



Gladstone Villas, Brickyard Lane, Reed

Construction Traffic Management Plan

March 2025



 Transport Planning

 Travel Planning

 Civil & Structural Engineering

**RESIDENTIAL DEVELOPMENT
GLADSTONE VILLAS
BRICKYARD LANE, REED**

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT GLADSTONE VILLAS BRICKYARD LANE, REED

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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1. INTRODUCTION

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared by Paul Basham Associates to accompany the application for the discharge of Condition 16 of the approved planning application (reference: 21/00799/FP). This application is for: *‘Two storey rear extensions to existing dwellings (1 and 2 Gladstone Villas) and erection of one detached 4-bed dwelling including installation of vehicle crossovers’* (‘the proposed development’). The site is located at Gladstone Villas, Brickyard Lane, Reed with the location is shown in **Figure 1**.

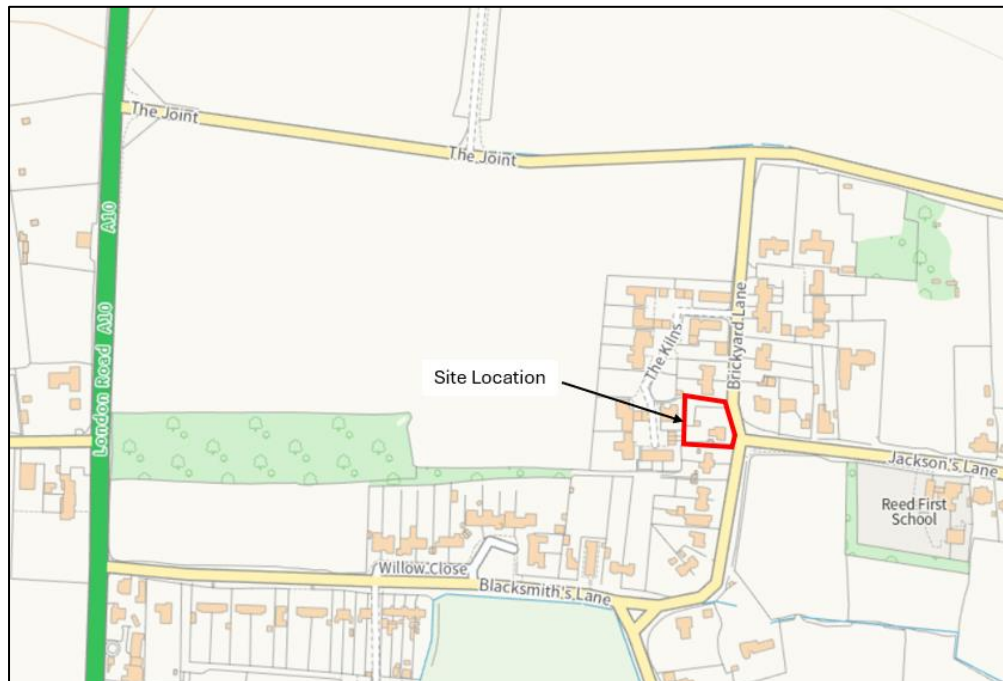


Figure 1: Site Location

- 1.2 The planning application (reference: 21/00799/FP) was granted permission in August 2022, subject to several planning conditions. Condition 16 of the decision notice (attached in **Appendix A**), states the following relating to provision of a CTMP:

‘Construction of the approved development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include construction vehicle numbers/routing of construction traffic and shall be carried out as approved.’

- 1.3 The purpose of this CTMP is to discharge the above condition and to help developers to minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. This CTMP also outlines how highway safety will be maintained surrounding the construction site. This CTMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (CLOCS) Standard, as required by the Hertfordshire County Council (HCC) Construction Management Plan (CMP) guidance document.
- 1.4 Therefore, this CTMP will cover the following elements:
- Existing site conditions and accessibility
 - Assessment of Personal Injury collision (PIC) data
 - Permitted development
 - Vehicle trip generation
 - Construction vehicle traffic routing
 - Construction traffic management and mitigation
 - Summary and conclusions
- 1.5 The scheme does not currently have an appointed contractor, therefore details of this CTMP will be finalised upon appointment of a contractor. The works are intended to commence following approval of this CTMP and the onboarding of a contractor.

2. EXISTING SITE CONDITIONS

- 2.1 A pair of semi-detached cottages with associated gardens currently occupy the site. The dwellings have pedestrian access with on street parking. North of the existing dwellings there is an area of disused land, on which the new dwelling will be built.

Local Road Network

- 2.2 The site is located on the eastern side of Brickyard Lane, which measures circa 4.7m in width. Brickyard Lane is on a bus route, demonstrating the ability to accommodate larger vehicles. Brickyard Lane provides a route between the site and London Road (A10) via Blacksmith's Lane and The Joint.
- 2.3 Blacksmith's Lane measures circa 4.9m in width and The Joint measure circa 4.5m in width. Approximately 500m from the site on The Joint, there is a passing point measuring circa 5.9m in width, enabling the passing of larger vehicles.
- 2.4 The A10 provides a strategic route to the M11 to the north via Royston and southward connects to North London.

Pedestrian and Cycle Network

- 2.5 A footway is present along the western carriageway Brickyard Lane from Blacksmith's Lane to the site, measuring circa 1.2m in width. Jackson's Lane also provides a footway of circa 2m for pedestrians on the southern carriageway providing a route to Reed First School.
- 2.6 There is also a network of Public Rights of Way (PRoWs) in the vicinity of the site, facilitating walking and cycling in the local area, as shown in **Figure 2**.

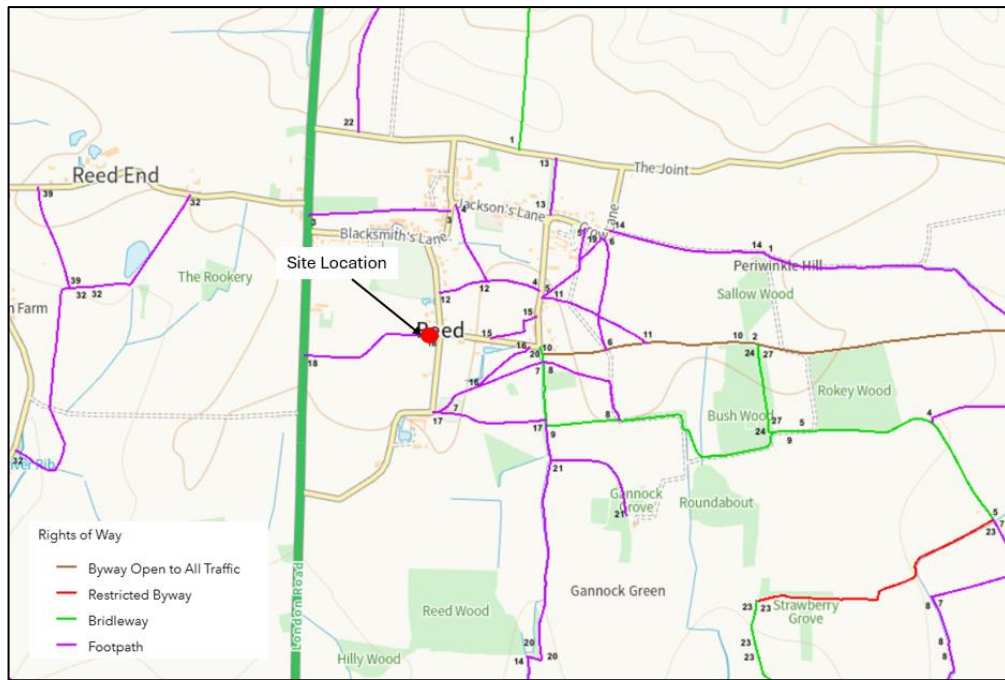


Figure 2: Local Public Rights of Ways

- 2.7 Whilst there are no formal cycleways, bridleways and restricted byways are suitable for cyclist use, thus providing the opportunity for cyclists to safely travel between the site and the nearby village of Barkway to the east of the site.

Public Transport Network

Bus Services

- 2.8 The nearest bus stop is 'Brickyard Lane' located circa 40m north of the existing Gladstone Villas dwellings. Intalink 18 bus service operates from Hertford to Royston via Buntingford. The bus service operates every 2 to 3 hours, with buses serving the AM and PM peak hours.
- 2.9 'Village Hall' bus stop located circa 200m south of the site and is served by Intalink 18 bus service in both directions. This bus service operates between Buntingford and Hertford four times a day.

Rail Services

- 2.10 Royston Rail Station is located circa 6.0km north of the site and is accessible via a 24-minute cycle.
- 2.11 Royston Rail Station has step-free access to all platforms and a ramp for train access. Royston Rail Station provides toilets (including accessible), seating areas, ticket machines, customer help points, and refreshment facilities. There are 517 car parking spaces (12 accessible) and 178 bicycle storage spaces in the form of racks, these are sheltered and monitored with CCTV.

- 2.12 Royston Rail Station is managed by Great Northern and operates frequent services to destinations including: Cambridge (15 minute journey time), Stevenage (22 minutes), Hatfield (38 minutes) and London Kings Cross (1 hour 4 minutes).

Summary

- 2.13 The local pedestrian, cycle and public transport infrastructure in the vicinity of the site provide the opportunity for construction staff to travel to the site via sustainable travel modes instead of relying upon private car use.

Personal Injury Collision Data

- 2.14 To understand whether there are any existing highways safety issues within the surrounding highway network, information has been obtained from the Department for Transport's Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the most recently available 5-year period (01.01.2019-12.31.2023).
- 2.15 The area reviewed and the location of the personal injury accidents is shown in **Figure 3**.

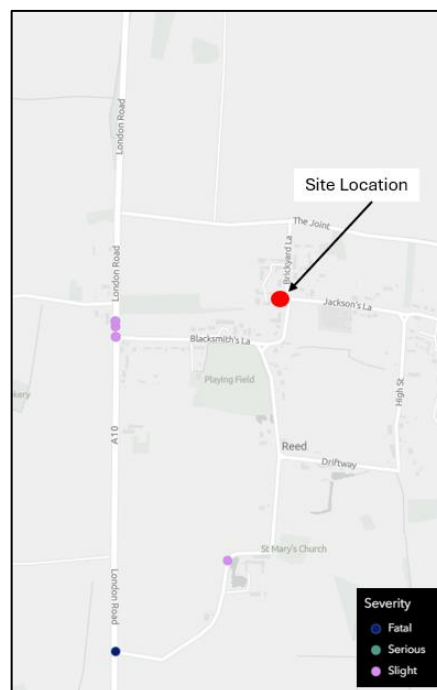


Figure 3: PIC Data (MAVRIC)

- 2.16 **Figure 3** identifies 3 collisions that have occurred in the vicinity of the site over the assessed five-year period. Of the 3 incidents, all were classified as slight. No incident resulted in the casualty of a pedestrian or pedal cyclist, all casualties were car drivers or passengers.
- 2.17 It is noted that incidents further afield from the site were also identified, notably a fatal incident at the Church Lane/ A10 junction and a slight incident on Church Lane itself. As a result, it is not proposed that any construction vehicles would be routed to turn into this junction or along Church Lane.
- 2.18 3 incidents occurred on London Road (A10), one of which occurred at the A10/Blacksmith's Lane junction. The remaining 2 incidents occurred away from a junction.
- 2.19 In summary, no accident clusters or patterns in road safety were identified in the vicinity of the application site. Therefore, the proposed application is not anticipated to cause or exacerbate any road safety concerns associated with the construction.

3. PERMITTED DEVELOPMENT, SITE ACCESS AND PARKING

- 3.1 The Applicant has received full planning permission for the erection of a single dwelling and extension to the existing two dwellings, subject to conditions. This report relates to aforementioned Condition 16 of the decision notice (**Appendix A**), which requires the submission and approval of a CTMP.
- 3.2 The new dwelling will be situated north of the existing Gladstone Villas on an area of disused land. The area is bordered by existing residential units on either side.
- 3.3 The extensions of the existing dwellings will increase the square meterage of each dwelling to 105m² from 66m² and 71m², respectively. This will provide an additional bedroom for each cottage, increasing to 3 bedrooms per dwelling.
- 3.4 A parking space will be provided for each of the Gladstone Villas dwellings.

Access

- 3.5 Construction vehicle access will be managed throughout the construction period to minimise any impact on local residents and the surrounding highway network.
- 3.6 Due to the size of the proposed development, it is not anticipated that construction vehicle will enter the site. Deliveries will be unloaded on the roadside and will then leave to limit disruption to the local highway network. The road width along the frontage of the development site is circa 5.5m.

Parking

- 3.7 The residents of the existing dwellings utilise the road for on-street parking, thus a similar set up would be necessary for construction staff as there will be limited car parking provision on site. It is noted that there is opportunity for staff vehicles to park along the southern carriageway of Jackson's Lane, as this is currently used by local residents for on-street parking and would not restrict the movements of construction vehicles on Brickyard Lane.
- 3.8 There is the potential for the disused land within the site to be utilised for parking, among other uses, during the stage of extending the existing dwellings. However, upon the start of construction for the new dwelling, this area will need to be vacated to enable construction works.

- 3.9 Due to the limited parking available and need to reduce the impact on the local highway network, car sharing will be encouraged to staff throughout all stages of construction. This will not only reduce parking congestion but also reduce the number of trips generated by the site during construction.

4. CONSTRUCTION TRAFFIC AND ROUTING

Trip Generation

- 4.1 A first principles approach has been used to establish the anticipated trip generation of the construction site. Therefore, the trip generation has been informed by the Applicants estimates on the number of vehicles required per day to serve the construction of the proposed development.
- 4.2 It is anticipated that there would be 1 to 2 smaller tippers arriving on site per day. These tipper movements would occur outside of peak hours, as detailed further within **Chapter 5**, therefore the construction traffic is forecast to have a negligible negative impact on the local highway network.

Route from Hertfordshire's Road Network

- 4.3 The local highway network has been assessed for its suitability for the movement of HGV vehicles to and from the site, as required within the HCC CMP guidance document. The guidance states:

'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.'

- 4.4 The HGV routes from the Hertfordshire's road network to the site are outlined in **Figure 4 and 5**, demonstrating the vehicle routes when approaching from the north and south, respectively. The location of the site on Brickyard Lane, enables construction vehicles to utilise the surrounding roads as a loop for access with Blacksmith's Lane and The Joint connecting Brickyard Lane to the A10. Therefore, vehicles are not required to turn around to rejoin the A10 after unloading at the roadside, vehicles can continue along the loop shown in **Figure 4 and Figure 5**.



Figure 4: Route Approaching from the North and Departing North/South

- 4.5 As demonstrated by **Figure 4** the route that should be taken by construction vehicles approaching from the north is a left turn into Blacksmith's Lane from the A10. Vehicles would then follow Blacksmith's Lane to Brickyard Lane, enabling the unloading of the material on the western carriageway. Following unloading, the construction vehicle would continue on Brickyard Lane and turn left at the lane's junction with The Joint. At the A10/The Joint junction, vehicle would then turn left or right dependent on the next destination.
- 4.6 Construction vehicles approaching from the south would turn right onto The Joint from the A10, making use of the existing right turn lane, as demonstrated in **Figure 5**. Similar to the approach in **Figure 4**, vehicles will follow the loop of The Joint, Brickyard's Lane and Blacksmith's Lane, rejoining the A10 via a left or right turn dependent on secondary destination. The construction vehicles utilising this route would deliver via the western carriageway of Brickyard Lane to unload.



Figure 5: Route Approaching from the South and Departing North/South

- 4.7 The construction vehicle routes identified in **Figure 4** and **Figure 5** have been undertaken for swept path analysis (vehicle tracking) using a large tipper, as a worst-case scenario, to demonstrate the feasibility of the proposed construction traffic routing. The swept path analysis is attached in **Appendix B** for vehicles on a southbound approach and **Appendix C** for vehicles on a northbound approach. Swept path analysis attached in **Appendix D** demonstrates the remaining space available for vehicles to pass a large tipper while making a delivery on the western carriageway of Brickyard Lane, as required for the unloading of deliveries. The use of marshals will enable the maintenance of traffic flow past the construction vehicles during unloading, as detailed within **Chapter 5**.
- 4.8 The two construction traffic routes require construction vehicles to utilise The Joint in both directions. Although the road is circa 4.5m wide, there is a lay-by that facilitates the passing of large vehicles. The lay-by extends the width of the road to approximately 5.9m in width and swept path analysis in **Appendix D** demonstrates that a large tipper and small tipper can pass at this point, if necessary.
- 4.9 The routes have been assessed for any weight restrictions and low bridges, none of which have been identified in the vicinity of the site.
- 4.10 The proposed routes will be communicated to the contractors upon appointment and will be used at all times unless unavoidable diversions occur.

5. CONSTRUCTION TRAFFIC MANAGEMENT AND MITIGATION

- 5.1 As required by HCC's CMP guidance document, this chapter proposes a range of construction traffic management and mitigation strategies.

Working Practice On-Site

- 5.2 All materials will be stored within the construction compound, loaded and unloaded safely by trained personnel. Hard hats will be compulsory on site, with signage provided within the compound to remind and advise those on site. In addition, all site visitors will be required to sign in at the site office and will be briefed on the necessary protocols to ensure safety measures are practised and met.

Working Hours

- 5.3 The construction phase is forecast to last a maximum of 6 months, the site will operate within the set working hours:
- 08:00-18:00 Monday to Friday;
 - 08:00-13:00 Saturdays; and
 - No working on Sundays or Public Holidays
- 5.4 It is noted that HGV movements would be restricted to the hours of 09:30 and 15:00 on weekdays during term time due to the proximity of Reed First School, situated on Jackson's Lane. Outside of term time HGV movements would be restricted to the hours of 09:30 and 16:30 and between 08:00 and 13:00 on Saturdays.
- 5.5 In exceptional circumstance it may be necessary for works to take place outside of the agreed operating hours. However, should this be required, the proposed hours, duration and nature of the works will be subject to consultation with HCC and local residents.
- 5.6 An operative will open the compound gate each morning and will then close this at the end of each day. This ensures that the site cannot be accessed by members of the public during the construction phase.
- 5.7 The use of all machinery and mechanical plant will be strictly limited to these stipulated hours and will be switched off during break times and when not in use. All machinery and plant will be fitted with sustainable proprietary silencing equipment and noise monitoring equipment. Routine acoustic monitoring will be carried out on all plant, machinery and any activity that is considered a possible cause of nuisance.

- 5.8 A safe and convenient pedestrian route from the site pedestrian entrance/egress will be clearly marked out so that visitors and staff have direct safe access to the Site Manager Office.

Waste Management

- 5.9 All waste from the site will be dealt with in accordance with the waste duty of care in section 34 of the Environmental Protection Act 1990(3) and the Environmental Protection (Duty of Care) Regulations 1991(4). Materials will be handled efficiently, and waste managed appropriately within the limitations of the site. No materials will be stored within tree protection areas.
- 5.10 All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate to reduce the risk of fire and vermin. The waste will be separated into recycling types and general waste.
- 5.11 Whenever deliveries are undertaken, a banksman/marshal will be deployed to ensure that materials are transferred into the site as soon as possible and ensure that no dirt or rubbish is left on the public highway.
- 5.12 Any green waste, grass, brambles and bushes on site would be placed to one side in a stockpile and re-laid on site after structures have been removed. Brambles and bushes would be fed through a wood chipped and left on side for later use by the developer.

Management of Deliveries

- 5.13 All deliveries will be limited to off-peak periods between the hours of 09:30 and 15:00 Monday to Friday (term time) and 08:00 and 13:00 on Saturdays. No deliveries would be permitted on Sundays and bank holidays. Deliveries will be directed to unload on the western edge of Brickyard Lane, vehicles will leave once unloaded and rejoin the A10 via Blacksmith's Lane or The Joint, as detailed in **Chapter 4**.
- 5.14 During the construction phase it is likely that all deliveries would be on small tippers. During the construction works it is likely for there to be up to 2 deliveries per day. Deliveries to the construction site would be staggered to prevent vehicles from queueing on or blocking the carriageway. The low level of vehicle movement to and from the site is highly unlikely to result in the need for two vehicles to arrive at the site at one time.
- 5.15 Signage will be placed at adequate distances from the site entrance warning road users and pedestrians of the construction site ahead. The contractor would be made aware that signs must not be displayed on the highway (including footway and verge) without the agreement of the highway authority.

- 5.16 A storage compound will not be required, and any materials will be stored within the curtilage of the site which will provide adequate storage for materials and equipment. This does not interfere with pedestrian or vehicle routes around the site.
- 5.17 Considering the site location and the nature of the development, wheel washing facilities are not considered to be required as no materials or mud are anticipated to be transferred to the public highway. However, to ensure that no impact is made on the surrounding highway network during the construction phase, regular sweeping will occur in order to ensure that no debris from site will be transferred from the site onto the public highway.
- 5.18 Due to the small scale of the site, unloading onsite will not be possible, instead all deliveries will be unloaded roadside. Traffic marshals will be used where necessary to direct traffic during the unloading of the tippers.

Use of Banksman/Marshal

- 5.19 Banksman/marshal are operatives who are trained to direct vehicle movements. Construction vehicles may require some assistance parking at the site entrance. A banksman/marshal will be present for all deliveries and used to ensure that the manoeuvring of HGVs is undertaken in a safe manner.
- 5.20 Traffic marshals will ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site. Marshals will also be equipped with 'STOP – WORKS' signs if control on the public highway is required.
- 5.21 Vehicles delivering materials to the site will be provided with an allocated timeslot to ensure the number of delivery vehicles on site at any one time is limited to one vehicle.

Inspection of Storage

- 5.22 The site supervisor, or somebody appointed by them, will check the security hoarding and any scaffolding on a daily basis. This is to ensure these are in the correct place and are not creating a hazard to road users.

Consultation with Neighbours

5.23 The client recognises that it is important to ensure residents and neighbours are aware of the construction traffic and residents' comments regarding construction traffic are addressed. Local residents and business owners will be provided with information on:

- When construction work will commence and end;
- Construction delivery times;
- Dates and time of abnormal loads (if any);
- Updates to any changes in schedule; and
- A contact number for queries and complaints

6. SUMMARY AND CONCLUSIONS

- 6.1 This Construction Traffic Management Plan (CTMP) has been prepared by Paul Basham Associates to accompany the application to discharge Condition 16 of the approved planning application (ref: 21/00799/FP) for *‘Two storey rear extensions to existing dwellings (1 and 2 Gladstone Villas) and erection of one detached 4-bed dwelling including installation of vehicle crossovers.’*
- 6.2 Gladstone Villas are located on the western side of Brickyard Lane, which is accessible from the A10 via The Joint or Blacksmith’s Lane. Brickyard Lane is on a bus route, thus, the road is deemed suitable for infrequent use by large vehicles
- 6.3 The development anticipates 1 to 2 daily construction vehicle trips, typically in the form of small tippers. Swept path analysis has been undertaken to show large tippers completing the route, to show that the movements of a larger vehicle is achievable, if required. Whilst it is noted that Brickyard Lane, The Joint and Blacksmith’s Lane are narrow, the junctions are wide enough to facilitate the required vehicle turnings. There is also a passing point on The Joint to enable other vehicles to pass the larger construction vehicles.
- 6.4 Construction traffic vehicle routing has been designed to utilise the right turn lane from the A10 to The Joint for construction vehicles travelling northbound on the A10 to the site. This would minimise the impact of the construction vehicles on the local road network. This route would then follow the loop of The Joint, a right turn into Brickyard Lane to the site on the western road edge, and a right turn onto Blacksmith’s Lane. At the Blacksmith’s Lane junction vehicles would turn left or right dependent on the location of the proceeding destination. Traffic approaching the site southbound on the A10 would complete the loop in reverse, with a left turn into Blacksmith’s Lane off the A10. The completion of the loop in this anticlockwise direction prevents the need for the construction vehicle to pullover on the opposite side of the carriageway to unload deliveries.
- 6.5 Swept path analysis has been undertaken to demonstrate that the proposed construction traffic routing is achievable for a large tipper.
- 6.6 During the construction phase (which is anticipated to last 6 months), construction workers would utilise on street parking on Jackson’s Lane. However, contractors would be encouraged to travel by alternative sustainable modes or car share, where possible. Contractors will be briefed on the appropriate areas for parking.

6.7 A number of measures will be implemented to mitigate any potential disruption from construction traffic and to ensure the safety of contractors and local residents. These measures include:

- Agreed construction traffic routing
- Set site operation hours of 0800-1800 Monday to Friday and 0800-1300 Saturdays
- No deliveries scheduled within peak traffic hours and deliveries will be allotted timeslots
- Waste material removed from site
- Use of traffic marshals, where necessary

6.8 This CTMP has followed Hertfordshire County Council's Construction Management Plan guidance and the proposed measures would minimise the level of disruption caused by the consented development works at Gladstone Villas. The measures proposed would ensure the safety of contractors and local residents within the local road network, whilst ensuring the efficiency of the development's build programme.



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NORTH HERTFORDSHIRE DISTRICT COUNCIL

Town and Country Planning Act 1990
Town and Country Planning (General Development Procedure) Order
2015

DECISION NOTICE

Correspondence Address:

Strutt & Parker
66-68 Hills Road
Cambridge
CB211a
United Kingdom

Applicant:

Rand Brothers Ltd.

PARTICULARS OF DEVELOPMENT

Application: 21/00799/FP

Proposal: Two storey rear extensions to existing dwellings (1 and 2 Gladstone Villas) and erection of one detached 4-bed dwelling including installation of vehicular crossovers.

Location: Gladstone Villas, Brickyard Lane, Reed, Hertfordshire,

Plan Nos: 1803-E-000 A 1803-E-001 A 1803-E-003 A 1803-E-004 A
1803-P-001 I 1803-P-002 B 1803-P-003 B 1803-P-004 B
1803-P-005 B 1803-P-006 D 1803-P-007 D 1803-P-008 D
1803-P-010 B 1803-P-011 C 1803-P-012 C 1803-P-014 A
1803-P-015 24865/001 24865/002 803-P-009 C

PARTICULARS OF DECISION

In pursuance of its powers under the above Act and the associated Orders and Regulations, the Council hereby **GRANT PERMISSION** for the development proposed by you in your application received with sufficient particulars on 9 April 2021, subject to the following condition(s):

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting approved documents and plans listed above.

Reason: To ensure the development is carried out in accordance with details which form the basis of this grant of permission.

3. The external materials for the extension to Gladstone Villas are to match the existing dwellinghouses unless otherwise agreed in writing by the LPA.

Reason: To protect the visual amenities of the locality.

4. Details and/or samples of materials to be used on all external elevations and the roof of the new dwelling hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced and the approved details shall be implemented on site.

Reason: To ensure that the development will have an acceptable appearance which does not detract from the appearance and character of the surrounding area.

5. Prior to the first occupation of either Gladstone Villas following the implementation of this development hereby permitted or the first occupation of the new dwelling hereby permitted (whichever is the first) the following details are to be submitted to and agreed in writing by the LPA and the approved details are to be implemented on site:

- a) the location and type of any new walls, fences or other means of enclosure;
- b) any hardscaping proposed for the parking areas, pathways and patios
- c) the surface treatment of the 'track way' linking Brickyard Lane with The Kilns.

Reason: To ensure the submitted details are sufficiently comprehensive to enable proper consideration to be given to the appearance of the completed development.

6. Prior to the first occupation of either Gladstone Villas following the implementation of this development hereby permitted or the first occupation of the new dwelling hereby permitted (whichever is the first) the following details are to be submitted to and agreed in writing by the LPA and the approved details are to be implemented on site:

- a) a bin store located in the side garden of each dwelling;
- b) a rear garden shed;
- c) secure cycle parking in the event that the garden shed cannot accommodate bicycles.

Reason: To ensure the submitted details are sufficiently comprehensive to enable proper consideration to be given to the appearance of the completed development.

- 7. No gates shall be provided across the driveways for either Gladstone Villas or the new dwelling hereby permitted.

Reason: In the interests of highway safety so that vehicles are not forced to wait in the carriageway while the gates are being opened or closed.

- 8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Classes A, B, C and E of Part 1 of Schedule 2 to the Order, (or any subsequent Statutory Instrument which revokes, amends and/or replaces those provisions) shall be carried out at either of the Gladstone Villas dwellings or the new dwelling hereby permitted without first obtaining a specific planning permission from the Local Planning Authority.

Reason: Given the nature of this development, the Local Planning Authority considers that development which would normally be "permitted development" should be retained within planning control in the interests of the character and amenities of the area.

- 9. None of the trees to be retained on the application site shall be felled, lopped, topped, uprooted, removed or otherwise destroyed or killed without the prior written agreement of the Local Planning Authority.

Reason: To safeguard and enhance the appearance of the completed development and the visual amenity of the locality.

- 10. Before the commencement of any other works on the site, trees to be retained shall be protected by the erection of temporary chestnut paling or chain link fencing of a minimum height of 1.2 metres on a scaffolding framework, located at the appropriate minimum distance from the tree trunk in accordance with Section 4.6 of BS5837:2012 'Trees in relation to design, demolition and construction - Recommendations, unless in any particular case the Local Planning Authority agrees to dispense with this requirement. The fencing shall be maintained intact for the duration of all engineering and building works. No building materials shall be stacked or mixed within 10 metres of the tree. No fires shall be lit where flames could extend to within 5 metres of the foliage, and no notices shall be attached to trees.

Reason: To prevent damage to or destruction of trees to be retained on the site in the interests of the appearance of the completed development and the visual amenity of the locality.

11. A No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:
1. The programme and methodology of site investigation and recording
 2. The programme for post investigation assessment
 3. Provision to be made for analysis of the site investigation and recording
 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 5. Provision to be made for archive deposition of the analysis and records of the site investigation
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

B The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition (A)

C The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis and publication where appropriate.

Reason: To protect any historical finds

12. Prior to the first use of the development hereby permitted the vehicular accesses shall be provided and thereafter retained at the positions shown on the approved access arrangement drawing number 1803-P-015, that would include the extended footway. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan.

13. Before the new accesses are first brought into use, vehicle to vehicle visibility splays of 2.0 metres by 43 metres to both directions shall be provided and permanently maintained to each access. Within which, there shall be no obstruction to visibility between 600 mm and 2.0 metres above the carriageway level. These measurements shall be taken from the intersection of the centre line of the permitted access with the edge of the carriageway of the highway respectively into the application site and from the intersection point along the edge of the carriageway.

Reason: To ensure satisfactory access into the site and to provide adequate visibility for drivers entering and leaving the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan.

14. The access shall be constructed in a hard surfacing material for the first 4.8 metres from the edge of the carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan.

15. The gradient of the accesses shall not exceed 1:20 for the first 2.0 as measured from the edge of the carriageway.

Reason: To ensure satisfactory access into the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan.

16. Construction of the approved development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include construction vehicle numbers/routing of construction traffic and shall be carried out as approved.

Reason: To ensure satisfactory access to the site.

17. Prior to occupation, each dwelling shall incorporate one Electric Vehicle (EV) ready domestic charging point and it shall thereafter be retained.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. Ecology Informatives:

1. If bats, or evidence for them, are discovered during the course of roof works, work must stop immediately, and advice sought on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England to avoid an offence being committed.

2. Any significant tree/shrub removal should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding

birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.

3. To avoid killing or injuring of hedgehogs, a protected and Priority species, it is best practice for any longer, ruderal vegetation to be cleared by hand. To avoid creating refugia that may be utilised by hedgehogs, materials should be carefully stored on-site on raised pallets and away from the boundary habitats. If left for any period of time, piles of materials should be checked for the presence of wildlife prior to moving. Any trenches on site should be covered at night or have mammal ramps to ensure that any animals that enter can safely escape - this is particularly important if holes fill with water. Garden fence lines should be made penetrable to hedgehogs. Gaps should be created at ground level, measuring 13x13cm to allow passage of hedgehogs between the properties.

2. Environmental Health Informatives:

1. During the construction phase the guidance in BS5228-1:2009 (Code of Practice for noise Control on construction and open sites) should be adhered to.

2. During the change of use phase no activities should take place outside the following hours: Monday to Friday 08:00-18:00hrs; Saturdays 08:00-13:00hrs and Sundays and Bank Holidays: no work at any time.

3. Highways Informatives:

1. Construction standards for works within the highway: All works to be undertaken on the adjoining highway shall be constructed to the satisfaction and specification of the Highway Authority, by an approved contractor, and in accordance with Hertfordshire County Council's publication "Roads in Hertfordshire - Highway Design Guide (2011).

2. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website;

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>
or by telephoning 0300 1234047.

4. EV CHARGING POINT SPECIFICATION INFORMATIVE:

Each charging point shall be installed by an appropriately certified electrician/electrical contractor in accordance with the following specification. The necessary certification of electrical installation should be submitted as evidence of appropriate installation to meet the requirements of Part P of the most current Building Regulations.

Cable and circuitry ratings should be of adequate size to ensure a minimum continuous current demand for the vehicle of 16A and a maximum demand of 32A (which is recommended for Eco developments).

- o A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed determination point within a garage or an accessible enclosed termination point for future connection to an external charge point.

- o The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF). This includes requirements such as ensuring the Charging Equipment integral protective device shall be at least Type A RCD (required to comply with BS EN 61851 Mode 3 charging).

- o If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted, and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.

Signed:



Development Management
North Hertfordshire District Council
Council Offices
Gernon Road
Letchworth
Herts
SG6 3JF

Development & Conservation Manager

Date: 10 August 2022

The Council's Privacy Notice is available on our website: <https://www.north-herts.gov.uk/home/council-data-and-performance/data-protection/information-management-gdpr>

NOTES

- 1 **Failure to satisfy conditions may invalidate this permission and/or result in enforcement action. Particular attention should be paid to the requirements of any condition in bold.**
- 2 Applicants will need to pay a compliance fee where they request confirmation in writing of any planning consent, agreement or approval (commonly known as discharge of conditions) required by one or more conditions or limitations attached

to a grant of planning permission.

- 3 The fee is £116 per request or £34 where the permission relates to an extension or alteration to a dwellinghouse or other development in the curtilage of the dwellinghouse.

The request can be informal through the submission of a letter or plans, or formal through the completion of an application form and the submission of plans. Any number of conditions may be included on a single request. The form is available via the Council's website:

www.north-herts.gov.uk/home/planning/planning-applications/submit-planning-application

- 4 If the development hereby permitted is one that will require a new postal address/es then please contact the Council's **street naming and numbering service** on 01462 474431 or email SNN@north-herts.gov.uk who will advise you on how to apply for the new address/es.

Any proposed sales and/or marketing name to be adopted by the developer should be forwarded to the **street naming and numbering service**, prior to any publication of the site details and sales information.

- 5 If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.

Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely

because the local planning authority based their decision on a direction given by him.

6 Purchase Notices

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

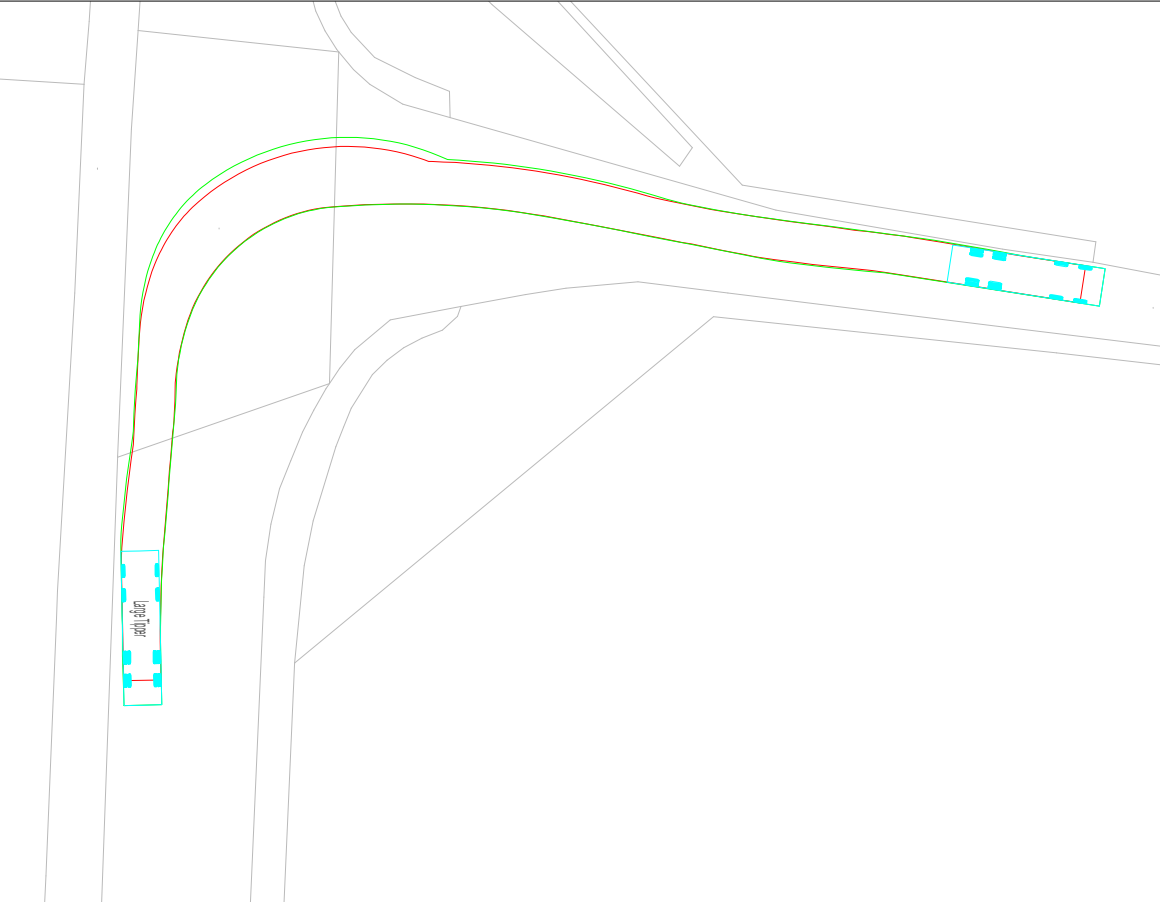
- 7 The District Council and County Highway Authority wish to ensure that, in the implementation of the development, hereby approved, the highway verge adjacent to the property is not damaged or does not become unsightly due to the stationing of skips, parking of vehicles, storing of building materials etc thereon. Your attention is, therefore, drawn to the provisions of Section 131 of the Highways Act 1980 and to the Hertfordshire County Council Bylaws 1955 (specifically relating to grass margins and verges in Letchworth Garden City) by virtue of which such actions, unless authorised by the prior grant of a licence, constitute a prosecutable offence. Persons responsible for undertaking the development and any associated works are, therefore, strongly encouraged to take appropriate steps to ensure that no breach of the said legislation occurs during the course of such activities. In the event of any damage being caused it will be expected that suitable reinstatement is undertaken upon completion of the development. Failure to do so could also result in legal action being pursued. To obtain information regarding the issue of licences, contact Hertfordshire Highways, Hertfordshire County Council, County Hall, Pegs Lane, Hertford, SG138DQ or telephone 0300 1234 047.

8 Cadent Gas Informative:

Cadent Gas own and operate the gas infrastructure within the area of your development. Contact our Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to. Email plantprotection@cadentgas.com Alternatively you can register on www.beforeyoudig.cadentgas.com This service is free of charge.

THIS PLANNING PERMISSION DOES NOT CONSTITUTE APPROVAL UNDER BUILDING REGULATIONS AND IS NOT A LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT. IT DOES NOT CONVEY ANY APPROVAL OR CONSENT WHICH MAY BE REQUIRED UNDER ANY ENACTMENT, BYE-LAW, ORDER OR REGULATION OTHER THAN SECTION 57 OF THE TOWN AND COUNTRY PLANNING ACT 1990.

LARGE TIPPER TURNING RIGHT INTO THE JOINT FROM A10



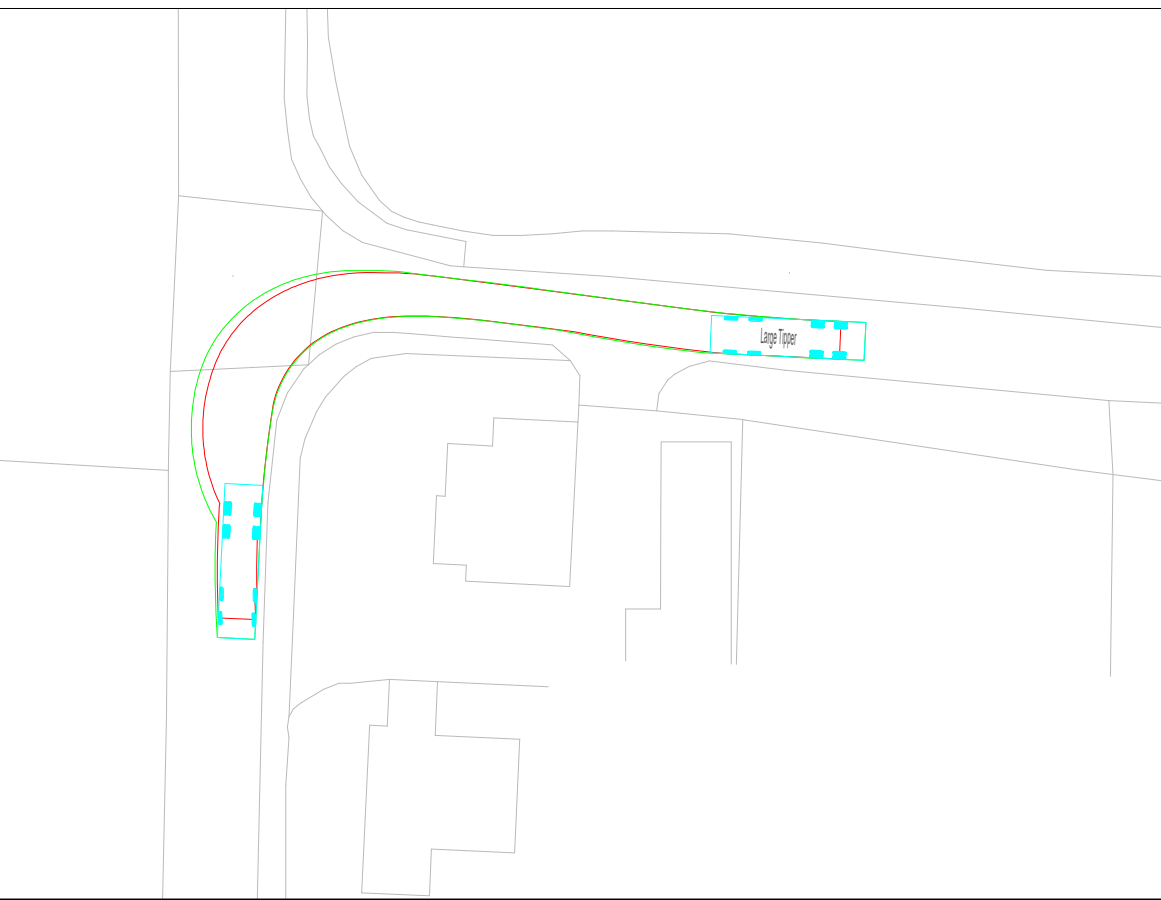
LARGE TIPPER TURNING RIGHT TO BRICKYARD LANE FROM THE JOINT



LARGE TIPPER FOLLOWING BRICKYARD LANE TO BLACKSMITH'S LANE



LARGE TIPPER TURNING LEFT OUT OF BLACKSMITH'S LANE ONTO A10

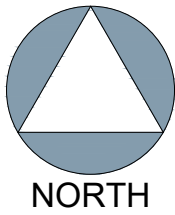
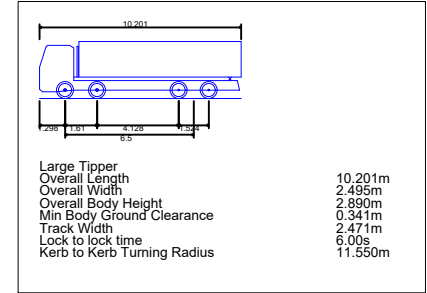


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VEHICLE PROFILE



Project Name	LAND ADJACENT TO GLADSTONE VILLAS, REED
Project Phase	PRELIMINARY

Title	LARGE TIPPER SWEEP PATH ANALYSIS - NORTHBOUND APPROACH
-------	--



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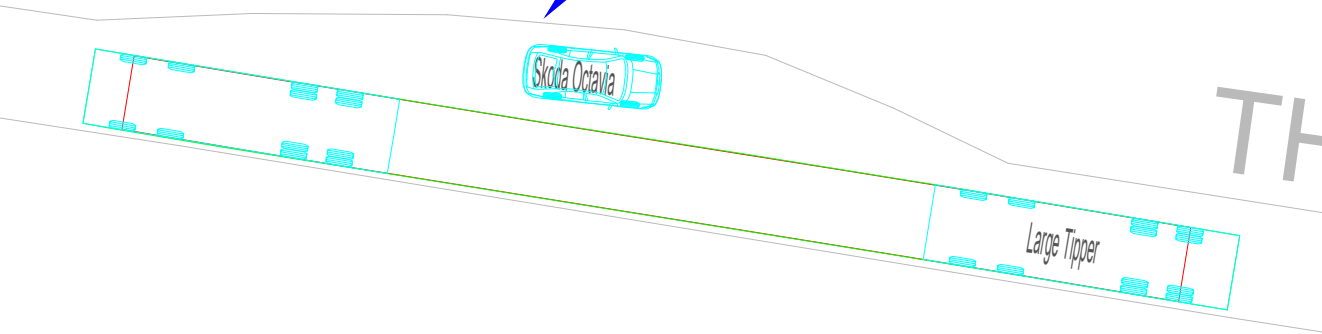
Client	PRIVATE CLIENT
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P01	FIRST ISSUE	19.03.25	EK	CEC
Rev	Description	Date	By	App'd
	Date Created	19.03.25	Drawn By	EK
	Approved By	CEC	Suitability Code	-
	PBA Project Number	1055.0001	Scale	1:500 (AT A3)
	PBA Drawing No:	1055.0001-0002	Revision	P01

CAR WAITING IN LAY-BY WHILST LARGE TIPPER CONTINUES WEST ON THE JOINT TO A10

156.3m

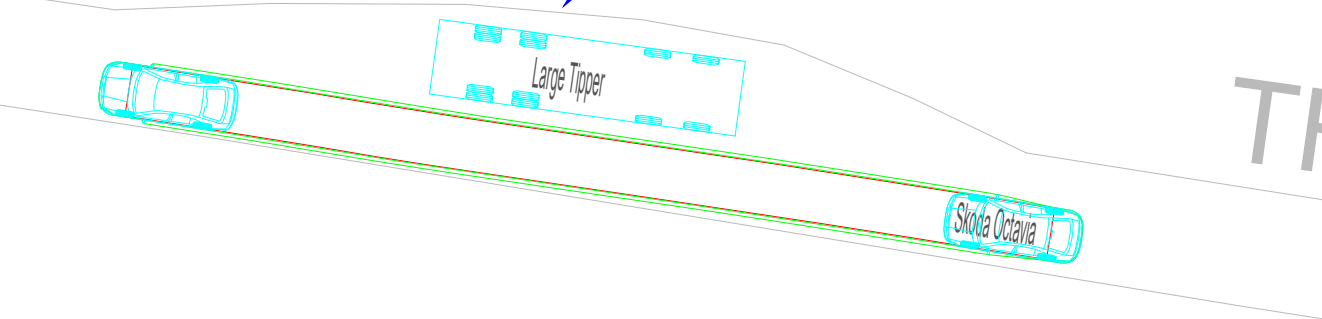
5.9M WIDE LAY-BY FOR VEHICLE PASSING



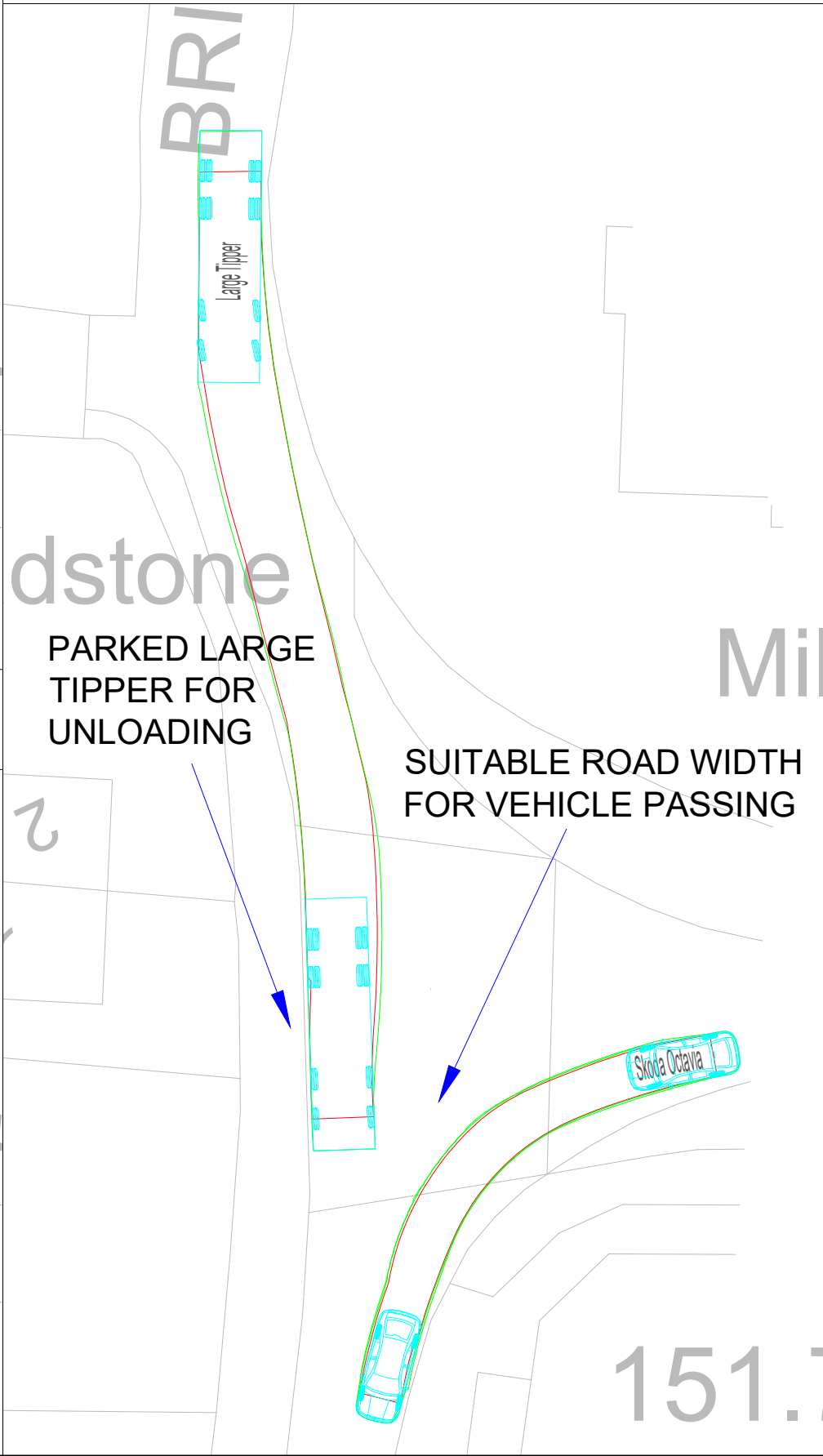
LARGE TIPPER WAITING IN LAY-BY WHILST CAR CONTINUES WEST ON THE JOINT TO A10

156.3m

5.9M WIDE LAY-BY FOR VEHICLE PASSING



LARGE TIPPER PULLING OVER ON THE RIGHT TO UNLOAD AT ROADSIDE IN FRONT OF GLADSTONE VILLAS AND CAR TURNING LEFT OUT OF JACKSON'S LANE

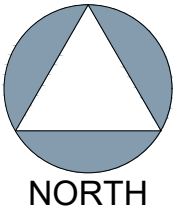
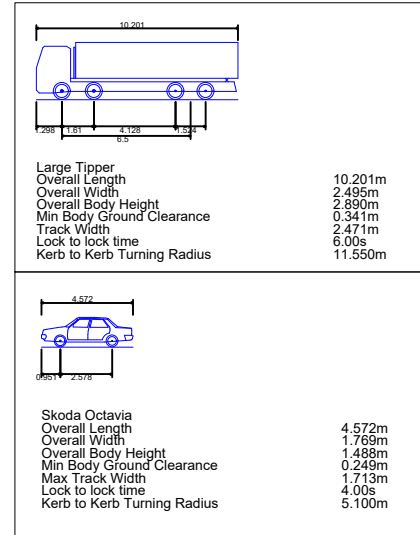


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VEHICLE PROFILE



Project Name

LAND ADJACENT TO GLADSTONE VILLAS, REED

Project Phase

PRELIMINARY

Title

LARGE TIPPER SWEEP PATH ANALYSIS ON THE JOINT AND UNLOADING ON BRICKYARD LANE



Client

PRIVATE CLIENT

P01	FIRST ISSUE	19.03.25	EK	CEC
Rev	Description	Date	By	App'd
	Date Created	19.03.25	Drawn By	Approved By
			EK	CEC
	PBA Project Number	1055.0001	Scale	(AT A3)
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	PBA Drawing No:	1055.0001-0003	Revision	P01