PLANNING CONSULTATION RESPONSE

To Jennifer Wallis 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: 25/00876/FULc Date In: 13/04/26 Date Out: 13/04/26	**Contact**: Jo Challis

RE: ***Application description***

Proposal: Demolition of existing buildings & erection of 8No. Residential dwellings including landscaping, associated pedestrian and vehicular access
Location: Land North Of 12A The Green Yaxley

Following a review of the documents provided to the Highway Authority as part of the above planning application it was noted that Drawing LP01002-SL-01 Rev. D Proposed Site Layout has been submitted which shows:

- The access as a continuous footway with pedestrian visibility splays and drainage at the highway boundary.
- The footpaths linking Plots 2, 3, and 4 to the highway footway constructed in accordance with our Housing Estate Road Construction Specification (HERCS) Appendix 10.
- A 2m wide footway in Beaton's Close constructed in accordance with our Housing Estate Road Construction Specification (HERCS) Appendix 10. The applicant should note that additional land will need to be dedicated as part of the highway which will require a full S278 agreement application.

In addition, our indicative highway records show that visibility splays of 2.4m x 43m are achievable within the public highway.

Therefore, 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 9 The existing access to the site shall be permanently and effectively closed and the footway / highway verge shall be reinstated in accordance with a

scheme to be agreed with the Local Planning Authority within 28 days of the bringing into use of the new access.

Reason: In the interests of highway safety.

HDMC 10 Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

HDMC 13 The access shall be a minimum width of 5m, for a minimum distance of 10m measured from the near edge of the highway carriageway.

Reason: In the interests of highway safety.

HDMC 14 Prior to the first occupation of the development the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council Housing Estate Roads Construction Specification.

Reason: In the interests of highway safety and to ensure satisfactory access into the site.

HDMC 16 Prior to the first occupation of the development sufficient space shall be provided within the site to enable vehicles to:

a) Enter, turn and leave the site in forward gear
b) Park clear of the public highway
The area shall be levelled, surfaced and drained and thereafter retained for that specific use.

Reason: In the interests of satisfactory development and 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 20 Prior to the first occupation of the development visibility splays shall be provided each side of the vehicular access. Minimum dimensions to secure the required splays shall be 4.3m, measured along the centre line of the proposed access from its junction with the channel line of the highway carriageway, and 43m, measured along the channel line of the highway carriageway from the centre line of the proposed access.

The splays shall be thereafter maintained free from any obstruction exceeding 0.6m above the level of the highway carriageway.

Reason: In the interests of highway safety.

HDMC 26 The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent surface water discharging to the highway.

HDMC 28 A metalled surface shall be provided for a minimum distance of 10m along the access road from its junction with the public highway.

Reason: To prevent mud and extraneous material being deposited on the highway.

HDMC 31 Prior to the first occupation of the development hereby permitted the off-site highway improvement works comprising of a 2m wide footway on the south western side of Beatons Close from the boundary of No. 14 to the junction with The Green shall be completed to the written satisfaction of the Local Planning Authority based on the plans submitted.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

HDMC 34 No demolition or construction works shall commence on site until a Construction Traffic Management Plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principal 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. All contractor parking should be within the curtilage 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

See Notes For Guidance below.

INFORMATIVES

Vehicular Access

HDMI 1 This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without

the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

The applicant should be informed that in order to carry out the works within the highway a full Section 278 agreement will need to be entered into with the highway authority. Highways development - Cambridgeshire County Council

Highway Development Management

Construction Traffic Management Plan: Notes for Guidance 2025

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.*

Highway Development Management
July 2025

Jo Challis
Highways Development Management Engineer