance will be addressed. Weekly site meetings will be held inclusive of subcontractors to address excessive noise and potential nuisance

10. Traffic Management

A comprehensive Traffic Management Plan (TMP) will be developed and submitted for approval prior to the commencement of any construction activities. This plan will outline all required traffic controls and management measures necessary to ensure the safe and efficient movement of vehicles and pedestrians around the site. The TMP will include detailed provisions for any required footpath closures, temporary lane closures, or full road closures, ensuring that these measures are carefully coordinated to minimise disruption to the public and surrounding businesses. There's little value in providing a TMP at this stage, as the building consent and construction methodology have not yet been finalised and too many variables remain unknown.

The TMP will be prepared by qualified traffic management professionals and will comply with all relevant local authority requirements, including temporary traffic management standards, signage requirements, and approved detour routes. All traffic management controls will be implemented on site before works begin and continuously monitored throughout the construction period to maintain safe access and protect all road users.

11. Environmental Effects

All actual and potential environmental effects have been assessed in the Assessment of Environmental Effects (AEE) submitted to the Council as part of the resource consent application.

Soil Contamination

Construction activities such as demolition, excavation, and handling of materials have the potential to disturb contaminated soil or introduce new contaminants to the site. Risks may arise from historic land uses, fuel or chemical spills, or improper storage of hazardous substances. Controls will focus on identifying contaminated areas early, implementing safe excavation practices, and ensuring all hazardous materials are managed, stored, and disposed of in accordance with regulatory requirements. Reference needs to be made to the Preliminary Site Investigation prepared by HDGeo.

Sediment, Silt & Wastewater Control

Earthworks and excavation can generate sediment-laden runoff, which may enter stormwater systems if not properly controlled. Construction wastewater from concrete works, washdown activities, and dewatering also poses a risk if discharged untreated. Measures such as silt fencing, stabilised accessways, sediment traps, pump filtration systems, and controlled discharge locations will prevent sediment and contaminants from leaving the site and impacting waterways or public infrastructure.

Noise

All noise will be managed in accordance with the Construction Noise & Vibration Assessment and

Management Plan, prepared by Earcon Acoustics. Activities. Noise will be monitored and mitigated through appropriate scheduling, use of quieter plant where possible, acoustic barriers, and communication with neighbouring properties. Please refer to the Construction Noise and Vibration Assessment.

Waste Management

Construction works will generate waste streams including demolition debris, packaging, timber, metals, concrete, plasterboard, and general site refuse. Poor waste management can result in environmental harm, site congestion, and increased landfill volumes. A structured waste-minimisation approach will be implemented, focusing on sorting of recyclable materials, minimising on-site storage impacts, reducing contamination of waste streams, and achieving compliance with environmental and company waste targets.

Traffic and Vehicle Movements

Construction traffic, heavy vehicles, and deliveries can create potential impacts on pedestrian safety, local businesses, and road users. Risks include congestion, conflicts with public movements, dust generation, and damage to existing road surfaces. A comprehensive Traffic Management Plan (TMP) will ensure controlled access, designated routes, safe pedestrian management, appropriate signage, and effective coordination of heavy-vehicle movements.

Earthworks Activities

Earthworks generate multiple environmental risks including dust, erosion, slope instability, and sediment runoff. Excavation works must be carefully staged to avoid undermining neighbouring structures or overloading boundaries. Controls may include staged excavation, temporary retaining, dust suppression, covering of exposed soil, stabilised entry points, and real-time monitoring of ground conditions. Earthworks will follow best-practice standards and all applicable consent conditions.

12. Complaints Procedure

Complaints Action Process

All employees of the main contractor and subcontractors will be trained to promptly report any feedback received from site visitors, neighbouring property owners or tenants, pedestrians, or vehicle owners in the immediate vicinity of the site. This includes both complaints and positive feedback. All reports must be directed immediately to the Site Project Manager's office.

The Site Project Manager will investigate and respond to all complaints using the following process:

- Enter the complaint into the Complaints Register.
- Record all relevant details, including the nature of the complaint, time, location, and parties

involved.

- Engage with affected parties to understand the issue and gather additional context.
- Identify and agree on appropriate corrective actions or mitigation measures.
- Implement the agreed actions and continue monitoring to ensure the issue is resolved and no further nuisance occurs.
- All feedback—whether complaints or compliments—will be logged in a Public Feedback Record, maintained by the Site Manager for the duration of the project.

13. Summary

This Construction Management Plan outlines the approach, methodologies, and controls that will guide the successful delivery of the mixed-use development at 32–42 Victoria Street, Cambridge. The plan establishes clear expectations for health and safety, statutory compliance, environmental protection, traffic management, and construction sequencing across all stages of the project—from demolition and basement formation through to superstructure, façade installation, and internal fit-out.
The main contractor will operate in full alignment with New Zealand construction legislation, Resource and Building Consent requirements, and industry best practice to ensure the project is completed safely, efficiently, and with minimal disruption to the surrounding community. Key risks have been identified and mitigation strategies incorporated to maintain public safety, protect neighbouring properties, and manage environmental impacts.

By applying robust planning, proactive communication, and effective onsite management, this CMP provides a framework that supports the smooth execution of the works and contributes to the successful realisation of this important development for the Cambridge town centre.