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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: 6/2023/2136/COND
HCC ref: WH/18732/2023
HCC received: 30 October 2023
Area manager: Manjinder Sehmi
Case officer: Chris Carr

Location

Car Park Salisbury Square Hatfield AL9 5AD

Application type

Discharge of Condition

Proposal

Submission of details pursuant to condition 2 (construction management plan), 3 (archeological written scheme of investigation), 4 (Arboricultural method statement), 7 (petrol interceptors and treatment devices) and 9 (surface water drainage) 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:

IWH/18732/2023
6/2023/2136/COND

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Submission of details pursuant to condition 2 (construction management plan), 3 (archeological written scheme of investigation), 4 (Arboricultural method statement), 7 (petrol interceptors and treatment devices) and 9 (surface water drainage) on planning permission 6/2021/3422/MAJ.

Recommendation

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council (HCC) as Highway Authority refuses the discharge of Condition 2 until further information is provided as outlined below.

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 however only provides a graph showing the types of vehicles broken down by <3.5t, 3.5-7.5t and >7.5t. The CMP needs to specify the largest vehicle type. Furthermore, the CMP must include swept path analysis to demonstrate that the largest vehicle can enter and exit the site in forward gear.

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, swept path analysis of the proposed site access and internal site is required to ensure the largest vehicle can enter/exit the site in forward gear.

The CTP confirms that Banksmen 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.

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

c. The CMP states that Banksmen will be posted at the site entrance to protect pedestrians or warn approaching traffic whilst marshalling wagons or delivery vehicles on/off the site. If at any time the number of Banksmen is considered inadequate the process will be reviewed and then number of banksmen increased, or the procedures adapted. This is acceptable.

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

d. The CMP includes a drawing of the proposed site set up. This shows the location of parking spaces, site accommodation and storage area. This is considered acceptable.

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

e. The proposed site set up drawing 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. This is acceptable.

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 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. There is no mention in the CMP of post construction restoration/reinstatement of the working areas and temporary access to the public highway. This is required.

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

j. The proposed site set up drawing shows the provision of storage / access arrangements for pedestrians & vehicles / temporary accommodation units / wheel washing facilities and parking area. This is acceptable.

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

k. The CMP includes a construction programme showing the phases of construction. This is acceptable.

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

Summary

To conclude, until further information is provided HCC as Highway Authority refuse the discharge of Condition 2

Signed

Chris Carr

20 November 2023