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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: 25/01852/DOC
HCC ref: NH/25824/2025
HCC received: 20 February 2026
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Moonshine, Southern Green, Rushden, Buntingford, SG9 0SX

Application type

Discharge of Condition

Proposal

AMENDED PROPOSAL

Details of Condition : Details reserved by Condition 6 (Construction Management Plan) of planning permission reference 23/01163/FP granted on 19.06.2024

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:

Until the issues listed above are satisfactorily addressed, the Highway Authority is unable to recommend the discharge of planning Condition 6.

Highways comments:

The Highway Authority (HA) has reviewed the revised Construction Management Plan (CMP) and provides the following comments:

4. Access & Egress

A stronger and explicit commitment is required to avoid all deliveries between 07:00–09:00 and 15:00–17:00, as this route is used by school buses and vehicle movements can be constrained on the narrow rural lanes.

5. Site Setup & Security

The CMP currently provides a weak commitment regarding wheel-washing facilities, referring only to use “as necessary.” The HA requires a firm provision of wheel-washing facilities on site, along with access to a road sweeper to ensure the public highway is kept clean and free of debris.

7. Haulage Routing Plan

Further clarity is required on the type, size, and frequency of vehicles proposed for construction traffic. It is noted that it was requested the use of smaller delivery vehicles, and this should be clearly reflected within the CMP.

The statement that “in inclement weather every lorry has the room to reverse down the dry track from the private road, approximately 80 metres from the public highway” is concerning. Reversing movements onto or near the public highway are not acceptable. The CMP must demonstrate that all construction vehicles will enter and exit the site in forward gear at all times.

Although the swept path analysis (SWA) does not indicate verge overrunning, the developer should provide pre□ and post□ construction photographic condition surveys, particularly of the areas shown in the submitted SPA. A commitment to make good any damage to the public highway should be included.

Recommendation

Until the issues listed above are satisfactorily addressed, the Highway Authority is unable to recommend the discharge of planning Condition 6.

Signed

Senober Khan

5 March 2026