PLANNING CONSULTATION RESPONSE

To Hannah Guy Huntingdonshire District Council Pathfinder House St Marys Street Huntingdon PE29 3TN	**Place & Sustainability** **Highway Development Management** Cambridgeshire County Council West Highways Division Huntingdon Highways Depot Stanton Way Huntingdon Cambs PE29 6PY
App Reference: 25/00728/REM Date In: 3/08/26 Date Out: 7/08/26	**Contact**: Robin Hobbs

RE: ***Application description***

Proposal: Reserved matters relating to appearance, landscaping, layout and scale for part of Phase F comprising 85 dwellings, public open space, internal access roads and associated works, pursuant to Outline Planning Permission 18/01918/OUT and the requirements of conditions nos. 5, 7, 8, 9B, 13, 21, 29, 30 and 36 thereof.
Location Land Northwest of Spittals Way and Ermine Street Great Stukeley

Following the most recent drawings submitted
Following a review of the documents provided to the Highway Authority as part of the above planning application, the effect of the proposed development upon the Public Highway should be mitigated if the following conditions form part of any permission that the Planning Authority is minded to issue in regard to this proposal:

HDMC 02 No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

HDMC 04 Prior to the first occupation of any dwelling the roads, footways and cycleway shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the details approved in writing by the Local Planning Authority.

HDMC 17 Prior to the first occupation of the development the proposed on-site parking / servicing / loading, unloading / turning / waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and thereafter retained for that specific use.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.

HDMC 18 Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.

Reason: In the interests of highway safety.

HDMC 19 Prior to the first occupation of the development visibility splays shall be provided in full accordance with the details indicated on the submitted plan No PA229-DD-501 rev G
The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

HDMC 34 No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:

i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
ii. Contractor parking, for both phases all such parking should be within the curtilege of the site and not on street.
iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

Reason: in the interests of highway safety

CCC HDM – Construction Traffic Management Plan: Notes for Guidance

When writing a Construction Traffic Management Plan (CTMP) the applicant should consider the following elements and provide the information as requested. This will make discharging the condition much simpler, faster and more efficient. As will be seen from the details below, a CTMP need not be a lengthy document, however, clarity is key.

1. Site Plan

i. The applicant should provide a site plan at a true scale of 1:200 for smaller sites and 1:500 for larger sites showing the following areas with written dimensions:

a. Proposed material storage area
b. Proposed site offices
c. Proposed car parking area
d. Proposed manoeuvring space
e. Proposed access location
f. Proposed location of any gates
g. Proposed location of any wheel washing facility or similar.
h. If the site is to be multi-phased then a plan for each phase should be provided.

2. Movement and Control of Muck-away and Delivery Vehicles

i. The routes proposed for HCV access from the nearest A or B class road to be determined in conjunction with discussions with the LPA and LHA.

ii A condition survey of the route from the nearest A & B class road, the methodology of which is to be agreed with the LHA.

iii The proposed manoeuvring area for delivery/muck away vehicles, this should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear.

iv. If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the public highway how will pedestrian, cycle and motor vehicle traffic be controlled?

v. Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the Street Works Team at Streetworks@Cambridgeshire.gov.uk) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.

vi. If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The LHA would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum.

vii. The LHA would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sits) into the site from the boundary of the public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.

viii. Any temporary gates used for site security must be set back at least 15m from the boundary of the public highway to enable a delivery/muck away vehicle to wait wholly off the public highway while the gates are opened and closed, or they must remain open throughout the entire working day.

ix. Normally, access to the site should be 5m in width for smaller sites and 6.5m for larger sites, though it is recognised that this may not be practical for small scale developments of one or two units.

3. Contractor parking:

i. If possible all parking associated with the proposed development should be off the public highway.

ii. Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.

iii. If the site has no potential to provided off street car parking and or only limited numbers the applicant must provide details of how on street parking will be controlled.

4. Control of Dust, Mud and Debris:

i. If it likely that debris may be dragged on to the adopted public highway the applicant should provide details of how this will be prevented. If a wheel wash or similar is proposed, the details of how the slurry generated by this will be dealt with must be provided, please note it will not be acceptable to drain such slurry onto to over the public highway.

ii. The LHA would seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the LHA.

iii. It is recognised that construction traffic occasionally damage the adopted public highway and the developer should include a note stating that such damage will be repaired in a timely manner at no expense to the Highway Authority.

The Construction Traffic Management Plan must relate solely to how the operation of the site will affect the adopted public highway, other information for example noise levels is not a highway matter and should not be included within the plan.

Highway Development Management

January 2023

INFORMATIVES

HDMI 2 The applicant is advised that to discharge Condition HDMC 02 the Local Planning Authority requires a copy of a completed agreement between the Applicant and the Local Highway Authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.