

CONSTRUCTION MANAGEMENT PLAN TEMPLATE

March 2020

Hertfordshire County Council

Revisions & additional material

Additional sheets

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

Date	Version	Produced by
28.05.24	1 – Proposed contract programme	J Dobkin
28.05.24	Logistics plan	J Dobkin

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:

Planning reference number to which the CMP applies: 620193024MAJ.

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

Name: Jamie Dobkin

Address: Hill, The Power House, Gunpowder Mill, Powdermill Ln, Waltham Abbey
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: Joe Hatwell

Address: Hill, The Power House, Gunpowder Mill, Powdermill Ln, Waltham Abbey
EN9 1BN

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: As per question 3

Address:

Email:

Phone:

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: Hill

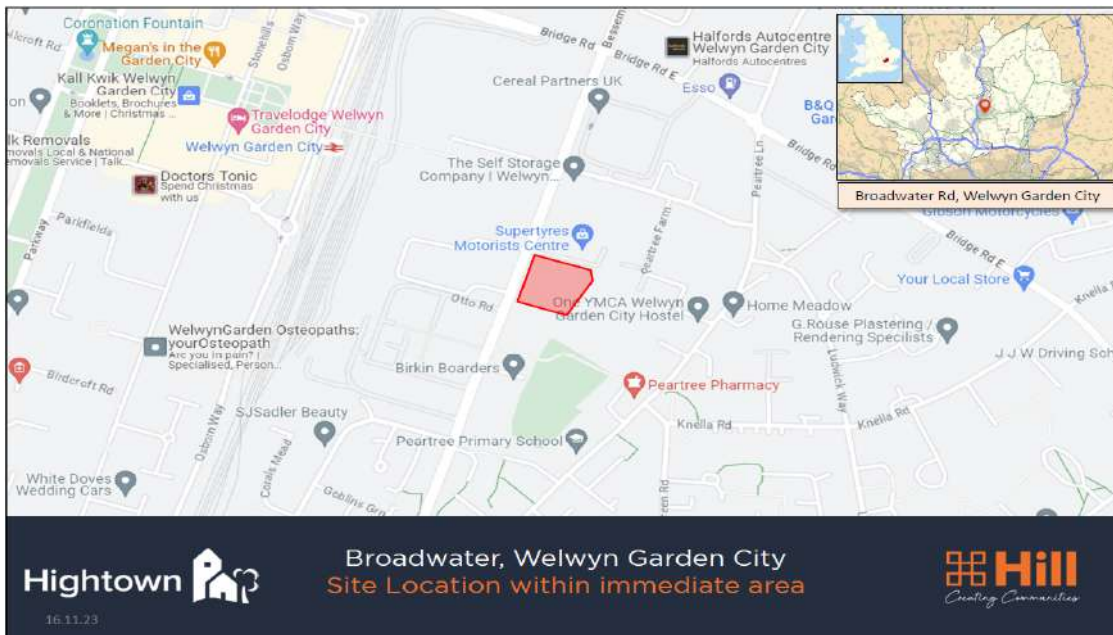
Address: Hill, The Power House, Gunpowder Mill, Powdermill Ln, Waltham Abbey
EN9 1BN

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 is in brownfield site to which Hill will take possession following demolition by others. The area generally is undergoing a regeneration with residential apartments already being constructed opposite the site. The site is also located in close proximity to Peartree primary school so noise and dust control will be important to the delivery of the scheme.

In addition the site is closely located to the local train station which will facilitate the public transport for the site operations.

Finally, there are a number of MOT garages to the North of the site which the construction should have little to no impact on.

Please see attached logistics plan with further information in Appendix A.

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).

The development will provide 128 affordable housing units for our client Hightown. The project is an RC frame with a basement and podium. The external fabric is made up of SFS, insulation with brick or block clad with a feature stone to the window reveals.

Main challenges will lack of space on the site with the external footprint extending to the hoarding on most elevations. To mitigate the lack of storage, Hill propose to utilise the basement area for storage.

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).

Please see attached proposed contract programme.

9. Please confirm the standard working hours for the site

Proposed working hours would be 08.00 - 18.00 Monday - Friday & 08.00 - 13.00 on Saturdays if required.

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.

Hill have recently been awarded the contract for the project. As such we would not usually have this evidence available at this stage. However, Hill have a resident liaison team who will assist in arranging consultations/letter drops in due course.

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.

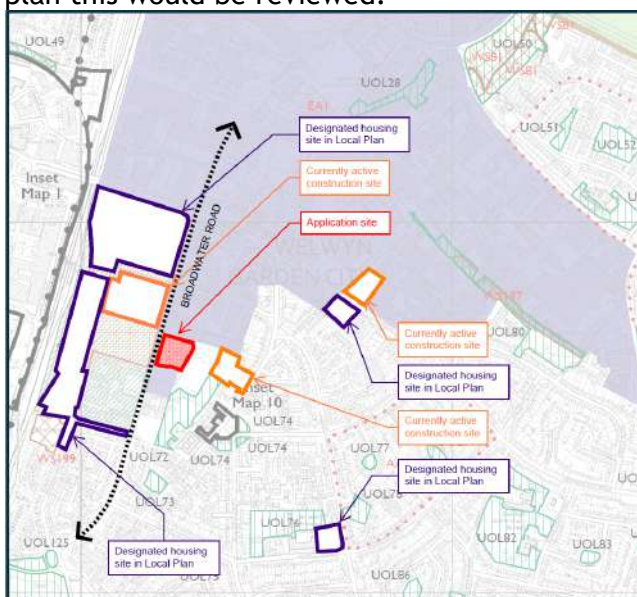
Please note that all Hill schemes are registered with the CCS and will be enhanced, as per the above request. This is Hills' standard policy.

The registration number is pending following recent confirmation of contract award.

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.

Please see below a recent copy of the local ongoing / future works plan. In conjunction with point 16, the construction routes would only be affected by the future sites which have been designated for housing within the local plan. The site opposite has now been fully constructed and complete by Higgins so we see this as no further construction issue. This will however be monitored regularly and if works were to commence as per the local plan this would be reviewed.



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

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

Hill are proud to be awarded the CLOCS champion membership.

Hill outline this and the requirements for CLOCS standards within all of our subcontract orders that are awarded as well as with any supplier order which are placed by our central buying team. In addition all deliveries vehicle checks are undertaken by the Gatemen on site which will be based on the project for the

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:

As per the above - This is also covered within our logistics plan (appendix A).

Site Traffic

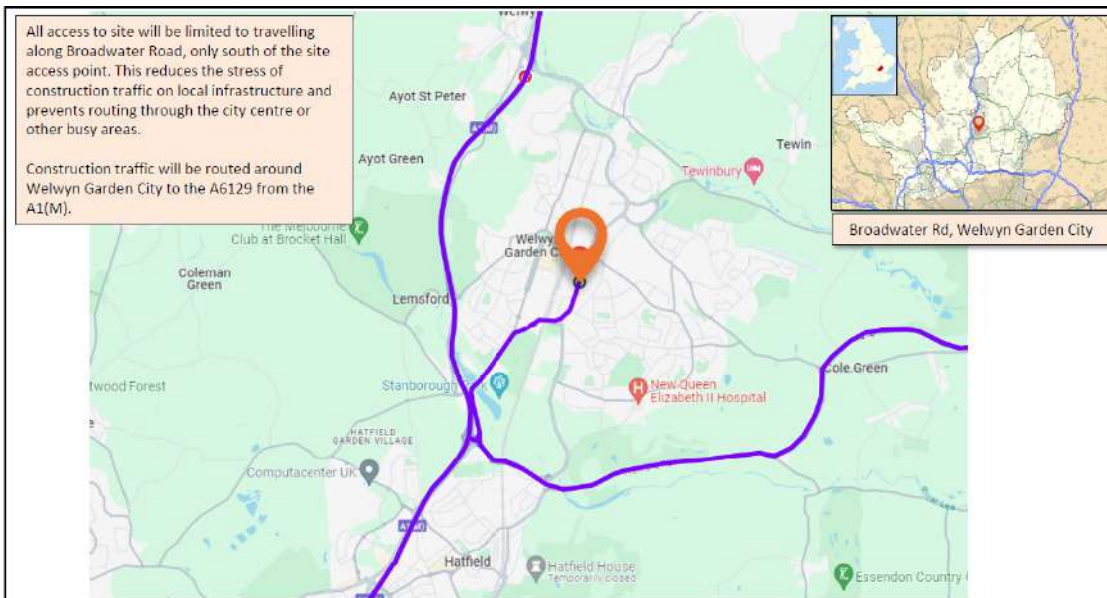
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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.



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.

This is denoted within all subcontractor and supplier orders.

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

32t Tipper: 25 deliveries/day during first 6 weeks – Basement excavation

Skip loader: 5 deliveries/week during for the duration of the project

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

18t flatbed: 10 deliveries/week for duration of project

3.5t van: 10 deliveries/day for duration of project

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.

Currently there is no interface within the immediate vicinity which will effect our deliveries.

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

Please refer to the tracking provided in appendix C page 16.

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.

All deliveries will be managed by our 'Msite system' which builds in relevant time buffer to ensure no 'holding point' is required.

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.

Due to the nature of the build this is not applicable to this development

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).

Relevant signage will be placed to ensure drivers turn off engines when vehicles are stationary. This applies also to site plant etc.

In addition we will ensure this is placed on our induction and our delivery management system

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.

Due to the footprint of the building relevant to the red line boundary, there will only one point of access and egress. All vehicular movement will be managed by our appointed gatemen / banksman who will be on the project for the duration of the build.

All access will be via Broadwater road through the existing compound entrance



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.

As per section A - This will be managed with a traffic marshal. Roll our barriers will also be utilised to prevent cyclists and pedestrians from interfacing with the delivery vehicles.

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.

Please see appendix C.

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.

All deliveries will utilise a clean and stable surface. All deliveries will be controlled by the banksman on site and will only be able to utilise the unloading area inside of the gate off of Broadwater Road.

This is also stated within our logistics plan.

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.

As per logistics plan page 20.

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

As per 18b.

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.

Refer to the drawing in appendix D.

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](#).

N/A.

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.

N/A.

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.

Please see attached as part of our minor works / 278 works in appendix E.

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.

N/A.

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.

N/A - This will all be contained within our site boundary.

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.

Crane - As per logistics plan page 20, please see overhang of tower crane on public highways.

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.

New services are required to serve the development.

We are in the process of placing utilities orders. It is always our intention to coordinate shared service trenches for all services. This minimises disruption both off site and on site. This is however subject to the location of the point of connection for each service.

The following services are currently being procured:

Electric mains
Water mains
Comms mains

Please refer to appendix F which includes a marked-up plan showing the proposed service trench route. Water will run in a separate trench due to the POC location.

We have allowed to place an order with a multi utility provider. This will streamline the planning/logistics process on site as a single provider will install all new mains.

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.

■■■■■ ■■■■■
Date: 30.05.24

Print Name: Jamie Dobkin

Position: Contracts Manager

End of form.

Appendices

A – Logistics plan



Creating Communities

Logistics Pack

Broadwater, Welwyn Garden City

Date:
09.02.24

Rev:
02

Prepared by:
J.Hardy

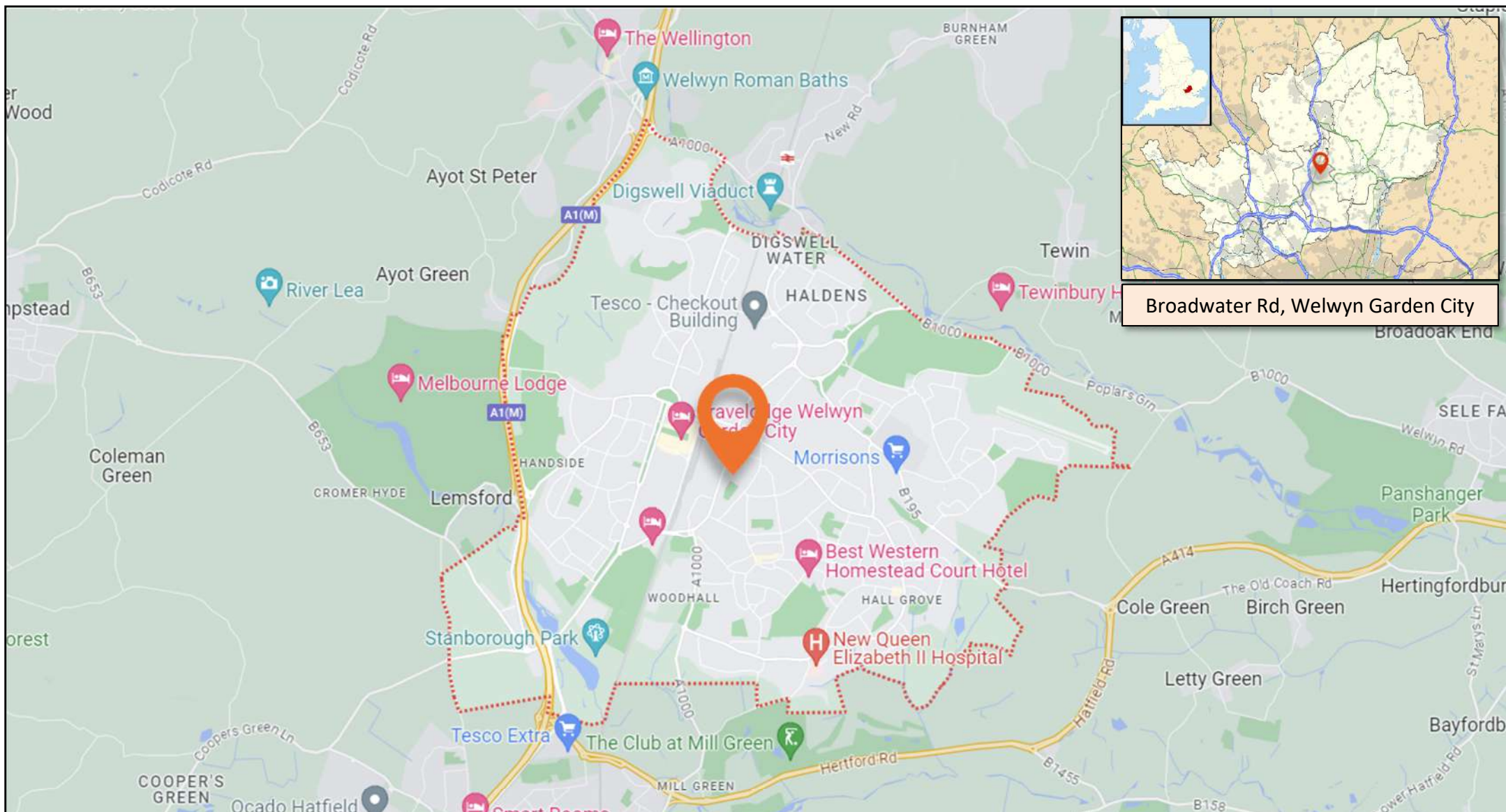
Contents

- Location Plans
- Existing Site
- Proposed Plan
- Construction Traffic Route
- Build Sequence
- Site Logistics Plan
- Phased Handover Plans
- Completions

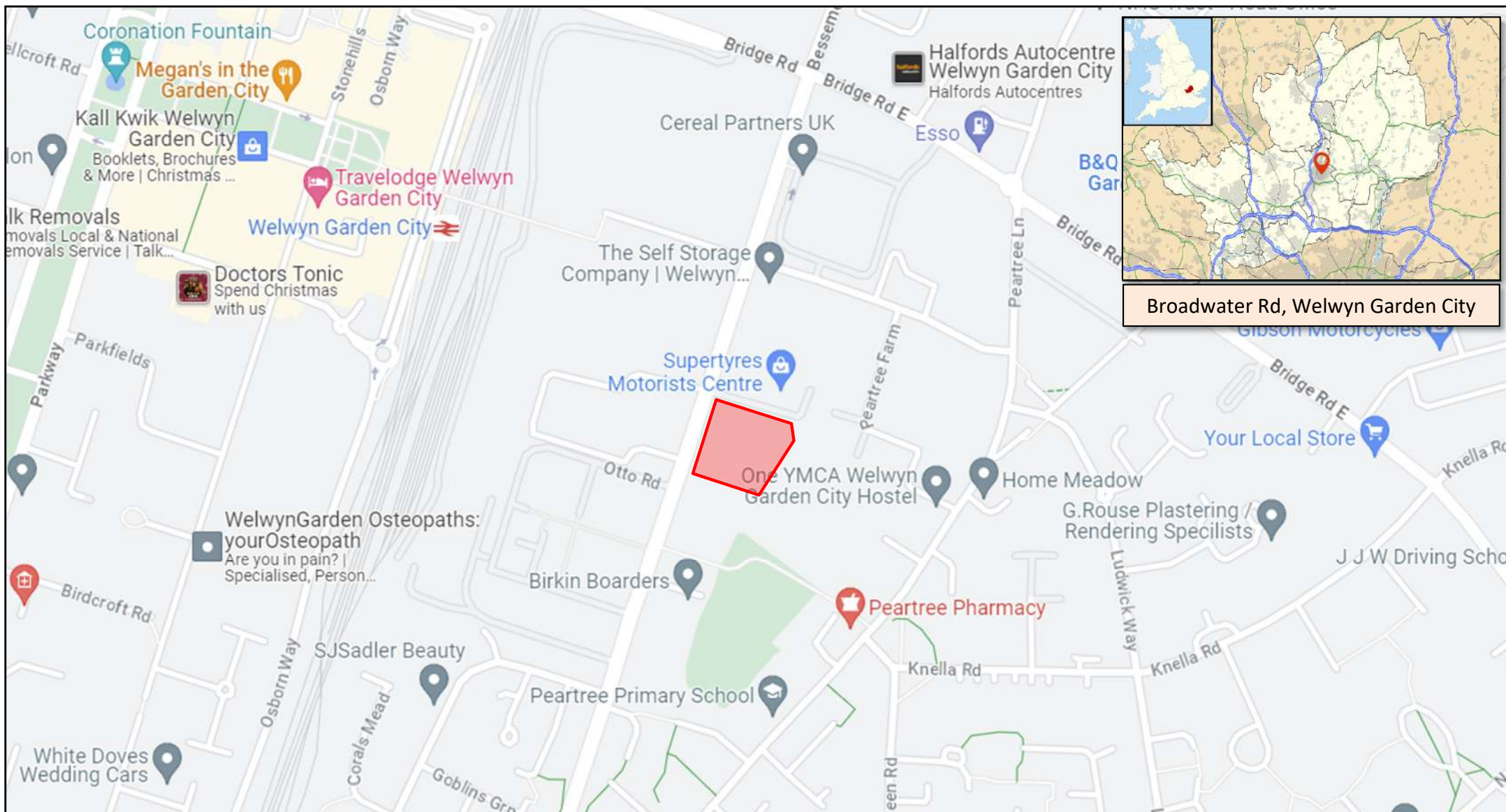




Location Plans



Broadwater Rd, Welwyn Garden City



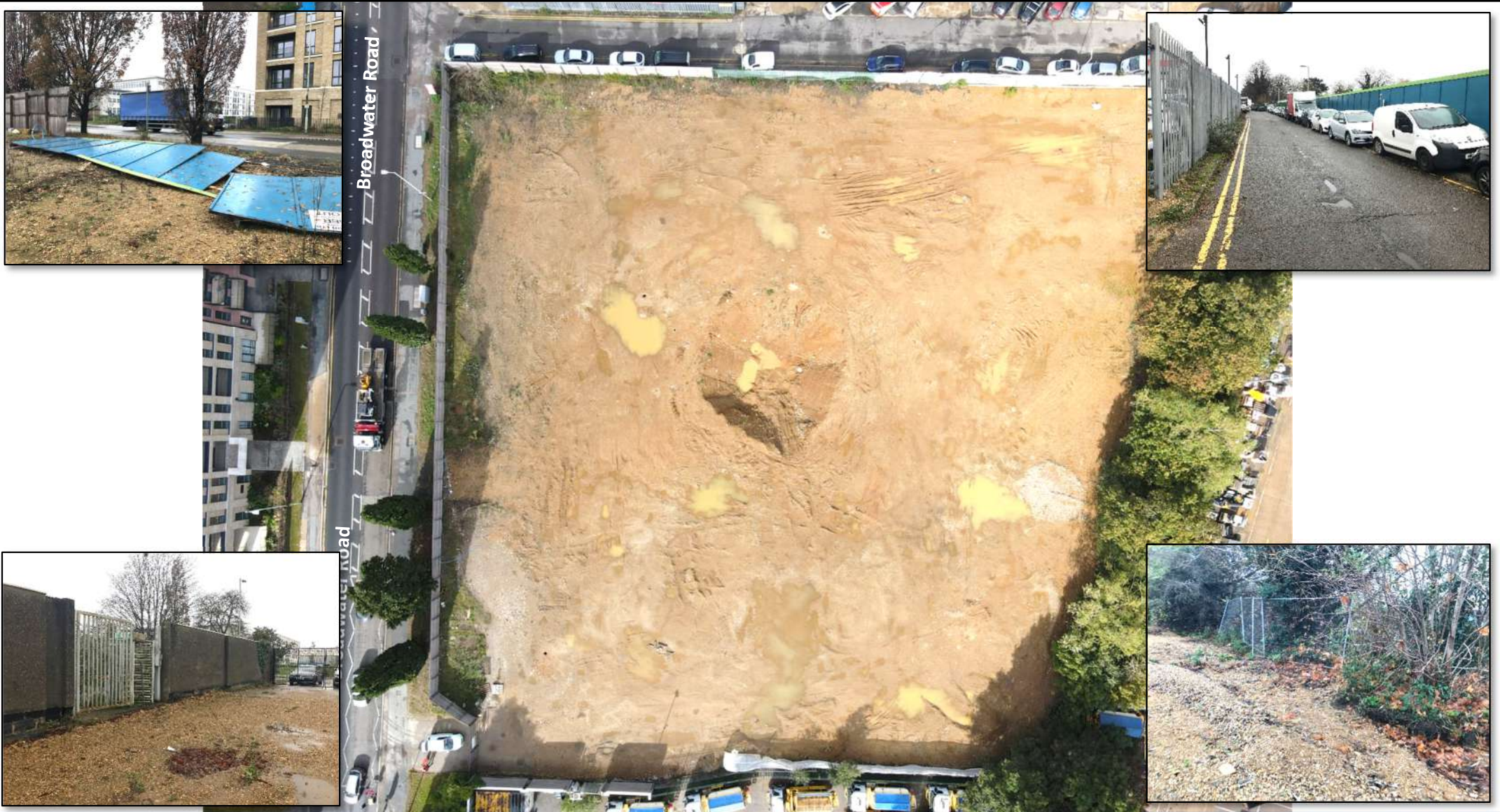


- Schools
- New Build Residential
- Commercial/Offices/Industrial
- Existing Residential
- Proposed Site



Existing Site





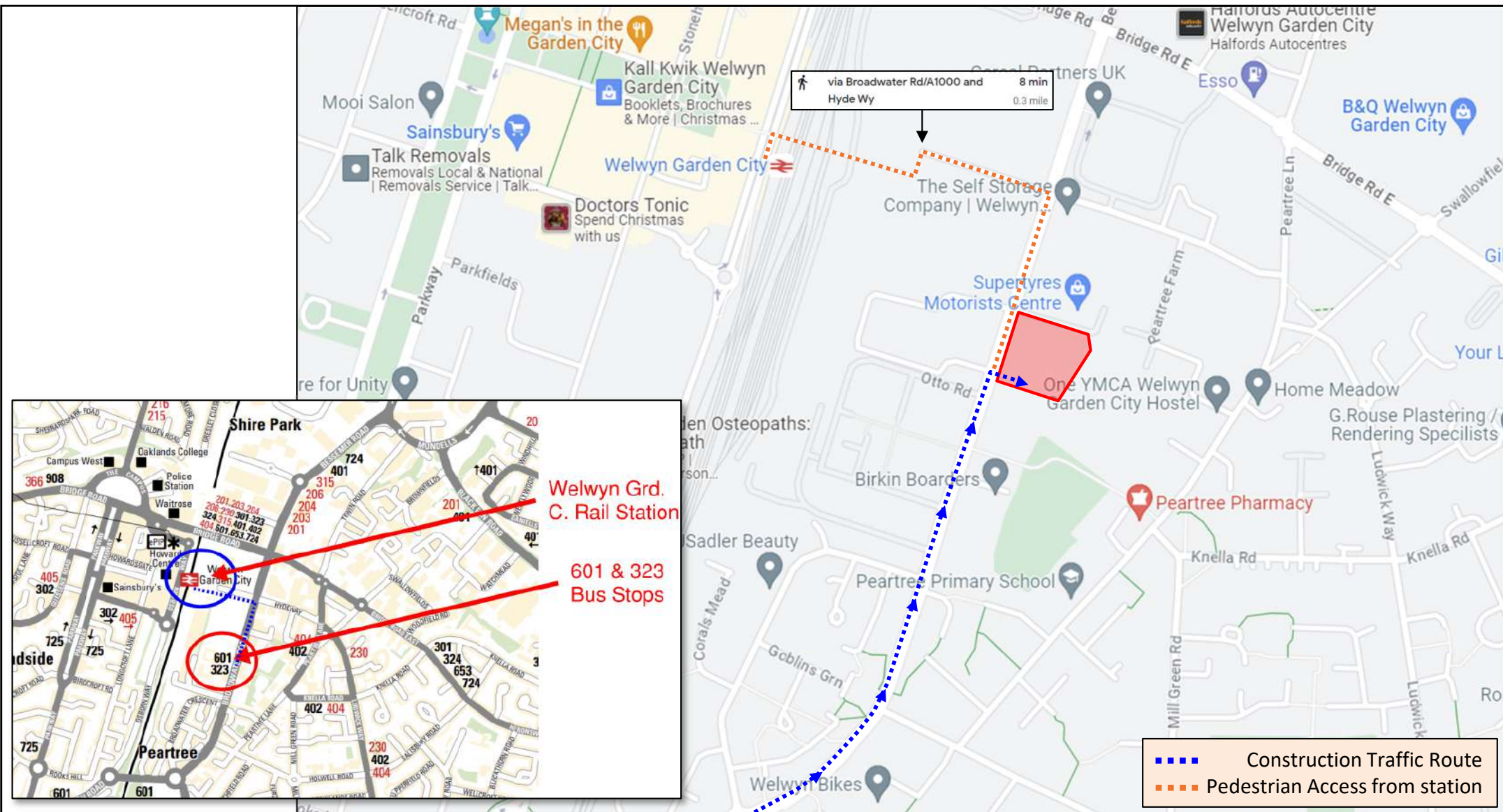


Proposed Plan



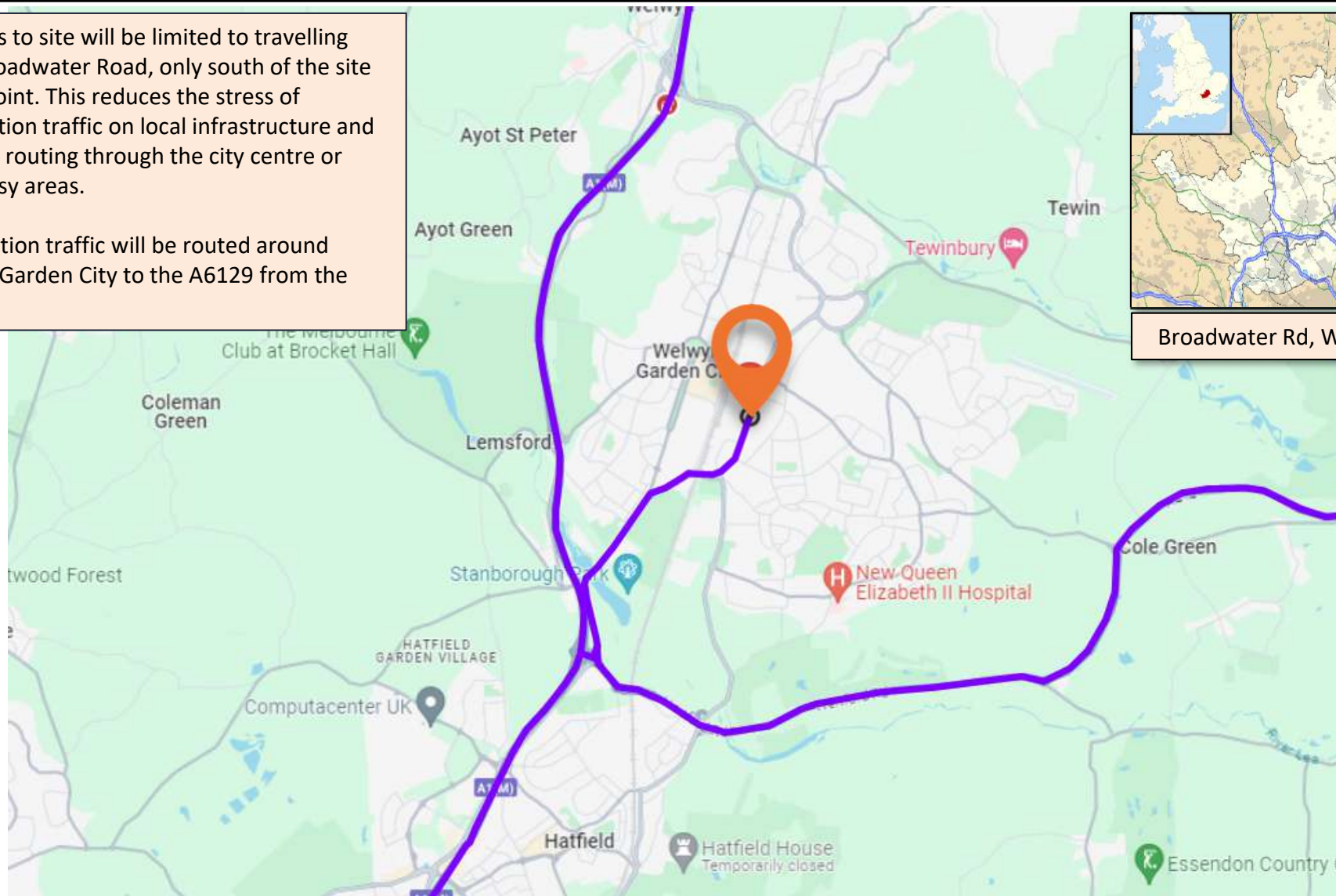


Construction Traffic Route



All access to site will be limited to travelling along Broadwater Road, only south of the site access point. This reduces the stress of construction traffic on local infrastructure and prevents routing through the city centre or other busy areas.

Construction traffic will be routed around Welwyn Garden City to the A6129 from the A1(M).



Broadwater Rd, Welwyn Garden City

MSite Control System

Delivery Management - For construction sites and their suppliers, managing deliveries can be a complicated business. MSite Delivery Management is here to reduce this complexity, keeping site and suppliers on the same page and controlling the flow of deliveries to site to maximise its resources and keep the build project supply chain running smoothly.


Digital Access To Site

The MSite Workforce App provides contactless biometric entry to site.




Face readers with integrated temperature screening can also be utilised to mitigate the spread of Covid-19 by quickly and accurately measuring workers skin temperature and blocking site access of workers with abnormally high skin temperatures.

HASSLE FREE
ACCESSIBLE
FLEXIBLE



RIGHT PERSON
RIGHT SKILLS
RIGHT PLACE




The most powerful software capabilities in the industry

Tried and tested on over 500 construction sites across the UK, and a culmination of over 10 years progress by a dedicated team of expert software developers, the MSite system stands alone in its ability to facilitate day-to-day site management through an easy to use dashboard. Access it from anywhere with internet, including your mobile device.

Reports available include:

- ✓ Worker time and attendance
- ✓ Worker health and safety accreditation audit and expiry (e.g CSCS, CPCs, IPAF etc.)
- ✓ Trades on site
- ✓ Apprentices on site
- ✓ First aid/fire marshall trained operatives on site
- ✓ Breakdown of local and non-local labour
- ✓ Worker travel on site carbon emissions (helps towards achieving BREEAM points)
- ✓ Breakdown of workers by postcode and/or method of transport to site
- ✓ Emergency roll call
- ✓ Banned workers
- ✓ Incidents
- ✓ Custom fields (to report on data captured)

Plus many more...



HASSLE FREE
ACCESSIBLE
FLEXIBLE



RIGHT PERSON
RIGHT SKILLS
RIGHT PLACE

Hardware built to make your site safer, more secure and efficient

MSite Fingerprint Enrolment Station

- ✓ Allows new workers to be enrolled onto the system, including the enrolment of their biometrics, validation of their CSCS card and issuance of their ID card.
- ✓ The Enrolment Station includes a PC, Enrolment Fingerprint Reader and CSCS Card Reader.



MSite Pod

- ✓ **Secure:** Used to manage workers' access on and off site, the modular unit houses a full height turnstile and biometric reader(s).
- ✓ **Portable:** The Pod can simply be lifted onto site and connected to a power supply for a quick, hassle-free installation or relocation.
- ✓ **Self-contained:** There is no need or cost to construct a timber shelter for the turnstile as required with other systems.

Once on site, an MSite Pod can be set up in as little as 4 hours. All you need to do is level the ground and provide a power source. We take care of everything else, including training your site team.



MSite Delivery Management

MSite Delivery Management keeps site and suppliers on the same page, controlling the flow of deliveries to site to maximise its resources and keep the build project supply chain running smoothly.

- ✓ Supports digital sign-off using a tablet or smartphone.
- ✓ Supports deliveries across multiple sites and gates.
- ✓ Also supports collections and crane booking.



MSite TV (Digital Signage)

- ✓ Head office users can broadcast important messages across all sites, directly to the workforce, at the touch of a button.
- ✓ Warn everyone about specific hazards or conditions.
- ✓ Schedule special messages to welcome your VIP visitors.
- ✓ View live data from MSite including number of people on site/hours worked.
- ✓ Includes access to our exclusive content library covering over 50 topics.





Construction Logistics and Community Safety

www.clocs.org.uk

CLOCS is a national Standard that requires all stakeholders in construction to take responsibility for health & safety beyond the hoardings. It demands collaborative action to prevent fatal or serious collisions between vehicles servicing construction projects and vulnerable road users: pedestrians, cyclists, and motorcyclists.

The CLOCS Standard requires action from clients, principal contractors and vehicle operators, and harnesses the power of policy-makers to minimise the impact of construction projects and eliminate harm to communities

Primary goals

- zero collisions between construction vehicles and the community
- improved air quality and reduced emissions
- increased efficiency
- fewer vehicle journeys
- reduced reputational risk

The CLOCS Standard is a national industry standard developed to ensure the safest, leanest and greenest construction vehicle journeys.

It defines the primary requirements placed upon the key stakeholders associated with a construction project. The *CLOCS* Standard places responsibilities and duties on the regulator, the client, the principal contractor controlling the construction site and the supply chain including the operator of any vehicles servicing that project.

The *CLOCS* Standard shall be applied to all construction projects/programmes.

Hill are proud to be awarded with CLOCS Champion Membership



**CLOCS
Champion
Member**

Hill Group

awarded for your commitment to ensuring
the safest construction vehicle journeys

Signed: 
Andy Brooke - CLOCS Programme Director

Membership valid until: **April 2024**

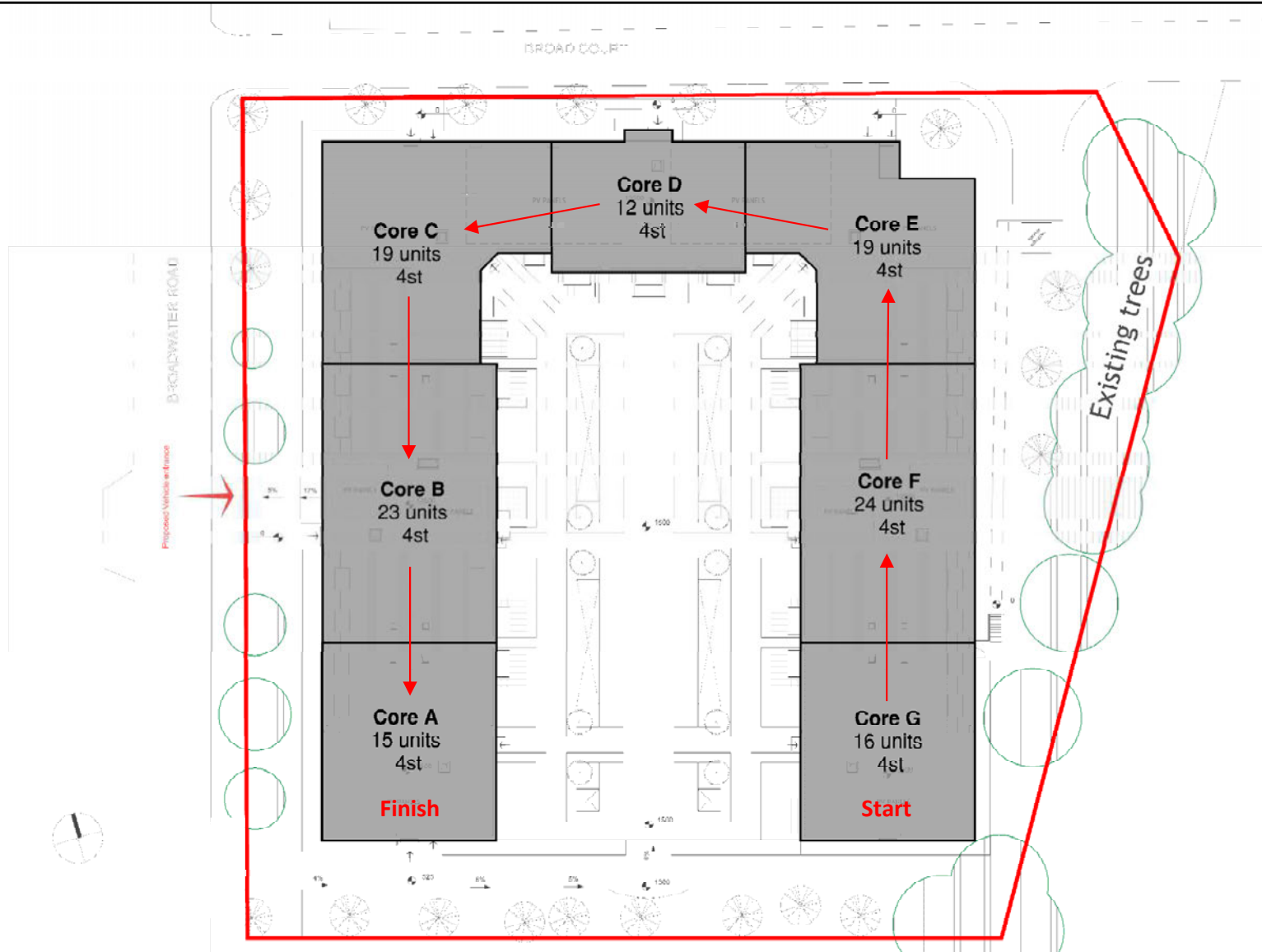


Broadwater, Welwyn Garden City
CLOCS



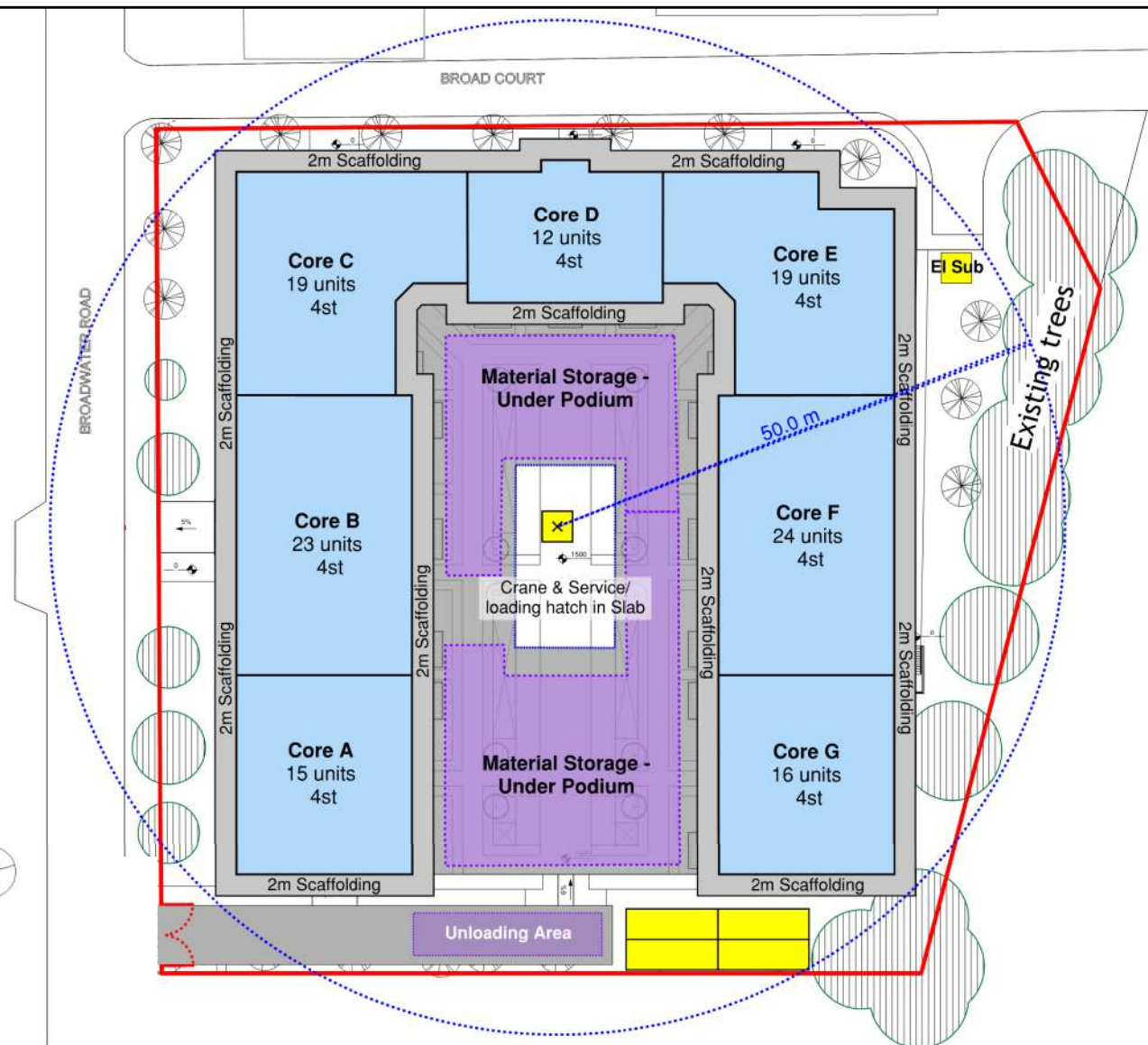


Build Sequence





Site Logistics Plans



Notes:

- Site compound located to the South in the limited open area in the corner of the site.
- All site access from Broadwater Road.
- Unloading bay to be located at the south of the site with access from the site gates. The crane will have access to unload from this area.
- All scaffolding 2m wide surrounding the building.
- 1 x Luffer Tower Cranes required (48m Jib). There will be an opening left in the podium slab to allow the crane base to be in the basement.
- Material storage will be located beneath the podium slab, and all materials will be moved around on pallet trucks until required.
- Sub-contractors parking is restricted. Sub-contractors to have a travel strategy in place. Scheduled Deliveries required.
- Pedestrian access will be located adjacent to the site access gate and protected up to the site offices.

DWG BY : J. Hardy

PROJECT
Broadwater

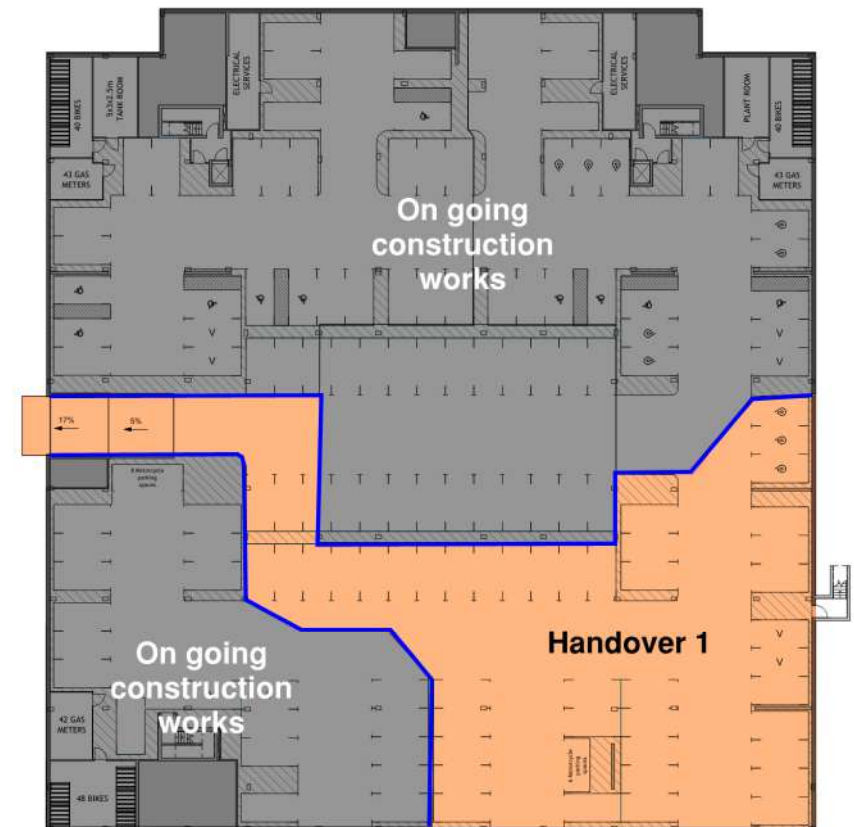
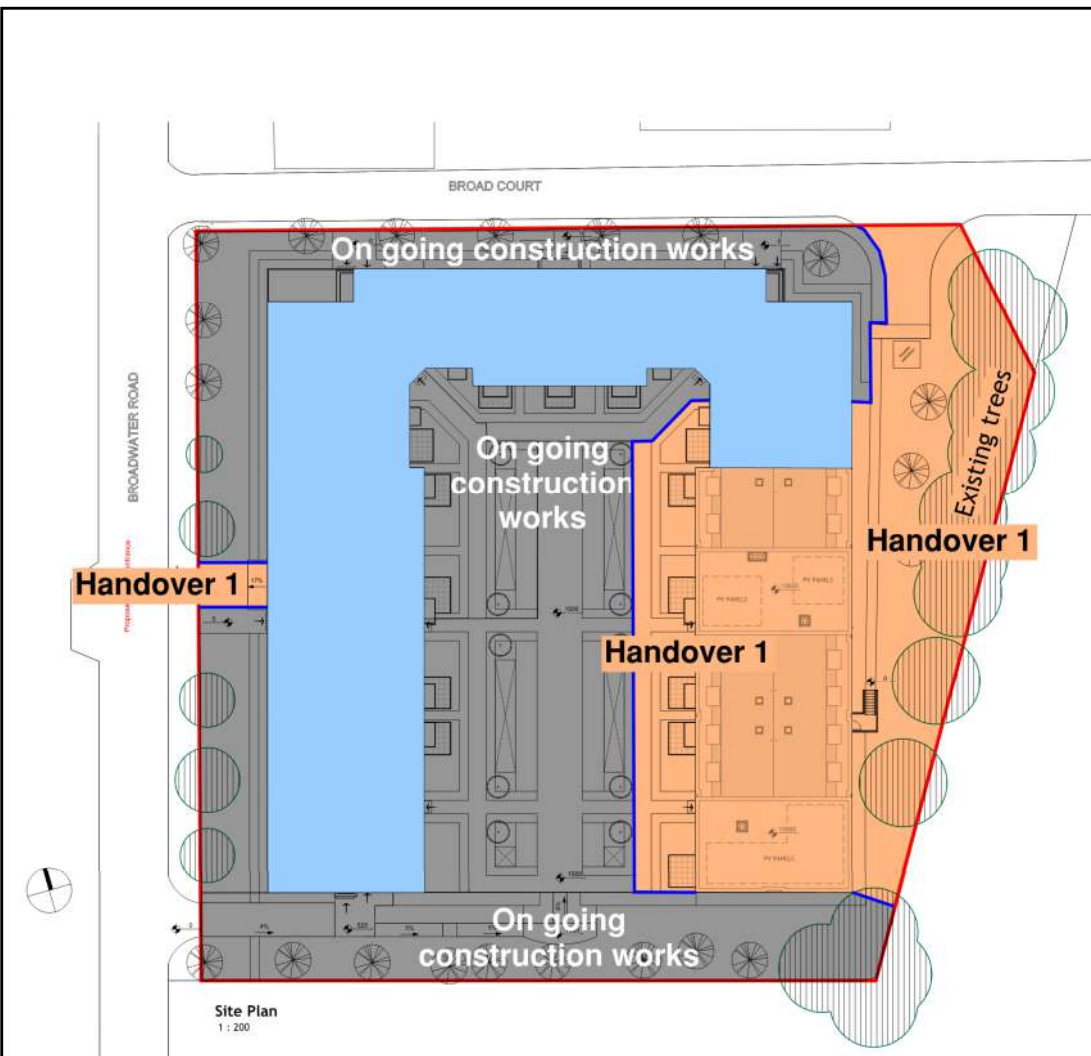
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DWG NO: 1

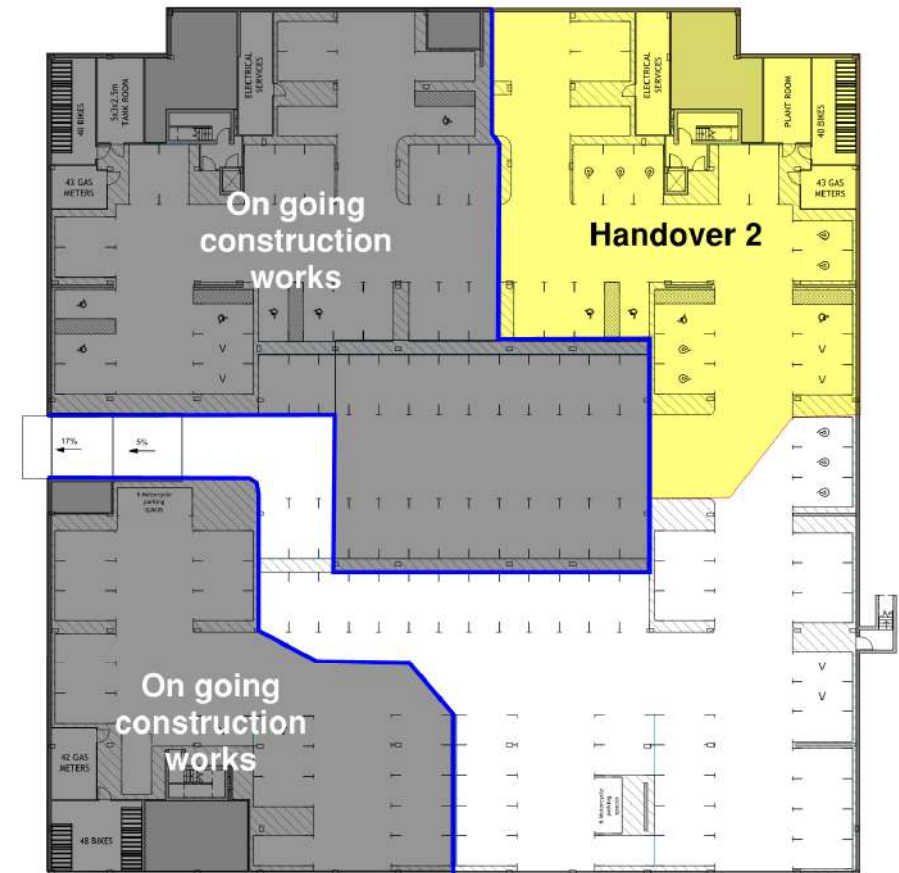
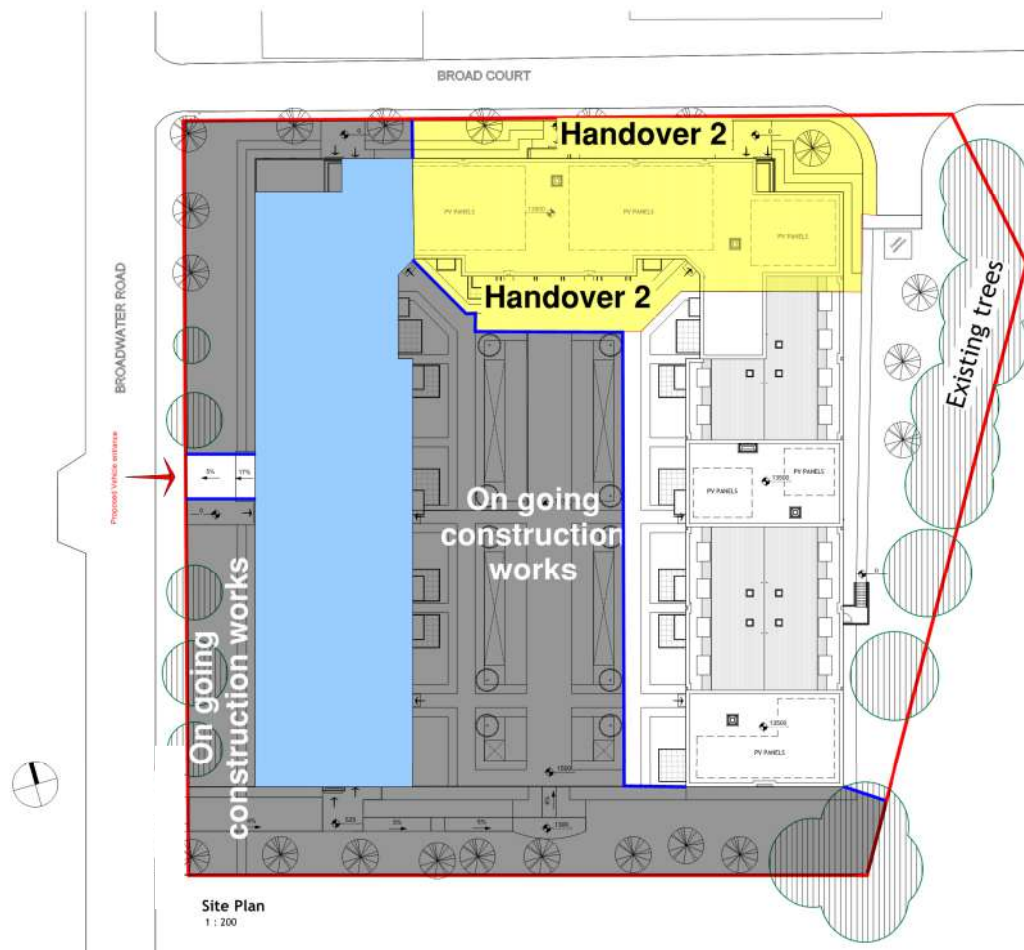
REV: 2 30.01.24



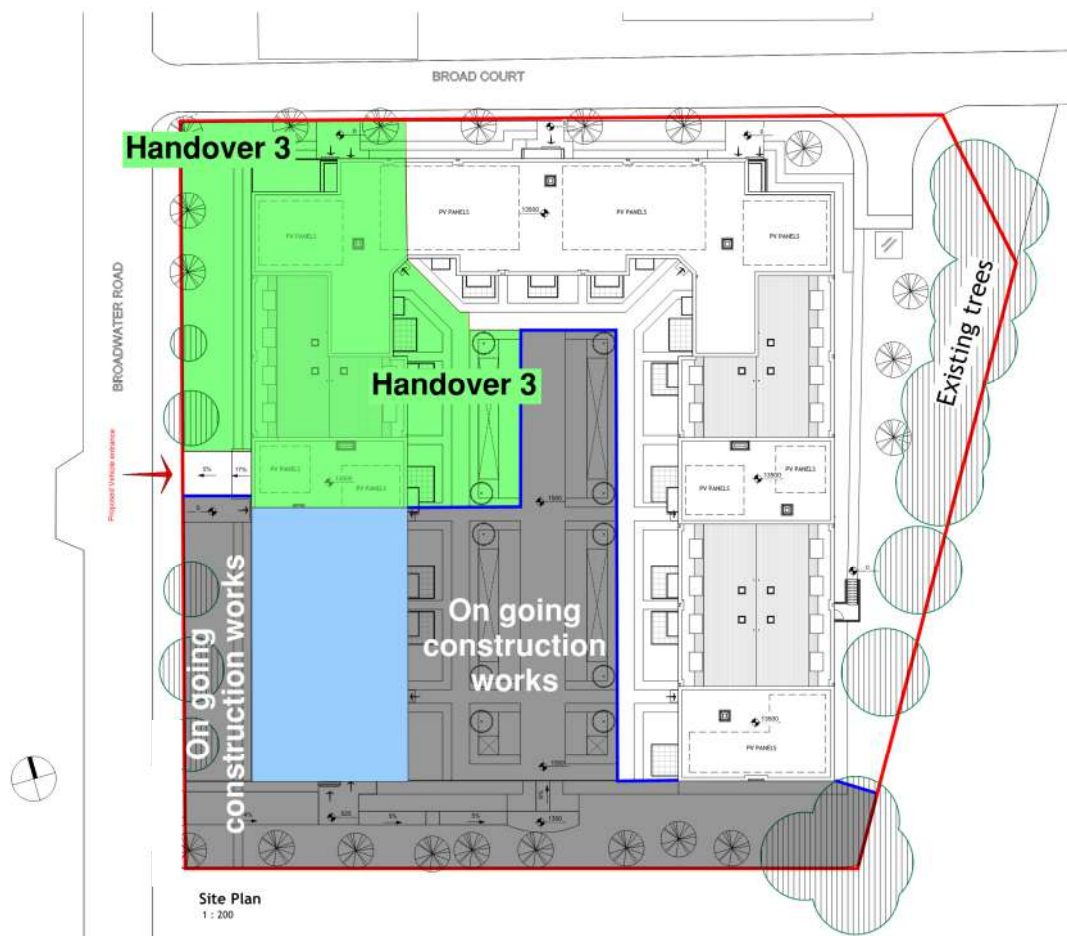
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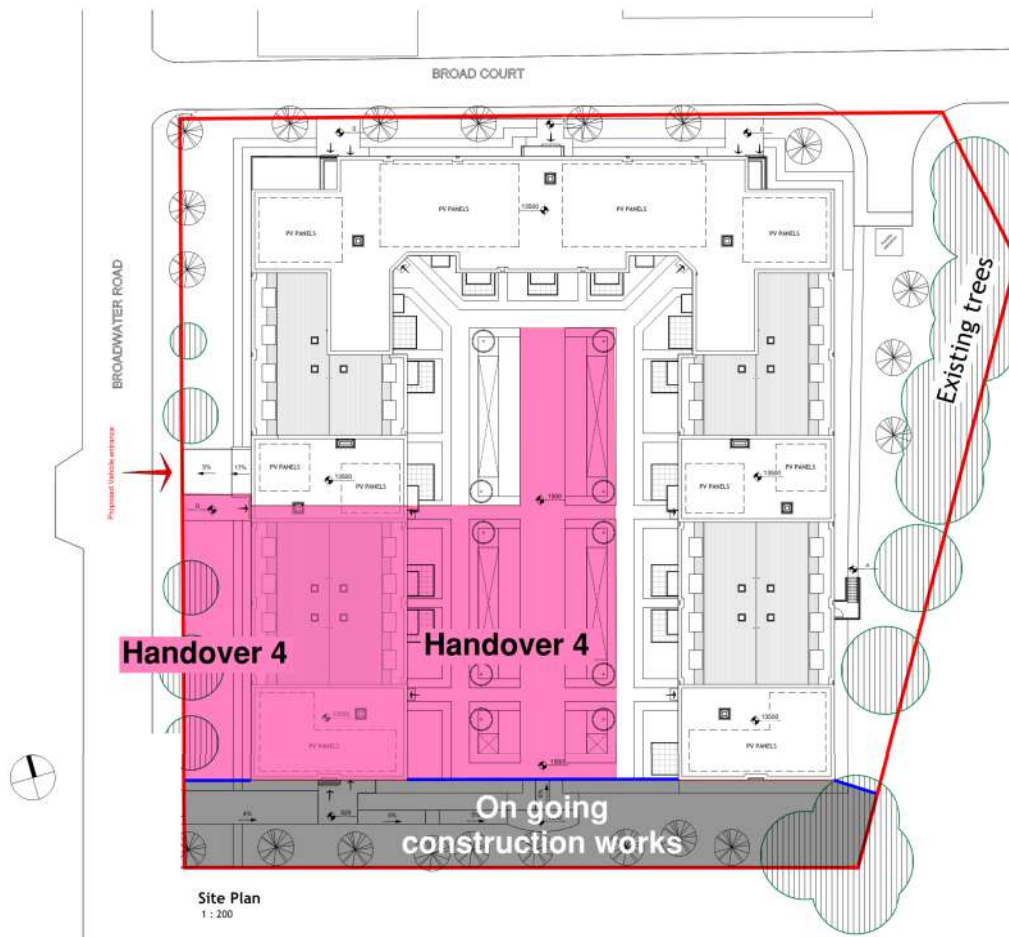
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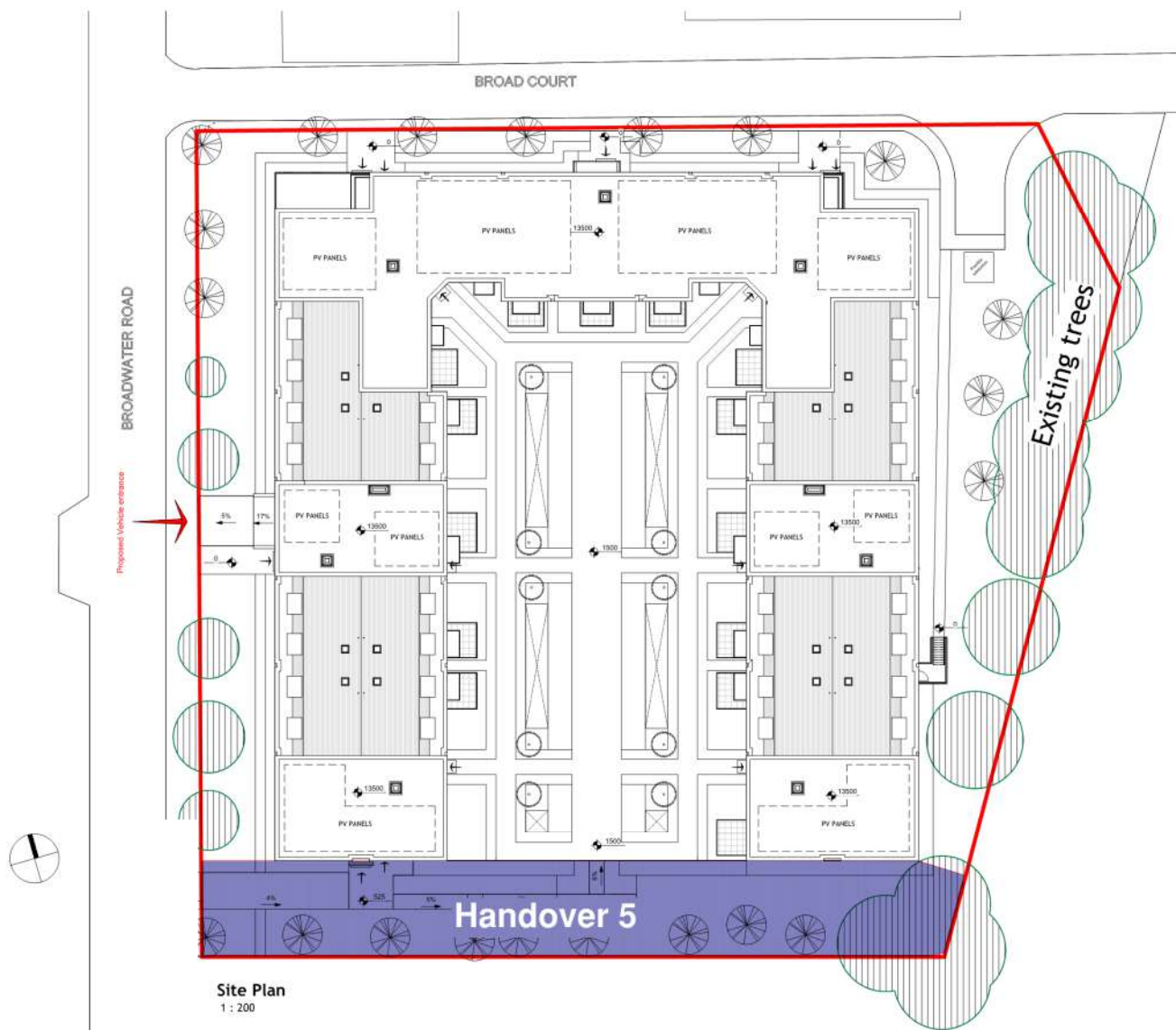
— Staggered Hoarding Lines



— Staggered Hoarding Lines



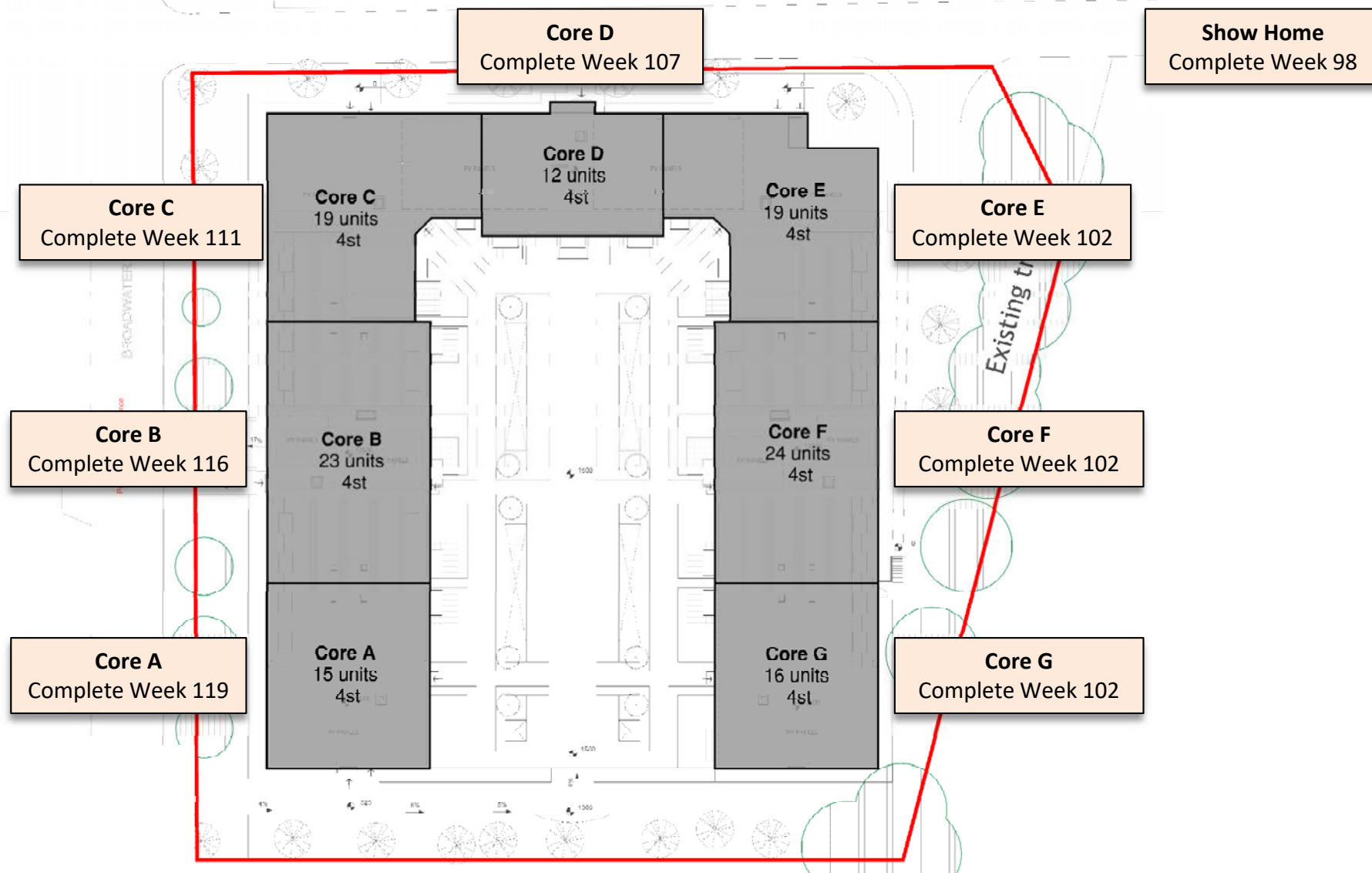
— Staggered Hoarding Lines



— Staggered Hoarding Lines

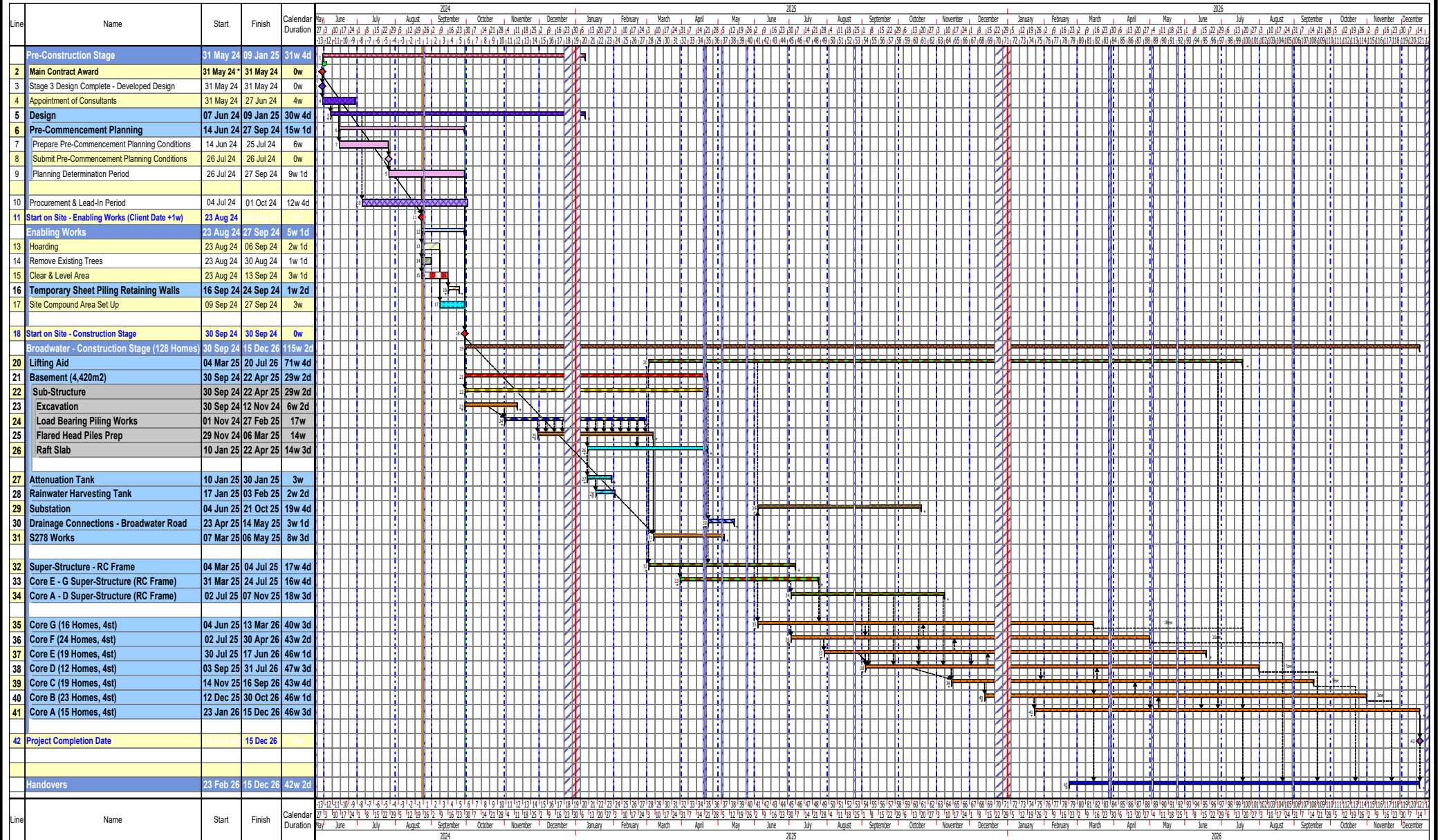


Completions



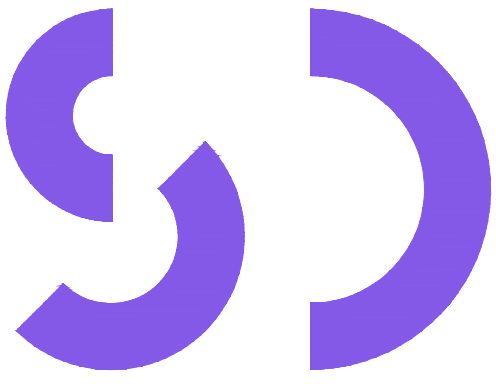
B – Contract programme

Broadwater Road Proposed Contract Programme



Prog. Number: 1	Issue Date: 24/04/2024	Prog. Status:
Revision: A	Revision Date:	Rev. Comment:

C – Construction traffic tracking



Notes

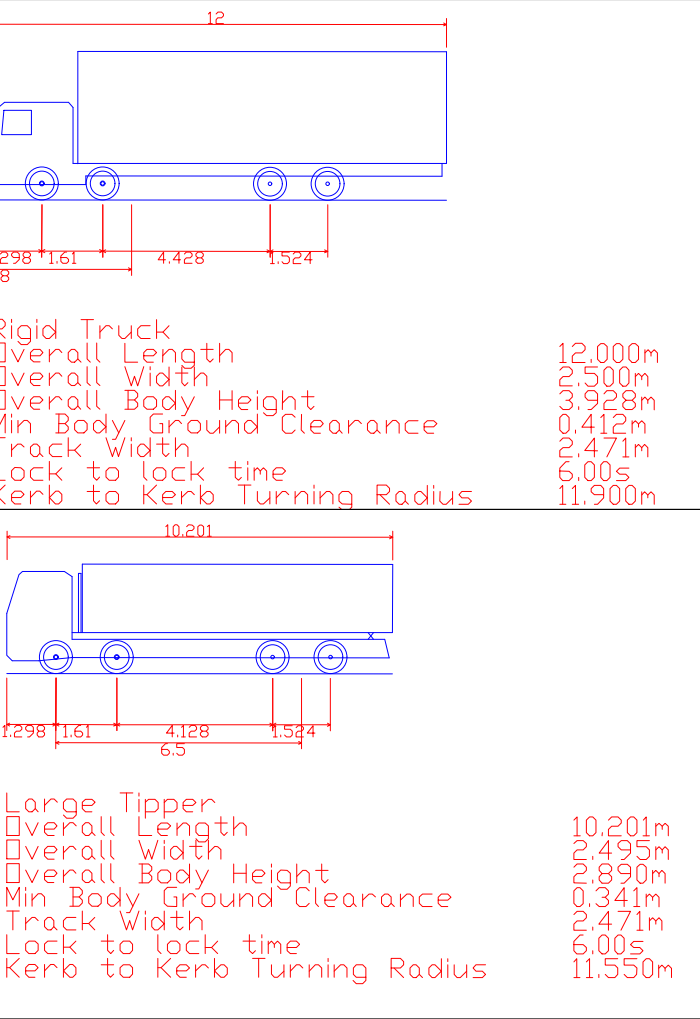
1. These drawings are not to be used for setting out purposes. Refer to the latest Architect's information and site measure as required.
2. Contact SD Engineers in the event of any discrepancies between findings on site and these drawings.
3. Drawing is to be read in conjunction with the SD Engineer's Specification and General Notes.
4. 3D views are indicative only and conflicting 2D information should take precedence. If in doubt contact SD Engineers prior to starting works.

Information Received

This drawing has been developed using information received up to and including:

12/06/2024

Where information provided to us is incomplete or subject to change, our drawings will need to be updated accordingly.



P01 18/06/2024 Issued for information BB BB --

Rev	Date	Amendment	Dra	Rev	App
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S1
Suitable for coordination

Broadwater Road
SDE1936

Vehicle tracking 04
Construction Vehicles

Drawn BB	Status Preliminary
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Reviewed BB	Date 18/06/2024
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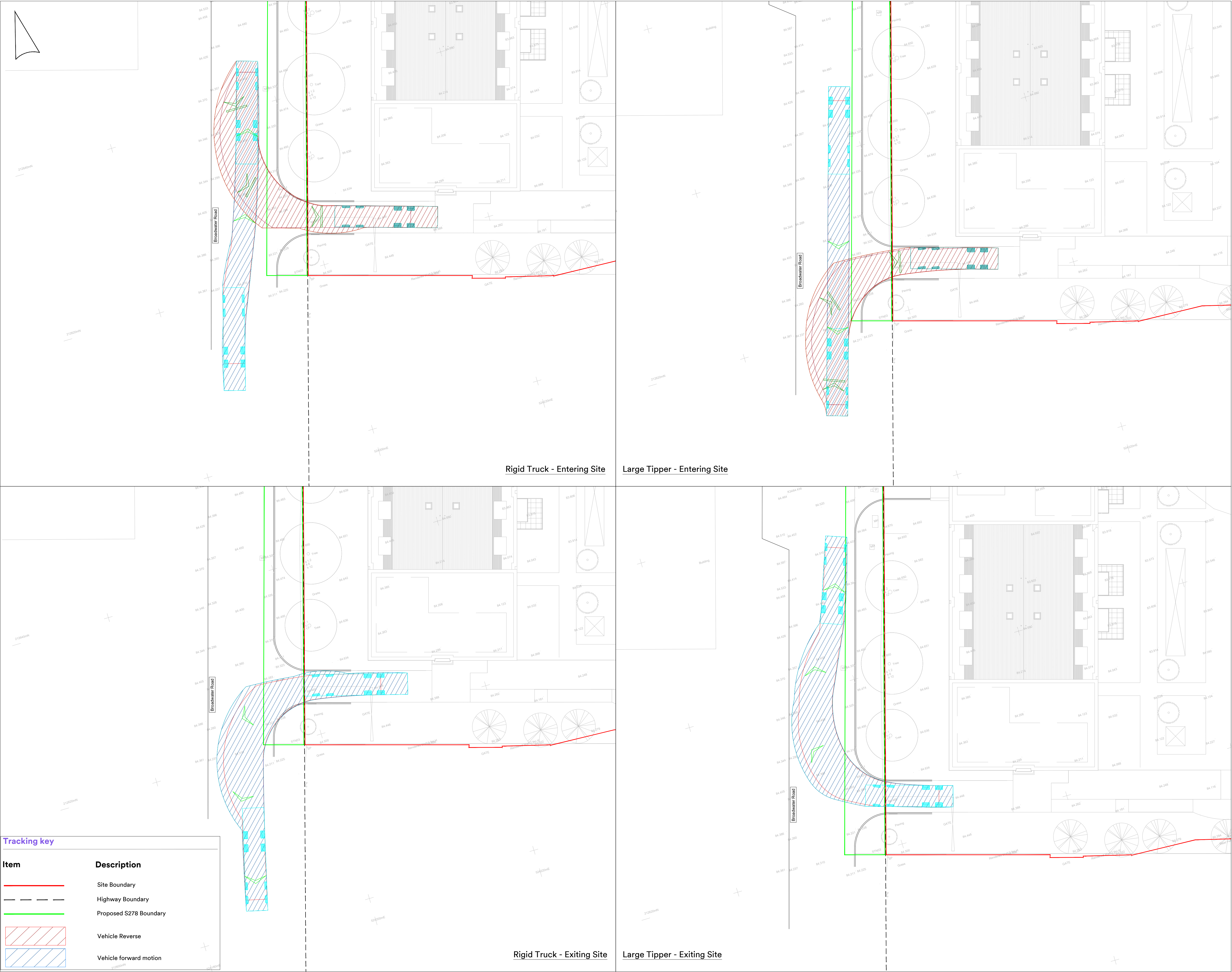
Approved --	Scale 1:NTS at A1
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BRW01-SDE-XX-00-DR-C-8003S1 P01

Project	Originator	Volume	Level	Type	Role	No.	Status	Revision
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020 8144 8900

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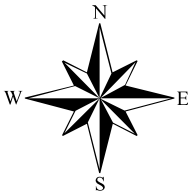


D – Highway map

For reference purposes only.
No further copies may be made.
Produced by Highway
Boundaries & Land Charges
Hertfordshire County Council
Date: 16/05/2024



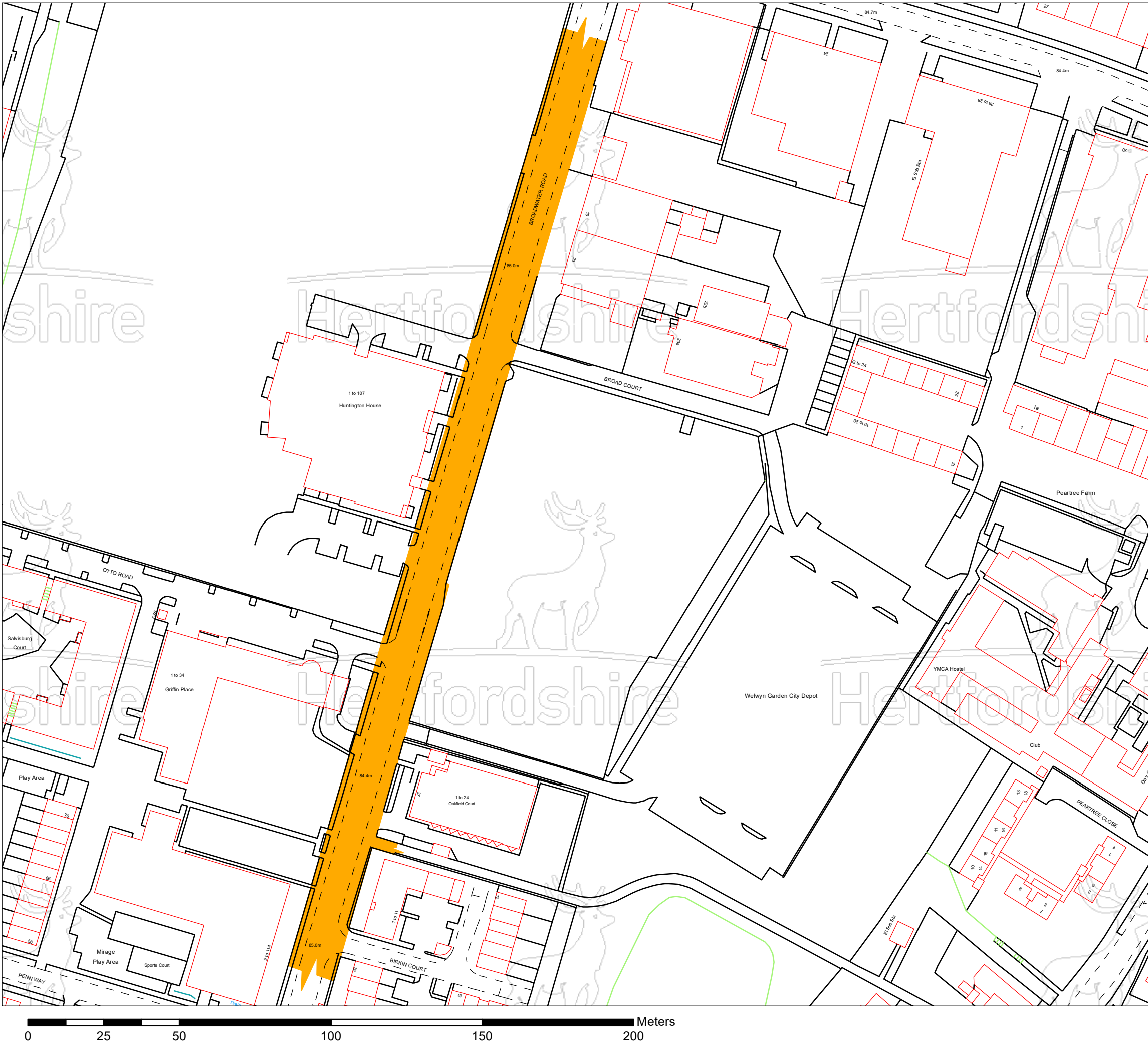
29 Broadwater Road
WELWYN GARDEN CITY



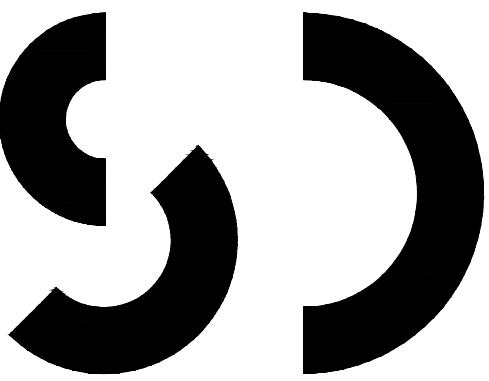
Scale at A3
1:1,250

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E – 278 plan



Work in Progress

Notes

- These drawings are not to be used for setting out purposes. Refer to the latest Architect's information and site measure as required.
- Contact SD Engineers in the event of any discrepancies between findings on site and these drawings.
- Drawing is to be read in conjunction with the SD Engineer's Specification and General Notes.
- 3D views are indicative only and conflicting 2D information should take precedence. If in doubt contact SD Engineers prior to starting works.

Information Received

This drawing has been developed using information received up to and including:

26/07/2024

Where information provided to us is incomplete or subject to change, our drawings will need to be updated accordingly.



Key Plan - 1:1250

WIP	26/07/2024	Work in Progress	ES	BB	BB
Rev	Date	Amendment	Dra	Rev	App

S1
Suitable for coordination

Broadwater Road
SDE1936

Proposed S278 Layout - Central Entrance

Drawn
ES

Status
Preliminary

Reviewed
BB

Date
26/07/2024

Approved
BB

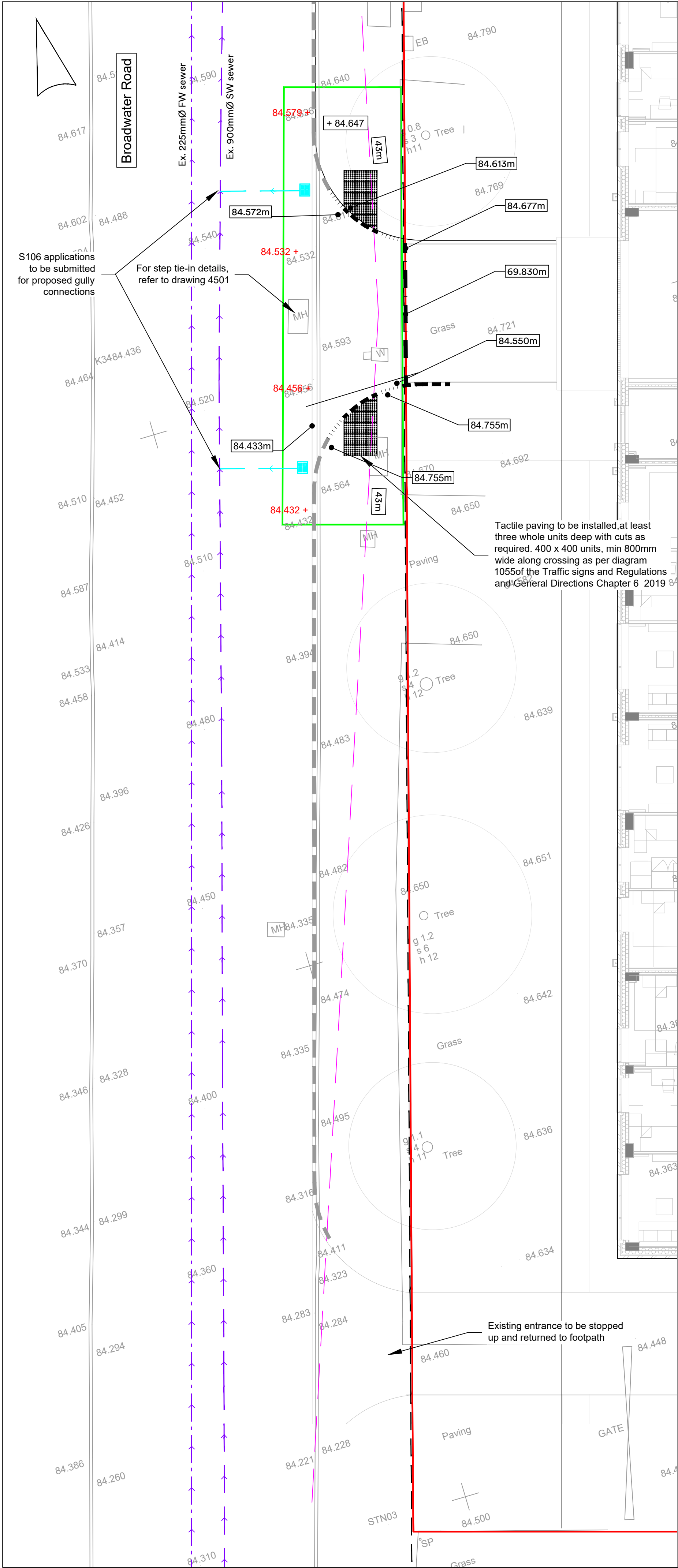
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BRW01-SDE-XX-00-DR-C-5000S1 WIP

Project	Originator	Volume	Level	Type	Role	No.	Status	Revision
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Roadways & surfacing key

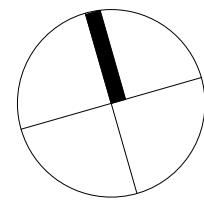
Surfacing

Hatch	Ref.	Description
	1	Vehicular asphalt (HGV)
	2	Pedestrian footpath (to be resurfaced)

S278

Item	Description
	Existing Level
	Proposed Level BOK = Bottom of Kerb TOK = Top of Kerb DK = Drop Kerb BE = Back Edge
	Site Boundary
	Proposed S278 boundary
	Highway Boundary
	Main sewer line drain
	Vehicular visibility splays
	Proposed Gully and connection

F – Service trench



BROADWATER ROAD

BROAD COURT



Ground Floor Plan
1 : 200

P1	XXX	05.8.2019
Revision	Amendment	Date
JP	JD	JD
Drawn by	Reviewed by	Approved by
60193	07/04/19	1 : 200 @ A1
MCB Number	Date Created	Scale @ A1

McBains

McBains Ltd
5th Fl, 26 Finsbury Square London EC2A 1DS
+44 (0)20 7786 7900 mcbains.co.uk

Client
Hightown Housing Association

Project
29 Broadwater Road
Welwyn Garden City

Drawing Title
Ground Floor Plan

ARCHITECTURE

Drawing / Document Reference						Status	
BRW01	MCB	XX	00	DR	A	0006	S2 - P1
Project Idn	Originator	Zone	Level	Type	Discipline	Number	Suitability Revision

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