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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: 25/01745/S73
HCC ref: NH/25795/2025
HCC received: 21 July 2025
Area manager: Manjinder Sehmi
Case officer: Samuel Tearle

Location

Land To The East Of Foxholes And Gainsford House And On The West Side Of, Crow Furlong,
Hitchin, Hertfordshire

Application type

Variation of Condition

Proposal

Section 73 Application : Variation of condition 2 (revised plans) and condition 10 (Flood Risk Assessment) of planning permission 22/03092/FP granted 15.03.2024 for Residential development of 47 dwellings and associated car parking, open space, landscaping and creation of access off Grays Lane (as amended)

Recommendation

The Highway Authority does not wish to raise an objection to the S73 changes, however, does wish to raise an objection to the discharge of Condition 13 due to the submission of insufficient details. Once additional details are provided, and found to be satisfactory, the Highway Authority will be in a position to raise no objection.

COMMENTS:

Description of Proposal

A S73 application has been submitted to amend the approved plans alongside discharge a number of conditions. The Highway Authority has reviewed the transport/highway related areas and Conditions (Cond 13 - CTMP) in the section below.

The applicant's supporting Cover Letter (dated 7th July) states the S73 changes are:

- Provision of a new substation in the northeast corner next to the site access required to serve this development and that to the north.
- Changes to sizes and positioning of garages on site and house types and layouts.

Design Considerations

Access Arrangement

It is understood that the access arrangements will remain the same, alongside confirmation of a ped/cycle connection from the eastern side of the site onto Crowfurlong Lane.

It is noted that the applicant has submitted Drawing No. 181-PS-2-108 'Proposed Private and Public Areas'. The Highway Authority will ensure adoption to join the existing bridleway and therefore this section must be built to adoptable standards contained in the HCC Place and Movement Design Guide. Should the applicant seek the Highway Authority to adopt the remaining area of the site, then the applicant must ensure that the design is in accordance with the Place and Movement Design Guide (P2/M1 Street type) in order to support any future S38 application.

Parking

The DaS states that parking will remain as per the permitted development, with 2 cycle parking spaces per unit, and car parking at the ratios previously agreed. The DaS confirms EV charging will be provided in-line with building regulations.

The onsite highway layout appears the same including the retention of turning heads and therefore refuse collection / emergency vehicles will be able to turn.

Summary

The Highway Authority does not object to the S73 application.

As the application involves PROWs, the Planning Officer is also advised to consult the HCC Public Rights of Way team.

CTMP - Condition 13

The applicant has submitted a Construction Phasing and Environmental Management Plan (CEMP) to support the discharge of Condition 13. The details required in the CEMP are assessed below:

i) Hours of construction operations including times of deliveries and removal of waste and to avoid school pick up/drop off times.

Section 5, Clause 1 of the Construction Phasing and Environmental Management Plan (CEMP) highlights that construction activities audible beyond the boundary of the site should not be carried out than between the following times:

- ☐ Monday-Friday 08.00am – 6.00pm
- ☐ Saturday 8.00am – 1.00pm

Additionally, it confirms that delivery and removal of waste allowable time:

- ☐ Monday-Friday 08.00am – 6.00pm
- ☐ Saturday 8.00am – 1.00pm

Whilst the Highway Authority are satisfied with the construction times, to meet this criteria the applicant must clearly define times of deliveries that avoid the school start and end time in Hitchin, bearing in mind the construction traffic routing.

ii) Site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning areas;

Section 2 of the CEMP outlines the site set-up arrangements, including the welfare unit, site office, unloading area, car park, and material storage areas, with some garages to be constructed early for

storage alongside the primary storage areas within the site compound. The Traffic Management Plan attached to the CEMP illustrates these areas.

iii) The location of construction traffic routes to and from the site, details of their signing, number and type of construction vehicles, monitoring and enforcement measures;

Section 7 of the CEMP includes a Traffic Route Plan (no reference) illustrating access routes via the A505 from the north-east and the A1/A602 from the south-east, before entering the site from Gray's Lane. The Highway Authority is satisfied with the proposed routes.

iv) 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;

Section 5, Clause 1 indicates that Ply hoarding or heras fencing shall be used to fence off the site from the public. Additionally, the Traffic Management Plan illustrates the site security fencing covering the site boundary including a section of Grey Lane proposed. The plan also indicates general arrangements proposed at the Grey's Lane including 2 lane single carriageway with footways on either side, a pedestrian crossing with tactile paving and traffic stop lines for vehicles entering or leaving the site. The Highway Authority recommends the submission of a detailed annotated drawing of the access arrangements, along with a traffic signage plan.

Grays Lane is a public bridleway and therefore details of how this will be retained or diverted during the Construction period must be provided.

v) Siting and details of wheel washing facilities for construction vehicles leaving the site;

The CEMP in section 5 Clause 1 confirms that a pressure washer is proposed at the main site entrance to clean off any vehicles requiring so before they exit the site. This shall be suitably drained upon the site. The Highway Authority is satisfied with the proposed arrangements.

vi) Details of the construction site liaison contact for the use of local residents if required.

The applicant has provided (CEMP section 1) the contact details of the nominated Resident Liaison Representative. This is proposed to be circulated to those residents consulted on the application. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development. The Highway Authority is satisfied with the details provided.

a. measures to minimise dust, noise, machinery and traffic noise impacts during construction;

The applicant has proposed a range of measures (Section 5, Clause 4) to minimise potential negative impacts, including the use of sprays, silencers, and baffles on plant; the erection of temporary dust screens where required; and the undertaking of noise surveys as necessary. Surplus and excavated materials will be removed to licensed facilities, with waste managed via segregated skips for recycling, including dedicated skips for plasterboard. Fires will not be permitted on site. Site roads, entrances, and adjacent highways will be regularly cleaned, and daily checks will be carried out to safeguard the site outside construction hours, supported by CCTV monitoring. All activities will be undertaken in compliance with British Standard 5228 (1997), and hardcore waste will be stored in clean, segregated heaps prior to recycling. The Highway Authority is satisfied with the proposed arrangements.

b. screening and hoarding details, to protect neighbouring residents;

Section 5 Clause 1 indicates that Ply hoarding or Heras fencing shall be used to fence off the site from the public.

c. storage and removal of building waste for disposal or recycling;

The CEMP (Section 5, Clause 4) confirms that surplus materials will be placed in skips, for removal from site to a registered tip. All excavated material that is not required will be loaded onto suitable lorries and deposited under licence. All demolition materials will be removed similarly.

Delivery and removal of waste allowable times:

- ☐ Monday-Friday 08.00am – 6.00pm
- ☐ Saturday 8.00am – 1.00pm

The applicant should confirm that deliveries and removals will not be scheduled during school drop-off and collection times.

d. Access arrangements to the site;

The Traffic Management Plan (no reference) illustrates the general arrangements proposed at the Grey's Lane including 2 lane single carriageway with footways on either side, a pedestrian crossing with tactile paving and traffic stop lines for vehicles entering or leaving the site. This is suitable subject to the understanding that a S278 is agreed and built prior to any construction activities.

e. Traffic management requirements

Section 5, Clause 1 of the CEMP highlights that adequate signage will be displayed directing traffic to/from site and traffic movements into/out of site will be controlled by a trained banksman/ signaller. Additionally, Audible warning devices will be fitted to vehicles that need to reverse, and they will be supervised by a banksman. The Highway Authority recommends submitting traffic signage plan.

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

No such details are provided in the submitted CEMP. It is required that the applicant explicitly confirm and commit to post-construction restoration or reinstatement of the working areas and any temporary accesses to the public highway. It is also required to undertake and submit Highway condition survey prior to the commencement of the construction works.

g. Impacts to the public rights of way and diversions if required.

Grays Lane is a public bridleway and therefore details of how this will be retained or diverted during the Construction period must be provided.

Conclusion

The Highway Authority does not wish to raise an objection to the S73 changes, however, does wish to raise an objection to the discharge of Condition 13 due to the submission of insufficient details. Once additional details are provided, and found to be satisfactory, the Highway Authority will be in a position to raise no objection.

All conditions, informatives and obligations set out in the consultee response dated 3rd February 2023 of permitted application 22/03092/FP remain applicable and should be applied to this S73 should it be approved.

Signed

Samuel Tearle

11 August 2025