

APPENDIX 1

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

Head of Planning Services

North Herts District Council
Council Offices
Gernon Way
Letchworth
SG6 3JF

District ref: 17/02778/1DOC
HCC ref: NH/93/2018
HCC received: 15/02/2018
Area manager: Manjinder Sehmi
Case officer: Lindsay McCauley

Location

Land Adjacent To Elm Tree Farm
Hambridge Way
Pirton

Application type

Discharge Conditions

Proposal

Construction Management Plan & Traffic Management Plan - Condition 6 - Holwell route by CALA dated 31/10/17 Construction Route Plan - Arrival and Departure via Holwell by Waterman Infrastructure & Environment Ltd dated 31 October 2017 Road safety audit of the laybys by Mayer Brown dated October 2017 Safety Audit Response Sheet by Waterman dated 19.10.17 Road Safety Appraisal by Mayer Brown dated 27th October 2017 Plan number 0049 rev A01 entitled Bus and large crane vehicle tracking by Waterman dated October 2017 (as Discharge of Condition of Planning Permission 15/01618/1 granted 25/05/2016)

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.

Hertfordshire County Council (HCC) as highway authority has reviewed the application for Discharge of Condition with regards to condition 6, as set out in the planning permission 15/01618/1 granted 25/05/2016 for the construction up to 82 new dwellings.

Condition 6 was requested as part of HCC's original response as highway authority.

Condition 6 is as follows:

Prior to commencement of the development full details of a Construction Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Construction Management Plan shall contain the program of works on site, area for construction vehicle parking, storage and delivery of materials within the development site, construction vehicles wheel washing facilities, and details of construction vehicle routing to and from the site.

Reason: In the interests of maintaining highway efficiency and safety.

The applicant has provided two documents for review as part of the planning application for discharging condition 6, application reference 17/02778/1DOC. The applicant has provided a 'Construction Route Plan' and a 'Construction Management Plan & Traffic Management Plan' to be considered in conjunction with each other. The two documents have been reviewed, along with comments submitted relating to previous submissions, in particular those for planning application 17/02807/1DOC.

HCC has reviewed these documents provided and its comments are below:

- The applicant has confirmed live document which will be continually reviewed;
- The route is as follows:
 - Arrive - Bedford Road (A600) - Holwell Road - Pirton Road - Waterloo Road and Holwell Road; and
 - Depart - Holwell Road - Waterloo Road - Pirton Road - Holwell Road and Bedford Road (A600).
- It is noted that materials and plant will be stored on site and off the highway and a loading/unloading area will be provided to prevent deliveries on the highway;
- It is confirmed that wheel washing facilities will be provided;
- It is also confirmed that a road sweeper will be employed to remove any dirt/debris from the carriageway;
- The applicant has confirmed that they will not deviate from the Construction Management Plan and that the traffic route plan will detail the access route into and out of the site which must be adhered to;
- It is noted that the applicant has confirmed that a mobile crane will be hired to lift roof trusses, concrete floor beams and steel beams. The applicant has also confirmed that the crane will follow the same construction route. It will be no larger than the largest articulated vehicle which will serve the site so that it can navigate the roads into site. The mobile crane will be driven into and out of the site by the operator who parks and sets up the crane in the working area. The applicant acknowledges this is an long load vehicle and will be subject to prior agreement with HCC and may require a temporary traffic regulation order or require an escort;
- It is noted that a silo will now be delivered by a rigid vehicle. The applicant has confirmed that the roof trusses, steel beams and pre-cast slabs are all being designed to be transported on rigid vehicles. It will only be construction plant that will require delivery via articulated vehicles (which will only be required at the beginning and end of the project). When the articulated vehicles are required, an additional time allowance in the booking system will be made to eliminate any conflict with the development construction traffic on the highway. A prior consent from HCC will also be sought at least a week before the delivery date if for any reason a larger vehicle is required and may require a temporary traffic regulation order or require an escort;
- CALA Homes have confirmed that the condition survey would be undertaken from the Royal Oak Lane/Holwell Road junction and extend along the proposed route through to the junction at Holwell Road/Bedford Road. The condition survey will comprise of detailed photos and descriptions of the make up of the roads and footpaths. We would recommend that one is

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undertaken prior to any construction work and again once the project has finished. Any damage caused as a result of Cala's development works will be rectified at Applicant's cost under Section 59 of the Highways Act;

- In order to effectively manage and enforce vehicle deliveries, the applicant has confirmed that the booking system will be agreed with the Highway Authority as part of the contractors appointment for the project. This will be strictly adhered to and there will also be a booking system for Site Managers, who will be responsible to ensure the booking system is appropriately managed to prevent any vehicles arriving outside of their designated delivery slot. Deliveries will be planned around the bus schedule in order to avoid potential conflict between buses and construction vehicles;
- The applicant has confirmed they will work with HCC to agree and clear any tree and hedgerow obstructions on highway to help maximise forward visibility around bends, particularly at the 90° bend leading onto Waterloo Lane;
- Swept path assessment of the 2.55m x 10m rigid truck to and from the site has been provided alongside both a private vehicle and a bus. Please refer to Construction Route Plan. If for any reason a larger vehicle is required to make a delivery it will only be done so with prior consent from HCC as the Highway Authority at least a week before the delivery date. This will include certain pieces of plant such as a 360 excavator. The residents on Holwell Road will be notified at least 24 hours before arrival and if necessary, a temporary traffic management order and an escort will also be sought. Should the need for temporary road closures arise, additional notification time will be required;
- Deliveries will be made by 2.55m x 10m rigid vehicles, if larger vehicles are required to make delivery it will be done so with prior consent from HCC at least a week before the delivery date. The documents acknowledge that vehicles larger than 10m in length may require a temporary traffic regulation order and/or an escort to/from the site. It is noted that in the appendices there are vehicles that are 3m in width, these should be considered as abnormal and will require prior agreement with HCC and may be subject to temporary traffic regulation orders and/or an escort;
- The information provided sets out that site delivery hours will be 09:30 and 15:00 - during discussions it has previously been recommended not to commence before 09:30am in order to avoid highway network peak hours. The Construction Management Plans have now taken on this recommendation;
- Passing place mitigation measures are identified in Appendices F and G of the Construction Route Plan. These measures are proposed to improve the existing passing places and will be designed to accommodate HGVs. The full detail of these passing places will be done in liaison with the Highway Authority to ensure that these are accommodated within Highways Land prior to CALA homes entering into a Licence Agreement or Section 278 Works Agreement to carry out the works. Any changes to the highway as part of the Agreement will be subject to a Stages 1 to 3 Road Safety Audits;
- The applicant has set out a number of mitigation measures for the Holwell Road which are as follows:
 - Adhere to site working hours and delivery hours.
 - Appropriately located and secure compound and car park to ensure no construction traffic overspill onto the local highway network.
 - CALA will encourage contractors to car share and arrive in multi-occupancy vans where possible.
 - CALA will record and monitor daily journeys to site in order to encourage car sharing throughout the lifespan of the construction period.
 - A clean, tidy, well presented site will be managed by CALA's Site Manager and support team and will adhere to the Considerate Constructors objectives.
 - Any larger vehicles, over 10m long, (as referred to in Appendix 1) will require approval from HCC and will be notified at least one week before the expected delivery date and may result in the need for temporary road closures or the use of escort vehicles.

- Should the need for temporary road closures arise, additional notification time will be required.
- CALA Homes will work with HCC in clearing any obstructions on highway land to help improve forward visibility.
 - Normal day to day deliveries will use rigid vehicles of no longer than 10m in length. Deliveries by larger vehicles will be agreed with HCC.
 - The use of remote holding bays on the A1 and roads outside of the village may be used for vehicles to wait prior to proceeding to site to further mitigate and avoid conflict along the route.
 - Scheduling of deliveries will be actively controlled by CALA to avoid interactions with other traffic and the local bus service.
 - Delivery times have been purposefully set to avoid school drop off and pick up times.
 - Passing bays / carriageway widening will be constructed along the narrowest section of the carriageway to improve the free flow of vehicles movements along the route.
 - Letter drop to local residents to give advance notice of abnormal loads (over 3m in width) or long loads (over 10m in length) arriving and departing the site.
 - Signage be erected at both ends of the construction route on Holwell Road to communicate to drivers that this is a construction route and to expect the potential for HGV traffic.
- Provide advanced long vehicle detector signs in accordance with the 'Design Manual for Roads and Bridges' diagram number 516, as stated in the Construction Route Plan. However, it should be noted that the manual reference for the diagram number 516 should be 'Traffic Signs Manual, Chapter 4'. The signs would be located near the Waterloo Lane section of the route and would be activated by virtue of loops/tubes in the road. The arrangement will be set up to illuminate when HGVs are detected. This will enable vehicles travelling in the opposite direction to approach with more caution or take precautionary action, such as wait in a wider section of the route for the vehicle to pass. The signs would be solar powered and would not need an external power source. The signs would be funded and maintained by CALA Homes for the duration of the construction period.

The proposed mitigation measures are considered acceptable. Further details on location and positioning of the advanced long vehicle detector signs will be required as part of Section 278 Works Agreements; however, the proposals are acceptable in principle and will facilitate in improving safety where forward visibility is currently limited.

The following issues had been raised on previous submissions and are considered to be addressed in this submission:

- It had been previously noted within the Construction Route Plan dated 4 August 2017 in paragraph 3.7 that an additional route was requested to be reviewed which involved taking the route from Hitchin Road via an existing track. The applicant had set out this is via third party land from multiple land owners and that it had been reviewed by HCC who agreed this route is not viable. However, it was noted in our previous response that HCC have not provided comment on this route as it has not been formally submitted as option for consideration. This comment has since been omitted from the Construction Route Plan;
- The references to contractors' car sharing and arriving in multiple occupancy vans and the monitoring of this had been omitted from the previous version of the CMP. This has now been included as part of this submission and is considered acceptable;
- The references to the Holwell Road route being used to and from the site has been omitted and this was originally requested by HCC. This has now been stated in this submission;
- The previous submission document did not refer to a strike system or a gateman to monitor the direction of vehicles. The latest submission now refers to a gateman; however, it does not refer to the strike system, as noted below;

- The document had referred to using rigid vehicles 'where practically possible'. This wording was not acceptable to HCC and has since been removed from the documents;
- It was noted that previous CMPS included the following statement 'if for any reason a larger vehicle is required to make a delivery it will only be done so with prior consent from HCC as the Highway Authority at least a week before the delivery date. This will include certain pieces of plant such as a 360 excavator. The residents on Holwell Road will be notified at 24 hours before arrival and if necessary, a temporary traffic management order will be sought.' However, this was omitted from the previous CMP and HCC recommended this is provided in any future submission. This has now been restated in this submission and is considered acceptable;
- Reference to allowing additional time in the booking system where rigid vehicles are not used had been omitted in the previous submission and HCC recommended that it is provided in any future submission. This has been provided in the latest revision of the documents and is considered acceptable to HCC;

The following should be addressed in any future revisions of the Construction Management Plan as a live document but are not considered to be reasons for refusal:

- It was previously noted that the applicant omitted the strike system from their submission, this has not been included in this submission, as requested in previous comments. HCC will require this to be put in place as it would provide a deterrent to contractors who may travel outside the determined construction route;
- As part of the CMP the following statement has been omitted:
 - 'Site deliveries are to be in accordance with the set delivery hours as detailed in this document. Delivery drivers will be told to contact the site manager prior to arrival on site so that the delivery can be made efficiently and with minimal disruption to the local highways.' HCC would recommend that this statement is provided in the live revision of the document to ensure that deliveries do not occur outside permitted hours.

Further comments for consideration are as follows:

- In the appendices of the Construction Management Plan, Appendices III and VI, there is reference to a 'No Left Turn Out of Site' sign. It should be noted that this sign is to be located on the development site. If the applicant requires the sign to be located off of the development site, a temporary traffic regulation order will be required.
- As previously noted, there are two rigid vehicle types which are stated to be 3m wide. It should be noted that any vehicle wider than the standard 2.55m construction vehicle should be considered as abnormal and would be subject to prior agreement with HCC and may be subject to the requirement of a temporary traffic regulation order and/or an escort.
- It is noted that vehicles that arrive prior to their slot will be asked to wait at locations along the A1, further information is required as to the location of these waiting areas.
- It was previously agreed with Cala Homes that during any temporary road closures, Cala Homes would provide smaller buses for school children if the school bus is unable to access Pirton and/or Holwell during the temporary closure. Confirmation of this should be provided in any revised Construction Management Plan.
- Whilst the passing bays are acceptable in principle, additional review and consideration to location and design suitability will be required as part of the Section 278 Works Agreements.

The information submitted within this application is similar to previous submissions which recommended approval and has addressed comments made on a previous version which recommended refusal. On this basis, providing the following are agreed, HCC would not raise an objection to the discharge of Condition 6 subject to a satisfactory Section 278 Agreement:

- Provide a statement in document relating to the two-strike system for drivers who do not arrive/depart via the designated construction route;
- Provide a statement in the document as follows: 'Site deliveries are to be in accordance with the set delivery hours as detailed in this document. Delivery drivers will be told to contact the site manager prior to arrival on site so that the delivery can be made efficiently and with minimal disruption to the local highways.';
- Provide additional information relating to the waiting areas on the A1;
- Provide information on alternative school buses for Pirton/Holwell during any temporary road closures;
- Address any outstanding issues with tracking/passing bay designs as part of the Section 278 Works Agreement; and,
- Address final details related to the proposed advanced long vehicle detector signs as part of a Section 278 Works Agreement.

Signed

Date 27/02/2018