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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: 6/2023/1957/COND  
HCC ref: WH/18399/2023  
HCC received: 2 October 2023  
Area manager: Manjinder Sehmi  
Case officer: Samuel Tearle

**Location**

Hertfordshire Constabulary Stanborough Road Welwyn Garden City Hertfordshire AL8 6XF

**Application type**

Discharge of Condition

**Proposal**

Submission of details pursuant to conditions 1 (Parking), 6 Construction Traffic Management Plan - Phases 1 and 2) and 7 (Details of Haul Road)) on planning permission 6/2022/2249/VAR

**Recommendation**

See Conclusion section at rear of response.

**COMMENTS:**

**Description of Proposal**

A variation of condition application has been submitted for the 're-discharge' of Conditions 1,6,7 that were discharged under approved application 6/2022/2249/VAR.

Based on information contained in the applicant's Cover Letter, the re-discharge is due to a proposed change in construction access 'Haul Road' from the northern site boundary (via Gosling Sports Park Car Park) to the existing main vehicular junction on Stanborough Road.

The following supporting information has been provided by the applicant:

- Construction Traffic Management Plan (Version 2.0, dated September 2023);
- Drainage Statement (Dated September 2023);
- Cover Letter (Dated September 2023).

The Highway Authority have reviewed this information against conditions 1,6,7 in the sections below.

### **Condition 1**

The Decision Notice under approved application 6/2022/2249/VAR defines Condition 1 as:

*The development hereby permitted shall be carried out in accordance with the details approved under 6/2022/2893/COND relating to the Gosling Sports Park Car Park, unless otherwise agreed in writing by the Local Planning Authority.*

Based on details contained in the Construction Management Plan, the construction access 'Haul Road' via Gosling Sports Park Car Park is no longer required. The CMP states that contractor car parking will remain as per the previously approved applications (being erect fencing and gates to secure 74 car parking spaces at Gosling Sports Park for supply chain partner parking only as shown in Figure 11 of the CTMP). The Highway Authority are satisfied with this proposal, however request the applicant to review whether fencing is required for car parking only.

### **Condition 6**

The Decision Notice under approved application 6/2022/2249/VAR defines Condition 6 as:

*The development hereby permitted shall be carried out in accordance with the Construction Traffic Management Plan approved under 6/2022/2893/COND, unless otherwise agreed in writing by the Local Planning Authority.*

The Highway Authority have reviewed the CTMP against the requirements of 6/2022/2893/COND and Condition 6 of original application 6/2021/2125/MAJ. The requirement criteria of the original condition 6 is set out below.

#### **a) Construction vehicle numbers, type, routing;**

The CTMP sets out the anticipated vehicle movements during the construction process. The Highway Authority are satisfied that the anticipated vehicle frequency will not have a severe impact to capacity on the highway network.

The CTMP states a small number of exceptional (oversized vehicles) will access the site at weekends, and will be agreed with 'WelHat Highway Officers'. The applicant must be aware the Highway Authority is Hertfordshire County Council (HCC) and they will need to contact the HCC Network Management team (NM.Mid@hertfordshire.gov.uk ).The developer must be aware these deliveries will need to be undertaken in the offpeak period of the day.

Swept path drawings have been submitted which demonstrate oversized vehicles can access the site.

In terms of routing, section 5 of the CTMP references a red route however this is not shown on the Plan. The Highway Authority expect that all vehicles will route via the A1(M).

#### **b) Access arrangements to the site;**

The CTMP states that a Traffic Marshall will manage access to the site. The CTMP states that the Traffic Marshall will ensure the safety of pedestrians and cycles at the access junction. This is fundamental and the Highway Authority request that the Traffic Marshall is in position at all times.

The CTMP also proposes the installation of physical staggered barriers on the footway/cycleway . The Highway Authority does not support this measures as it requires changes to the public highway that are concerned unnecessary due to the level of cycles, and that the current access design requires cycles to give way at the access. Therefore the applicant must remove this from their CTMP.

The CTMP includes a proposal to cut back the vegetation to maintain visibility. The Highway Authority does not object to the maintenance of visibility splays however the applicant must note that no trees should be removed and they must check for any Tree Preservation Order in the area.

**c) Traffic management requirements, including delivery booking details, signage plans for construction and public;**

The CTMP states that all deliveries will be pre-booked and scheduled. The Highway Authority are satisfied with these details.

**d) Construction and storage compounds;**

The construction and storage compound is shown on Figure 8 of the CTMP. The Highway Authority are satisfied with these details.

**e) Siting and details of wheel washing facilities;**

The CTMP states vehicles leaving the site will have their wheels washed. The Highway Authority are satisfied with these details.

**f) Cleaning of site entrances, site tracks and the adjacent public highway;**

The CTMP states road brush/vehicles will be deployed to ensure the roads are kept clean. The Highway Authority are satisfied with these details.

**g) Timing of construction activities;**

No details of the timings have been provided. This must avoid Stanborough School start and end periods. The applicant must review this and provide suitable measures.

**h) Provision of sufficient on-site parking prior to commencement of construction activities;**

The CTMP shows the parking provision for contractors in Gosling Sports Centre and the pedestrian access route to the site via the public footway network. The Highway Authority are satisfied with these details.

**i) Post construction restoration/reinstatement of the working areas;**

Section 8 of the CTMP sets out post construction details. The Highway Authority are satisfied with these details.

**Condition 7**

The Decision Notice under approved application 6/2022/2249/VAR defines Condition 7 as:

*The development hereby permitted shall be carried out in accordance with the details of the proposed fencing, gates and final materials of the haul road and associated road approved under 6/2022/2893/COND, unless otherwise agreed in writing by the Local Planning Authority.*

The Highway Authority have reviewed the CTMP against the requirements of 6/2022/2893/COND and Condition 7 of original application 6/2021/2125/MAJ.

Based on details contained in the CTMP, the construction access Haul Road via Gosling Sports Park Car Park is no longer required. Therefore, the Highway Authority are satisfied with the removal/discharge of Condition 7.

**Conclusion**

The Highway Authority does not wish to raise an objection to the discharge of Conditions 1 & 7.

Based on the information provided at present, the Highway Authority does wish to raise an objection to part discharge of Condition 6 (Phases 1 & 2 only). The applicant must review points B & G of the above. Once this additional information is provided, the Highway Authority will be in a position to raise no objection.

**Signed**

Samuel Tearle

24 October 2023