Cambridgeshire County Council

PLANNING CONSULTATION RESPONSE

To: Andrea Dollard 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: 24/02123/FUL	**Contact**: André Chabot
Date In: Rec 2/10/24 Date Out: 10/01/25	

Application: Agricultural building for the conditioning and long-term storage of onions and construction of temporary access to highway.

Location: Land south of 4, Hill Top Cottage, and alongside Vinegar Hill, Alconbury Weston.

Insufficient information has been submitted in this application to enable the Highway Authority to make an informed decision with regard to the impact these proposals may have on the public highway. It is therefore recommended that additional information be requested.

The application appears to propose utilising an unmade agricultural field access to serve a significant agricultural storage area. No improvements to the access are proposed other than construction of a narrow un-dimensioned concrete access track some distance into the site.

Section 5 of the Planning, Design and Access Statement states that access will be required infrequently for the depositing and retrieval of onions, but I have been unable to locate any further information within the application that would enable the level of vehicular use or type and size of vehicles attending site to be considered. The applicant should be invited to clarify this.

The existing field access would be unsuitable for any intensification of use in its current form and the applicant should be invited to either:

a) quantify existing and potential vehicular activity at this access as a result of the proposed use of the storage area to justify that no intensification of use would occur as a result of this development.

   Or

b) provide fully dimensioned plans detailing appropriate access arrangements suitable to serve an agricultural storage facility of this scale when joining a classified road. This should include:

- junction visibility splays complying with the requirements of the Design Manual for Roads and Bridges (DMRB) which for a 60mph road should be 2.4m by 215m. Shorter 'Y' distances may be permitted where lower 85th percentile speeds can be demonstrated and supported by appropriate speed survey complying with the Design Manual for Roads and Bridges (DMRB) document CA185 – 'Vehicle Speed Measurement'

- Increasing the access width (Minimum 6m for at least 20m from the carriageway edge) so that it can accommodate the two-way passage of vehicles as may reasonably be anticipated to coincide in te use of this site. This would need to be demonstrated by vehicle tracking at appropriate entry/exit speeds for at least 20m into the site from the carriageway edge.

- Details of junction radii/tapers to comply with Section 2.9 of the County Council's Policy document 'General Principles of Development' This should be supported by tracking at an appropriate entry/exit speed showing the turning manoeuvre of the largest class of vehicle likely to enter the site. Any radii must not impinge or have detrimental impact on any adjacent access.

- Details of surface gradients and provision of drainage necessary to accommodate the additional surface water runoff from impermeable surfaces and to prevent water from private surfaces entering the public highway.

- Details of surfacing, which must be in a bound material for at least 10m from the carriageway edge, with that section within the highway (verge crossing) in accordance with Cambridgeshire County Councils Housing Estate Construction Specification (HERCS) as current at the time of construction.

- Details of gate set back which must be able to accommodate the largest class of vehicle likely to visit the site to enable it to sit clear of the carriageway when the gate is shut.

- Details of any piping of ditches required to facilitate access widening (and as approved by the Lead Local Flood Authority), which must include a minimum of 2m between the headwall and any bound surface forming part of the public highway.

The applicant should be advised that any works within the public highway would require separate permission from the highway Authority in the form of a S278 agreement.

I note that a separate access is also proposed during the construction of this site. While I have no objections to this in principle. The applicant should be advised that irrespective of the intended duration of use that the same criteria as required above would need to be applied to any access joining the public highway. The applicant should therefore be invited to provide amended details in this regard.

The applicant has detailed an area for temporary construction/welfare facilities. While this is acceptable in principle, this should be established as part of a Construction Traffic Management Plan that would include other details such as gate set back, position of wheel washing facilities, quantity/location of parking, loading, storage and turning areas etc to be used during the construction phase. I include below a copy of Cambridgeshire County Councils Highway Development Management - Construction Traffic Management Plan: Notes for Guidance 2023 to advise the applicant of the level of detail expected by the Highway Authority in the submission of such documents.

The applicant should also be invited to detail areas within the site for employee parking, loading, and vehicle turning during operational use of the storage facility to ensure that such provision is sufficient and independently workable.

Please let me know if the applicant is unable or unwilling to provide the additional information requested above so that I can consider making alternative recommendation, probably of refusal.

André Chabot
Highways Development Management Engineer

Cambridgeshire County Council

Highway Development Management

Construction Traffic Management Plan: Notes for Guidance 2023

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 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.

ii. 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 adopted public highway how will pedestrian, cycle and motor vehicle traffic be controlled?

iii. 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.

iv. 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 Highway Authority 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.

v. The Highway Authority 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 adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.

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

vii. 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. Wherever possible all parking associated with the proposed development should be off the adopted 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.

iv. If contractor parking is to be on street the applicant must maintain a daily register of contractor (and sub-contractor vehicles) that are parked on street, so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:

a. The name of the driver
b. The registration number of the vehicle
c. Make of vehicle
d. Arrival time
e. Departure time

4. Control of dust, mud and debris, in relationship to the operation of the adopted public highway

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 adopted public highway.

ii. The Highway Authority 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 Highway Authority.

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 to the satisfaction of, and at no expense to, the Highway Authority.

iv. Grass verges and other areas of soft landscaping within the adopted public highway are particularly susceptible to significant levels of damage, by construction traffic, and if such areas exist within the street where the development is taking place the developer should include a note stating that such damage will be repaired in a timely manner to the satisfaction of, and at no expense to, the Highway Authority.

5. Condition Surveys

i. Condition surveys may be required between the site and the nearest public highway deemed suitable to cater for construction traffic likely to be generated. Further, each access point to any public highway (including NMU facilities or public right of way) by any access road or track used by construction vehicles will be subject to condition surveys; the extent of the necessary condition surveys shall be agreed with the Highway Authority.

ii. Inspections shall take place before construction commences, during the construction programme (in accordance with timeframe to be agreed) and following the completion of construction, to ensure that the public highway remains in good repair and highway safety is maintained throughout the period of construction. Regular inspections will also enable any repairs to be made in a timely manner throughout the construction period.

iii. At the end of the construction period, the areas subject to survey shall be inspected and a programme of works to restore them to the condition they were in before the construction period began will be agreed with the Highway Authority. The remediation works will be implemented by the Applicant.

iv. The nature of the surveys i.e. video/ photographic, and means of recording, shall be agreed with the Highway Authority.

6. Access to the site

v. The proposed access to the site to be used during the demolition and construction phases of the works must be fully constructed and operational prior to the commencement of any works on the proposed site.

Note: The 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.