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Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 25/00493/DOC
HCC ref: NH/24035/2025
HCC received: 7 August 2025
Area manager: Manjinder Sehmi
Case officer: Samuel Tearle

Location

Land On The South West Side Of, Stevenage Road, St Ippolyts, Hertfordshire,

Application type

Discharge of Condition

Proposal

ADDITIONAL INFORMATION

Details of Condition : Details reserved by condition 31(Construction Management Plan) of planning permission reference no 19/01669/FP granted 11.02.2025

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.

COMMENTS:

The Highway Authority previously found the submitted CEMP had insufficient information. The applicant has now submitted an updated CEMP which has been reviewed below.

a) Construction vehicle numbers, type, routing

The CEMP (section 3 Clause A.1) anticipates around 5 "ridged" deliveries per week each week during construction. There will be further smaller long and short wheelbase van deliveries as part of normal construction deliveries. At peak we expect there will be up to 14-18 contractors on site, given the majority of these accompany one another in vans we expect up to 13 vehicles to site and parked.

Delivery and contractor vehicles will travel to the site from the B656, accessing Sperberry Hill Road, opposite the Hitchin Veterinary Surgery. This will be the only route issued to all suppliers and

sub-contractors to use to access the site. The applicant has submitted figures (no reference) indicating.

- Deliveries B656 Sperberry Hill Road Site Access
- Deliveries Hitchin B565 to Sperberry Hill Turning.

b) Access arrangements to the site

The applicant acknowledges in Section 3, Clause A.2, that site access is constrained and therefore proposes the provision of a temporary, enlarged site entrance. This measure is intended to enable delivery lorries to turn into the site without affecting the public highway. A bankman will be present during deliveries to ensure safe manoeuvring.

The submitted CEMP site plan (DWG. 5761-CAL-ZZ-ZZ-DR-A-004 Rev. P1) illustrates the proposed enlarged access and site entrance area. The accompanying swept path assessment drawings (1271-00-10 & 1271-00-11) demonstrate that vehicles, including a 10.201-metre large tipper and a 4.39-metre long van, are able to access the site safely in a forward gear.

c) Traffic management requirements.

The applicant proposed to construct (Section 3, Clause A.2) a temporary oversized site entrance which allows delivery lorries to turn into the site without impacting the highway. A Bankman will be present on deliveries.

The Highway Authority wishes to emphasise that Sperberry Hill is a narrow carriageway. It is therefore recommended that a traffic management planning including but not limited to road signage and road marking scheme be submitted, ensuring the safety of all road users throughout the duration of construction.

The CEMP (Section 4, Clause B) proposes the installation of Heras fencing to segregate the construction area from the adjacent footpath. This measure is intended to ensure the continued safe use of the footpath and prevent any obstruction throughout the duration of the works. The CEMP site plan (DWG. 5761-CAL-ZZ-ZZ-DR-A-004 Rev. P1) illustrates the Heras fencing arrangements.

d) Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas):

The CEMP site plan (DWG. 5761-CAL-ZZ-ZZ-DR-A-004 Rev. P1) identifies designated areas for storage, car parking, and vehicle turning, located adjacent to the trade parking along the southern boundary of the site.

It is also highlighted (CEMP Section 6.0) that a designated drop-off point is identified at the front of the site, where external deliveries will be received and subsequently transported internally, ensuring safe and efficient site management.

e) Siting and details of wheel washing facilities:

Section 3, Clause A.2 outlines wheel washing arrangements. A designated wheel wash submitted station, located near the site exit and in operation for the duration of construction, will use high-pressure jet washing supported by recycling tanks with flocculants to manage slurry and prevent discharge into watercourses. Vehicles will be inspected before leaving site, with manual cleaning, if necessary, followed by jet washing and approval from the site manager.

Additional mitigation, including limiting on-site machine trafficking and deploying a road sweeper when required, is also proposed.

The site plan (DWG. 5761-CAL-ZZ-ZZ-DR-A-004) submitted in support of this application indicates wheel washing facility near the site entrance. This is considered acceptable.

f) Cleaning of site entrances, site tracks and the adjacent public highway;

The CEMP (Section 3, Clause A.2) confirms that Sperberry Hill Road at the site frontage will be routinely cleaned. Any visible debris will be promptly removed and disposed of off-site. Road sweeping will continue to be undertaken as necessary. This is considered acceptable.

g) Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;

Due to the close proximity of the neighbouring properties site working hours are restricted to the following:

- Monday- Friday: 8.00am- 5pm
- Saturday (as required): 8am-1 pm
- No working on Sundays or Bank Holidays

If any work is necessary outside the above hours of work, this will only be done with prior written agreement from the LPA.

It is stated that the applicant proposes delivery restrictions limited to weekdays between 08:00 and 16:00, and no deliveries will take place at weekends. Additional restrictions will prevent loading and unloading during peak hours.

Section 3, Clause A.2, highlights that the peak hours for regular traffic are 07:30-09:00 and 14:45-15:45. It is our intention to limit construction traffic during these times. However, The Highway Authority observed that the CEMP does not explicitly confirm to avoid school pick-up and drop-off times. This requirement is mandatory.

h) Provision of sufficient on-site parking prior to commencement of construction activities;

Section 4, Clause A of the CEMP outlines the on-site parking provisions. Contractor vehicles will utilise the designated scheme parking area, which offers 14 dedicated spaces at the front of the site, supplemented by an overflow area located within the site welfare zone. Adequate turning facilities will be provided to ensure that all contractor vehicles are able to enter and exit the site in a forward gear, thereby maintaining safety and operational efficiency.

The submitted vehicle tracking drawing (No. 1271-00-11) indicates that that 4.39m long van can safely access the site and parking areas in forward gear, this is considered acceptable.

i) Post construction restoration/reinstatement of the working areas and temporary access to the public highway;

The CEMP (Section 3, Clause A.3) states that all temporary access routes and working areas will be fully reinstated upon completion, in accordance with the approved site development plan (18142-1006G-Planning Layout). This approach is considered satisfactory.

j) where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;

The Applicant, as outlined in section 3, clause A.4 of the CEMP, anticipates that all construction vehicles and storage will be accommodated within the site boundaries. Consequently, no 'off-site' plan has been submitted. The Highway Authority acknowledges this approach but recommends that, should works extend beyond the site limits, appropriate 'off-site' plans are submitted in a timely manner to ensure clear communication and ongoing compliance.

k) Phasing Plan.

The applicant has submitted a phasing plan (DWG. 5761-CAL-ZZ-ZZ-DR-A-001) along with the project program, St Ippolyts 09.06.25 (no reference). This is considered acceptable.

Summary

In conclusion, HCC, as the Highway Authority does not wish to raise an objection.

Signed

Samuel Tearle

3 September 2025