

The applicant has submitted a Section 73 application seeking to vary conditions attached to planning permission reference 23/01392/FP, which granted approval for the erection of four detached 4-bedroom dwellings, including associated parking, landscaping, and vehicular access off Turf Lane (approved 16th February 2024).

The Highway Authority (HA) has been informed that a list of proposed amended conditions was submitted as part of the Section 73 application. Among these, the Construction Management Plan (CMP) is of relevance to the HA.

The HA has reviewed the submitted CMP and considers it inadequate in its current form. The CMP must be revised to address / incorporate the following key issues:

#### Section 2.2. Part B - Site Access

- No existing access point was observed on Turf Lane.

There is an existing informal access off Turf Lane, gated as photographed below:



In the absence of a new formal access, this existing access will be used temporarily.

- A Section 278 agreement will be required to facilitate any temporary access from Turf Lane.

We have been trying to start the ball rolling with this, we submitted a request for a fee for the s278 agreement about 6-weeks ago and have still not had a response...

- Vehicles are frequently parked in front of garages along Turf Lane, obstructing the proposed haulage route.

No access is required to the site opposite the existing garages.

- Additional vehicles parked on the road before reaching the garages further restrict access.

If vehicles are blocking the road such that access is not being provided then this is an offence. Vehicles accessing the site do not need to reach the garages as the site is accessed from the south-western corner.

- Construction vehicles are unlikely to successfully navigate the turn outside No. 8 Turf Lane without overrunning the footway and verge.

Vehicles do not need to make the 90-degree turn in front of no.8. They need to get to the access on the south-west corner of the site which is easily achievable.

- A Swept Path Analysis (SPA) is required for this junction to assess the feasibility of construction vehicle movements.

This feels excessive given vehicles are not required to turn on Turf Lane, and Highways have misunderstood the access thinking vehicles need to get to the garage.

#### Section 2.6. - Part F – Construction Parking & Access

- No site staff or construction vehicles are to be parked on the public highway at any time.

This feels unreasonable, and not what happens across every other building site in Herts County. Provided contractor vehicles are not blocking the public highway, then we see no issue. As stated within the report, the intention is to setup areas for contractor parking within the site. During the interim phases whilst this is setup, where else would contractors be expected to park?

SPA is also required at the following junctions:

- o Oak Lane / Turf Lane
- o Oak Lane / High Street

This feels overly excessive. Planning permission has been granted for the development. If there were concerns regarding access then these should have been raised prior to the issue of planning permission. The construction of 4 houses under reference 22/03299/FP is well underway, and did not require any of this information to be submitted to the highways authority.

As a compromise, can I suggest a dilap survey be undertaken of the existing footways and verges prior to commencement, and if any complaints are made we will have a record to demonstrate whether the contractor is responsible or not.

These analyses should confirm whether construction vehicles can make the turns without encroaching onto footways or verges.