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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: 24 February 2025
Area manager: Manjinder Sehmi
Case officer: Chris Carr

Location

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

Application type

Discharge of Condition

Proposal

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 recommends that permission be refused for the following reasons:

Condition 31

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: Construction Management Plan / Statement shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;

- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- 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;
- k. Phasing Plan.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018). To comply with Policy T1 of the Local Plan.

HCC response: Condition 31

The applicant has submitted a Construction Management Plan (CMP) to support the discharge of Condition 31. The details required in the Construction Management Plan are assessed below:

a. Construction vehicle numbers, type, routing:

The submitted CEMP does not provide details on the number and types of vehicles anticipated to access the site.

It is noted that deliveries and contractor vehicles will access the site via B656, using Sperberry Hill Road, opposite Hitchin Veterinary Surgery, which will be the designated route for all suppliers and subcontractors.

The applicant has provided routing plans to and from B656; however, the plans do not depict the complete route. It is required that a comprehensive routing plan be submitted.

Additionally, it is recommended that the applicant provides an estimate of the number and types of construction vehicles expected to access the site for further review.

b. Access arrangements to the site:

The CEMP states that the site access is constrained, and a temporary oversized entrance is proposed to allow lorries to enter without impacting the highway. It also notes that a banksman will be present to manage deliveries.

The submitted Boundary Treatment, Material Layout, and Surfaces Plan (Ref. Dwg. 18142-1008 Rev. F) delineates the temporary site access arrangement. However, a general arrangement drawing for the temporary site access has not been provided.

It is required that the applicant submits:

- A general arrangement drawing illustrating the temporary site access layout.
- A swept path analysis of the largest vehicle anticipated to access the site, demonstrating safe entry and exit without impacting the highway.

c. Traffic management requirements

The CEMP intends to restrict construction traffic during peak hours (07:30–09:00 and 14:45–15:45). It also proposes the presence of a banksman for deliveries. This approach is considered acceptable.

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

The storage area is proposed at the centre of the plot. The submitted drawing, Boundary Treatment, Material Layout and Surfaces Plan (Ref. Dwg. 18142-1008 Rev. F), indicates a designated welfare and storage area at the centre of the site. This arrangement is considered acceptable.

It is also noted that parking for contractor vehicles will be provided within the designated parking area on-site (pink hatched). Additionally, sufficient turning space will be provided to enable contractor vehicles to enter and exit the site in a forward gear. However, the submitted Boundary Treatment, Material Layout and Surfaces Plan (Ref. Dwg. 18142-1008 Rev. F) does not demonstrate a proposed parking area within the site. Furthermore, the turning area is not illustrated in the drawing.

It is recommended that details of the proposed parking and turning areas be submitted. Additionally, a swept path analysis for the largest vehicle anticipated to access the site should be provided, demonstrating safe access, manoeuvring within the site, and access to loading/unloading areas.

e. Siting and details of wheel washing facilities:

The CEMP highlights that a wheel washing facility will be provided in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site. An area close to the site exit will be utilised for wheel washing prior to vehicles leaving. It is confirmed that the wheel wash station will remain on site until the development is complete.

The proposed wheel cleaning procedure will consist of:

1. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
2. Following inspection, all wheels are to be washed down using a high-pressure jet wash until clear of all deposits.
3. Vehicles will be permitted to leave site following approval of the site manager/ site representative that the above steps have been completed to a satisfactory standard.

The Highway Authority is satisfied with the proposed arrangements.

f. Cleaning of site entrances, site tracks and the adjacent public highway:

The CEMP states that Spurberry Road, located at the front of the site, will be regularly cleaned, with any visible debris removed and disposed of off-site. It is confirmed that a road sweeper will be used in the immediate area, which will be arranged directly by the site manager. Road sweeping will continue to be undertaken as necessary.

The Highway Authority is satisfied with the proposed arrangements.

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

The CEMP states that site working hours will be restricted to the following:

- Monday – Friday: 08:00 – 17:00
- Saturday (as required): 08:00 – 13:00
- No working on Sundays or Bank Holidays

If any work is necessary outside these hours, it will only proceed with prior written agreement from the Local Planning Authority (LPA).

Additionally, it is proposed to limit construction traffic during peak hours (07:30 – 09:00 and 14:45 – 15:45).

This arrangement is considered acceptable.

h. Provision of sufficient on-site parking prior to commencement of construction activities:

The CEMP notes that parking for contractor vehicles is proposed within the designated parking area on-site. However, the submitted drawing, Boundary Treatment, Material Layout and Surfaces Plan (Ref. Dwg. 18142-1008 Rev. F), does not illustrate any designated parking area within the site. It is required to submit the parking layout along with the swept path analysis using a standard large car demonstrating safe access and manoeuvring.

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

No details have been submitted regarding the post-construction restoration or reinstatement of the working areas and temporary access to the public highway.

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:

No such details are discussed with in the CEMP.

k. Phasing Plan.

The CEMP does not include any construction programme or a phasing plan for construction activities.

Summary

The Highway Authority has reviewed the submitted Construction Environmental Management Plan and refuses to discharge Condition 31 until the additional details outlined in this response are provided

Signed

Chris Carr

28 March 2025