PLANNING CONSULTATION RESPONSE

To Hollie Renney 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: 25/80037/COND Date In: 23/4/25 Date Out: 22/05/25	**Contact**: Robin Hobbs

RE: ***Application description***

Proposal: Discharge of conditions 17 (Traffic Management Plan), 35 (Waste Management and Minimisation Plan), 38 (Construction Environmental Management Plan) and 39 (Land Contamination) of 20/01407/OUT
Location: Land North Of Shawley Road And West Of Glatton Road Sawtry

I note the amended traffic and construction and environmental management plans

In relation to the discharge of conditions I would have the following comments.

I would reiterate the previous comment regarding the routing of construction traffic, which is still relevant.

17 (Traffic Management Plan) I note the traffic management plan indicates that the construction route is proposed by the developer is through Sawtry which is a centre of local population. Whist this was suitable previously for other developments, these developments were located within the village itself, with no viable alternative.
The route in question within appendix 3 is indicated Via Fen Lane and High Street which does pass elements such as shops, a doctors surgery and school in which restrictions would need to be placed in order that any deliveries to site did not coincide with pick up and drop off times for the school. And it also has a higher proportion of traffic calming and on street parking to be negotiated. Timing restrictions (should this be the favoured route) should be indicated and provided within the TMP.

I note there is an alternative route which would be from the B660 through Glatton and along Sawtry Road which would pass far fewer dwellings than the route proposed. is also considered suitable to carry the construction traffic for the limited period of construction and does not need to negotiate the above elements on the way to site.

While either route is not considered to be unacceptable to the Highway Authority on safety grounds The Local Planning Authority may wish to consider this alternative route for reasons of balance in relation to public amenity.

35 (Waste Management and Minimisation Plan), Not A highway condition, no comments to make.

38 (Construction Environmental Management Plan)

The construction access proposed is located at the point northwest of the emergency access for the site, For this to be the construction access I would require the following to be provided.

- Vehicle to vehicle visibility splays in accordance with the speed of the road or submitted speed survey, and the splays shall be indicated in both vertical and horizontal planes due to the undulation road surface.

- Geometry of the proposed access which should be large enough to cater for two-way movements of the largest construction vehicles likely to visit the site, width and radii to be designed by tracking provision of same.

- Sealed (non-granular) surface for the first 20m from the highway edge indicated.

- In relation to any proposed construction access, the work to install any construction access must not start until a shortform 278 agreement has been entered into and completed with the Highway Authority.

  Within section 5 of the amended construction management plan it is indicated that both the construction and the sales access will be used only with a temporary speed reduction that will allow suitable vehicle to vehicle visibility splays to be achieved. The geometry of these accesses will form part of the shortform agreement. A sealed surface is indicated which will also form part of the short form 278 agreement. These elements are now satisfactory

"The section Dust & Dirt within the CEMP indicates a jet wash system to be utilised for cleaning vehicles prior to leaving site, however I would like this element to commit further in that the effectiveness of the method indicated (jet washing in this case) can be reviewed monthly should the initial method of cleaning vehicles be found to be ineffective.

Whilst this section also indicates the use of sweepers (which is standard) these should not be employed to rectify deficiencies for the main cleaning operation to stop debris being deposited on the highway in the first instance. Where mud is deposited on the highway, even in modest quantifies, if can be hazardous to other road users to the point where it could result in serious injury, particularly to two-wheel users."

Within the dust and dirt element the arrangements for vehicle cleaning and prevention of dust dirt and mud have been amended and are now satisfactory

Material storage and site parking is indicated well within the site remote from the highway therefore materials, parking and manoeuvring should not affect the public highway

39 (Land Contamination) Not A highway condition, no comments to make.