

LD614A



CLOCS Construction Management Plan

**Erection of three 2-bed terraced cottages
Land North West Of The Old Coach House And Opposite
Maydencroft Cottage, Maydencroft Lane, Gosmore,
Hertfordshire, SG4 7QA**



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.

1: Contact

Mr Robert Moore
Highacre Cambridge Ltd
43 Portmill House,
Portmill Lane,
Hitchin,
Herts, SG5 1DJ

[REDACTED]

Planning Reference: 23/01502/FP

2: Person responsible for submitting the CMP

Ian Lawrence
Lobs Design
Devonshire Business Centre
Works Road
Letchworth Garden City
Hertfordshire
SG6 1GJ

[REDACTED]

3: Site Project Manager

Mr Robert Moore
Highacre Cambridge Ltd
43 Portmill House,
Portmill Lane,
Hitchin,
Herts, SG5 1DJ

[REDACTED]

4: Community Liaison

Mr Robert Moore
Highacre Cambridge Ltd
43 Portmill House,
Portmill Lane,
Hitchin,
Herts, SG5 1DJ

[REDACTED]

5: Main Contractor Legally Registered Contact Details

Mr Robert Moore
Highacre Cambridge Ltd
43 Portmill House,
Portmill Lane,
Hitchin,
Herts, SG5 1DJ

[REDACTED]

6: Site Location & Development Proposals

Land North West Of The Old Coach House And Opposite
Maydencroft Cottage,
Maydencroft Lane,
Gosmore,
Hertfordshire,
SG4 7QA

Erection of three 2-bed terraced cottages

See attached drawing number LD614A-? Site Location Plan

7: Brief Description of Construction Works & Main Issues

The works comprise the construction of three 2 bed houses on a greenfield site.

The main issues will be access for rigid delivery and skip lorries. Maydencroft Lane is narrow and there are a number of residential properties in the immediate vicinity.

There are a number of farms and other businesses in the locality including the local pub, The Bird in Hand, and further along Maydencroft Lane, Maydencroft Ltd a nationwide landscaping and civil engineering company, These businesses have frequent deliveries from large vehicles. Therefore, the local residents are used to the movement of large vehicles.

The roads in and around Gosmore are typically category B and unclassified roads.

8: Construction Programme

The works are due to commence within 2 weeks of receipt of Final Approval from North Herts Planning and are scheduled take approximately 16 weeks.

9: Working Hours

Working hours will be 8.00hrs to 17.00hrs Monday to Friday.

10. Consultation

As the project is relatively small no consultation has been undertaken.

11 Considerate Constructors Scheme (CCS)

CCS Number specific to the site: To be applied for prior to commencement of works

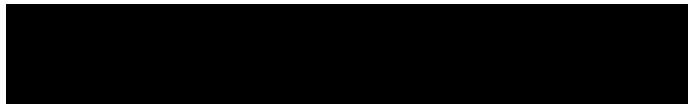
12 Neighbouring Sites

To my knowledge there are no current or anticipated sites in the vicinity.

CLOCS Contractual Considerations

13: Name of Principal Contractor

Mr Robert Moore
Highacre Cambridge Ltd
43 Portmill House,
Portmill Lane,
Hitchin,
Herts, SG5 1DJ



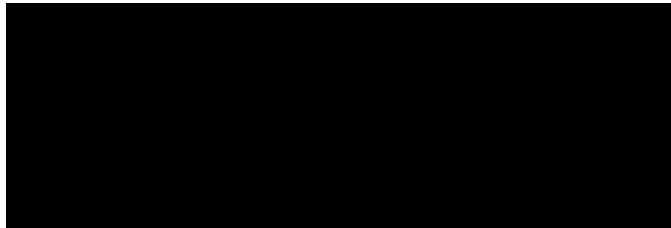
14: Method for Checking Operational, Vehicle & Driver Compliance

The compliance check form in appendix 1 of the CLOCS Managing Supplier Compliance will be utilised by the site team for the checking of operational, vehicle and driver compliance, see attached.

15: Confirmation of CLOCS Standards Comprehension.

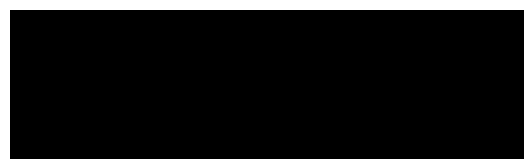
I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Client: Mr Robert Moore
Highacre Cambridge Ltd
43 Portmill House,
Portmill Lane,
Hitchin,
Herts, SG5 1DJ



Signed _____

Contractor: Mr Robert Moore
Highacre Cambridge Ltd
43 Portmill House,
Portmill Lane,
Hitchin,
Herts, SG5 1DJ



Signed _____

Site Traffic

16: Traffic Routing

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.

A) See drawing numbers

LD614A-CMP01 to CMP07 for vehicle approach and departure routes. Note: Two different routes have been indicated depending on the direction that the vehicles hail from. The strategy is to reduce the carbon emissions by indicating to the drivers the most direct route.

B) Contractors and delivery companies will be emailed the above referenced details upon formal appointment to ensure that they are fully aware of the designated routes to and from the site and of any on-site restrictions.

17: Control of Site Traffic, Particularly At Peak Hours

Construction activities should be restricted to the hours of 8.00am to 5.00pm Monday to Friday.

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

A) Approximate delivery schedule:

Delivery of plant first week of programme, collection last week of programme. Muck-Away lorries will be 2 -3 times a week for the first two weeks of the programme. Materials deliveries will be from week 3 and it is anticipated there will be approximately one delivery per week.

B) We are not aware of any other developments in the vicinity.

C) There are no areas along the proposed route where constrained manoeuvres will be required.

- D) The offsite waiting point is as detailed on drawing number LD614A-CMP08
- E) Deliveries will not need to be more than one load per visit so consolidation centres will not be required
- F) Drivers of vehicles waiting both offsite and onsite will be asked to switch off the engines.
- G) A Banksman will be utilised for the egress of vehicles from the site.
- H) All HGV delivery vehicles entering site are to be from companies that are Fleet Operator Recognition Scheme (FORS) registered or similar.

18: Site Access & Egress

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) The site access and egress is detailed on drawing number LD614A-CMP07
- B) Upon arrival at the site gate drivers will be asked to park up, turn off engines and phone the site manager to obtain access. The waiting point is as detailed on drawing number LD614A-CMP07
- C) Swept path drawings are noted on drawing number LD614A-CMP07
- D) Wheel washing facilities will be available on site for use prior to vehicle egress. Run off will be contained within the site. See drawing number LD614A-CMP08 for details.

19: Vehicle Loading & Unloading

Not applicable

Street Works are not applicable.

20: Site Set-Up

See drawing number LD614A-CMP08 for details of the site set-up.

21: Parking Bay Suspensions & Temporary Traffic Orders

Not applicable.

22: Occupation Of The Public Highway

Not applicable.

23: Motor Vehicle And / Or Cyclist Diversions

Not applicable.

24: Scaffolding, Hoarding, & Associated Pedestrian Diversions

Not applicable.

25: Services

Not applicable.

26: List of Accompanying Drawings and Documents

CLOCS Compliance Checklist

LD614A-CMP01 Logistics Plan M1(J10) to Site

LD614A-CMP02 Logistics Plan A1M(J8) to Site

LD614A-CMP03 Local Approach to Site

LD614A-CMP04 Delivery & Site Access Routes

LD614A-CMP05 Delivery & Plant Access Photos

LD614A-CMP06 Site Operatives Access Photos

LD614A-CMP07 Rigid Lorry Access & Egress

LD614A-CMP08 Site Set Up Plan

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Highway Authority. This may require the CMP to be revised by the Developer and reapproved by the HA. The project manager shall work with the HA to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the HA and the LPA in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed: _____

Date: 30 May 2024

Print Name: Ian Lawrence

Company: Lobs Design

Position: Partner