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: 25/00236/NMA Date In: 10/06/25 Date Out: 13/06/25	**Contact**: André Chabot

Application: Non-Material Amendment of 21/01420/S73 to alter wording of Condition 18 to allow for a new Construction Environmental Management Plan (CEMP) to be approved.

Location: RAF Upwood, Ramsey Road, Bury. Huntingdon, PE26 2RA.

Further clarification and amendment would be required to make the CEMP acceptable in Highway terms which are describe below:

The areas shaded aqua and blue (Phases 1 and 4) appear to have been incorrectly described (reversed) on the phasing plan on page 4. The applicant should be invited to review this and amend as necessary.

Section 2 page 5 refers to the utilisation of Gate 2 off Lincoln Road. This gate is not detailed on plan. The above section also refers to Gate 1 providing access to the site, whereas the plan in Appendix 4 which shows the pond traffic management route suggests that this gate provides access to the land to the south rather than the main site. Section 4 pages 6 and 7 indicate a 3rd gate, but this isn't identified on plan. The applicant should be invited to clarify the position of all gates referred to in the document and to ensure that routing to them is correctly and clearly described in the document.

Section 2 page 5 refers to the road installed from the hangers to p59. It is unclear to what p59 refers. Could this be clarified.

Section 2 page 5 indicates that access to the adjacent trading estate will be maintained by utilising a haul road (shown as a broad green line on the eastern side of the existing access as Route B on Appendix 1) It is unclear how this relates to the site compound, how the haul road will communicate with Ramsey Rd or how this relate to the junction approved with respect to the ongoing s278. The applicant should be invited to clarify this.

Section 4 page 7 indicates that a 1000L jet wash system will be utilised for cleaning vehicles prior to leaving site instead of the Ecobath system previously approved in respect to 21/80106/COND. I note that this site has been operating for some time with jet washers, which have on occasion has been found insufficient to prevent significant deposits of deleterious material entering the public highway. Taking this into account, I would suggest that the CEMP be required to commit further in that the effectiveness of the method indicated should be reviewed on a monthly basis, and if deemed ineffective by the Local planning Authority or Highway Authority, that the previously approved system be instead implemented.

In the event that Jet washers are to be used, the applicant should be invited to provide details of how surface water runoff from the operation of the jet wash will be managed within the site to prevent water and slurry entering the public highway.

Section 4 also indicates that this system this will be supported my Mechanical sweeping. This should not be employed to rectify deficiencies for the main cleaning operation which should be to stop debris being deposited on the highway in the first instance. Where mud is deposited on the highway, even in modest quantities, it can be hazardous to other road users, and particularly to two-wheeled users, to the point that it could result in loss of control and serious injury.

The accuracy of positioning of wheel wash sites shown on Appendix 3 is questionable. The position relating to phase 1a shows the wheel wash on Ramsey Road which is clearly unacceptable and should be amended. It is unclear how the wheel wash adjacent to phase 6 is intended to accommodate traffic working on phase 1. While it may be intended that this CEMP will not be implemented until phase 1 (roads 3 and 4) have been completed, this is not clear from the submission. The applicant should be invited to further clarify the different phases of implementation of the traffic management element of the plan, possibly breaking each route down into separate plans showing the development phases to be worked on while a specific route and wheel washing is in operation.

The wheel washing and muck away route for the works on the southern side of Ramsey Road as shown in Appendix 3 and 4 appears to be outside of the red line boundary and the access arrangements necessary do not appear to have been approved with respect to this application.

If this is to be included in the CEMP, it should describe suitable access arrangements to accommodate the vehicles necessary, including its construction in a bound material for at least 15 from the carriageway edge. Any such details would also require separate approval from the Highway Authority in the form of s278 agreement.

The applicant should be invited to detail the position of any gate which should be set back to allow the longest vehicle to sit clear of the road and any footway while entry to the site.

I look forward to reviewing further amendment in due course.

André Chabot
Highways Development Management Engineer