

Emily Stainer

From: alan.story@hertfordshire.gov.uk
Sent: 05 December 2016 13:53
To: Planning
Subject: Planning application 6/2016/1691/COND - Land behind and adjacent to 17 - 17A Station Road

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

District ref: 6/2016/1691/COND

HCC ref: WH/234/2016

HCC received: 21/11/2016

Area manager: James Dale

Case officer: Alan Story

Location

Land behind and adjacent to 17 - 17A Station Road
Cuffley
Potters Bar
EN6 4HX

Application type

Discharge Conditions

Proposal

Approval of details reserved by condition 2 (materials), 3 (landscape details), 4 (building works), Condition 7 (Noise report), Condition 8 (New Access) and Condition 10 (Parking details) on planning permission 6/2015/2333/FULL

Decision

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.

The Highway Authority provided comments and recommendations to planning application district reference 6/2016/0283/FULL, being erection of 1no bungalow and erection of single storey rear extension and two storey side extension to form new dwellinghouse in comments dated 21/4/16. Means of access for purposes of construction were of primary concern to the Highway Authority. Development proposals include the creation of a new vehicular access onto Dixons Hill Road, to which the Highway Authority presented no concerns

The applicant submits a Construction Environmental Management Plan (CEMP) in respect of condition 10.

The CEMP identifies that to facilitate construction access it is proposed to form the permanent parking area for the new dwelling on commencement in agreement with the Local Authority. HCC would have no objection to this, subject to the access being provided in accordance with the in principle plan drawing number 0/A100/PR/001 Rev B.

Appendix 1 of the CEMP provides adequate space, (if appropriately levelled) for the turning of most vehicles within the site, and the CEMP identifies that there is no foreseen requirement for unloading to occur off-site. Noting the nature of vehicles of vehicles likely to attend the site, there may be insufficient

space for articulated vehicles to clear the highway and may require unloading to occur from highway, and as necessary appropriate traffic management be required. No loading restrictions exist at this point to prevent such activities. The provision of the areas shown for construction traffic shall minimise impacts on Dixons Hill Road.

Control measures in respect of mud and dirt from the site are provided, being a series of measures that are proposed shall remove the risk of vehicles generating such debris. Effective implementation of control measures would remove the need to mitigate further, but the developer should be aware that if controls are insufficient then wheel wash may be necessary as a secondary control measure. The developer should note that the highway authority have powers to address such matters.

Hours of deliveries are such that they shall avoid peaks.

Delivery of the highway works shall require separate s278 agreement with the Highway Authority, and the developer directed to <http://www.hertsdirect.org/services/transtreets/highways/> or to telephone 0300 1234047 to obtain details in this respect.

I have no concerns to the creation of the access at commencement, and satisfied with the provisions of the CEMP.

Alan Story

Date 05/12/2016

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