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Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

Welwyn Hatfield Borough Council
The Campus
Welwyn Garden City
Hertfordshire
AL8 6AW

District ref: 6/2023/1433/COND
HCC ref: WH/17534/2023
HCC received: 14 July 2023
Area manager: Manjinder Sehmi
Case officer: Chris Carr

Location

Salisbury Square Hatfield AL9 5AD

Application type

Discharge of Condition

Proposal

Submission of details pursuant of condition 2 (construction management plan) on planning permission 6/2021/3422/MAJ

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 2

The Decision Notice 6/2021/3422/MAJ states under Condition 2:

“No development shall commence until a Construction Management Plan, to enable demolition, has been submitted to and approved in writing by the Local Planning Authority.

No development above ground level, other than demolition, shall take place until a further Construction Management Plan is submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall only be carried out in accordance with the approved Plan. Each Construction Management Plan 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; and
- k) Phasing Plan.

REASON: To protect highway safety and the amenity of other users of the public highway and rights of way; to protect the living conditions of neighbouring properties, in accordance with Policies 5, 12, 17 & 22 of Hertfordshire's Local Transport Plan (adopted 2018); Policy R19 of the Welwyn Hatfield District Plan 2005; Policy SADM18 of the draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework."

HCC Response

Condition 2 – Response

The applicant has submitted a Construction Management Plan (CMP) to support the discharge of Condition 2. The details required in the Construction Management Plan are assessed below:-

a) The CMP includes details of the expected vehicle numbers and types of vehicle. The largest vehicle expected is a 16.15m long low loader. The applicant has submitted swept path analysis (drawing 221111-CON-XX-00-DR-C-6000-P02) showing a large tipper (10.2m long) and a long low loader (16.15m long) entering and exiting the construction site in forward gear. Directly opposite the construction access is existing on-street parking along Arm and Sword Lane. The swept path analysis shows that the long low loader vehicle would only be able to access and exit the site if these existing parking spaces were unoccupied. There are no details provided in the CMP with regards to whether these parking bays would be temporarily suspended. Therefore it is assumed that based on this existing parking, the proposed construction vehicles would not be able to enter and exit the site. Therefore updated swept path analysis is required.

No routing plan has been provided, however the CMP states that no deviations or special controls are in place on any of the local roads. It is expected that deliveries would be from the site via the A1000 Great North Road and the A414, A1 & M1/M25. This is considered acceptable.

Conclusion: Condition 2 (part a) cannot be discharged at this time.

b) During construction, it is proposed that vehicle access will be via Arm and Sword Lane at the rear of the site. As previously mentioned, the swept path analysis provided is unacceptable as access for the largest vehicle is restricted by existing on-street parking. This therefore needs to be updated. The CTP confirms that Banksman will be posted at the site entrance to protect pedestrians or warn approaching traffic whilst marshalling wagons or delivery vehicles on/off the site. This is considered acceptable. Pedestrian access to Salisbury Square public realm is immediately adjacent to the west and east of the parade. It is proposed that there would be disruption only to the access route through the car park to Horse and Groom Pub and this will be reinstated at completion of the works.

Conclusion: Condition 2 (part b) cannot be discharged at this time.

c) It is proposed that traffic management would be put in place if necessary on Arm and Sword Lane.

Conclusion: Condition 2 (part c) can be discharged.

d) Submitted drawing 221111-CON-XX-00-DR-C-6000-P02 shows the location of 4 site vehicle parking spaces. There are no details of the proposed construction and storage compounds on this drawing however the CMP states that a figure within the CMP demonstrates the currently proposed site set up, including provision of storage / access arrangements for pedestrians & vehicles / temporary accommodation units / wheel washing facilities/phasing and parking area. This figure is not included within the CMP and this is required.
Conclusion: Condition 2 (part d) cannot be discharged at this time.

e) Submitted drawing 221111-CON-XX-00-DR-C-6000-P02 shows the location of the proposed vehicle wash down area and this is acceptable.
Conclusion: Condition 2 (part e) can be discharged.

f) It is proposed that site and road conditions will be continuously monitored
The water runoff from wheel wash facilities will be contained within a bunded area and drain naturally through holes punctured in the hardstanding. No water from the wheel washing will enter the local highway. It is also proposed that the roadway adjacent to the site will be regularly swept during the course of the working day to maintain cleanliness.
Conclusion: Condition 2 (part f) can be discharged.

g) The CMP states that working hours are restricted to 8am to 6pm Monday to Friday and 8am to 1pm on a Saturday. The LHA require that deliveries to/from the site occur outside of drop-off and pick-up times, this therefore needs to be stated in the CMP.
Conclusion: Condition 2 (part g) cannot be discharged at this time.

h) The CMP states that there is limited on-site parking proposed (4 spaces) and that there is available parking at Hatfield Station car park. It is proposed that contractors will drop tools and equipment off to site to then go and park off site returning at the end of the day if required for collections. The CMP states that no contractor vehicles will park in the roads adjacent to the site. Due to the town centre location of the site and the close proximity of nearby car parks, this is considered acceptable.
Conclusion: Condition 2 (part h) can be discharged.

i) The CMP confirms that the access route through the car park to the Horse and Groom Pub and access from the front of 1-7 Salisbury Square to rear of 1-7 Salisbury Square will be reinstated at completion of the works.
Conclusion: Condition 2 (part i) can be discharged.

j) The CMP states (page 7) that a figure within the CMP demonstrates the currently proposed site set up, including provision of storage / access arrangements for pedestrians & vehicles / temporary accommodation units / wheel washing facilities/phasing and parking area. This figure is not included within the CMP and this is required.
Conclusion: Condition 2 (part j) cannot be discharged at this time.

k) The CMP confirms that no phasing of construction works is proposed.
Conclusion: Condition 2 (part k) can be discharged.

Summary

To conclude, until further information relating to parts a, b, d, g, and j is provided, HCC as Highway Authority refuse the discharge of Condition 2.

Signed
Chris Carr

4 August 2023