

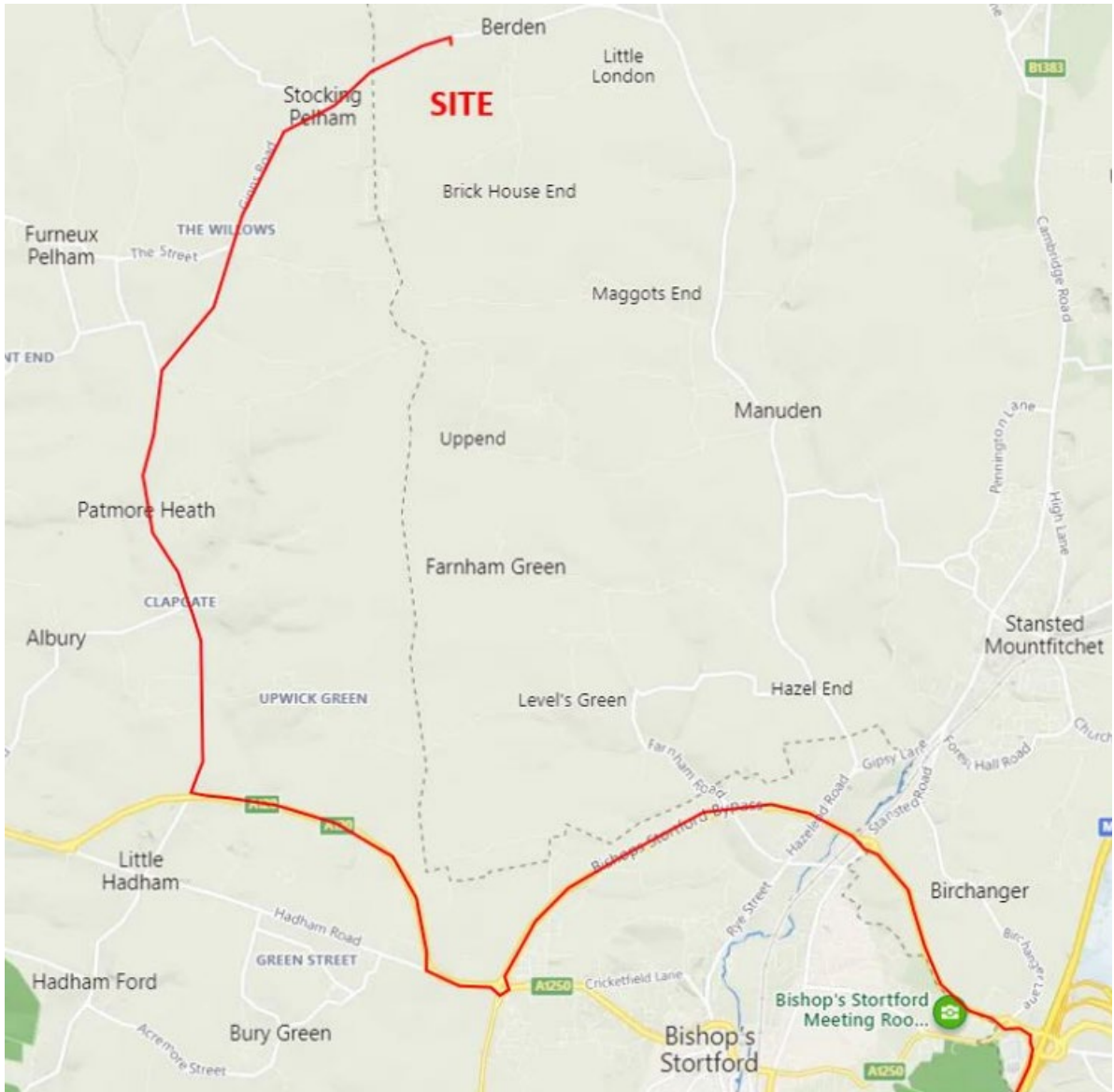
From: Adrian McHale [REDACTED]
Sent: 19 August 2022 13:16
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>; [REDACTED]
Cc: Mark Youngman [REDACTED]; Roger Flowerday [REDACTED]
David Burt [REDACTED] James Dale [REDACTED]
Subject: Section 62A Planning Application: S62A/22/0006 Berden Hall Farm, Ginns Road, Berden (Uttlesford Ref: UTT/22/2046/PINS)

To the Planning Inspectorate/Laurence,

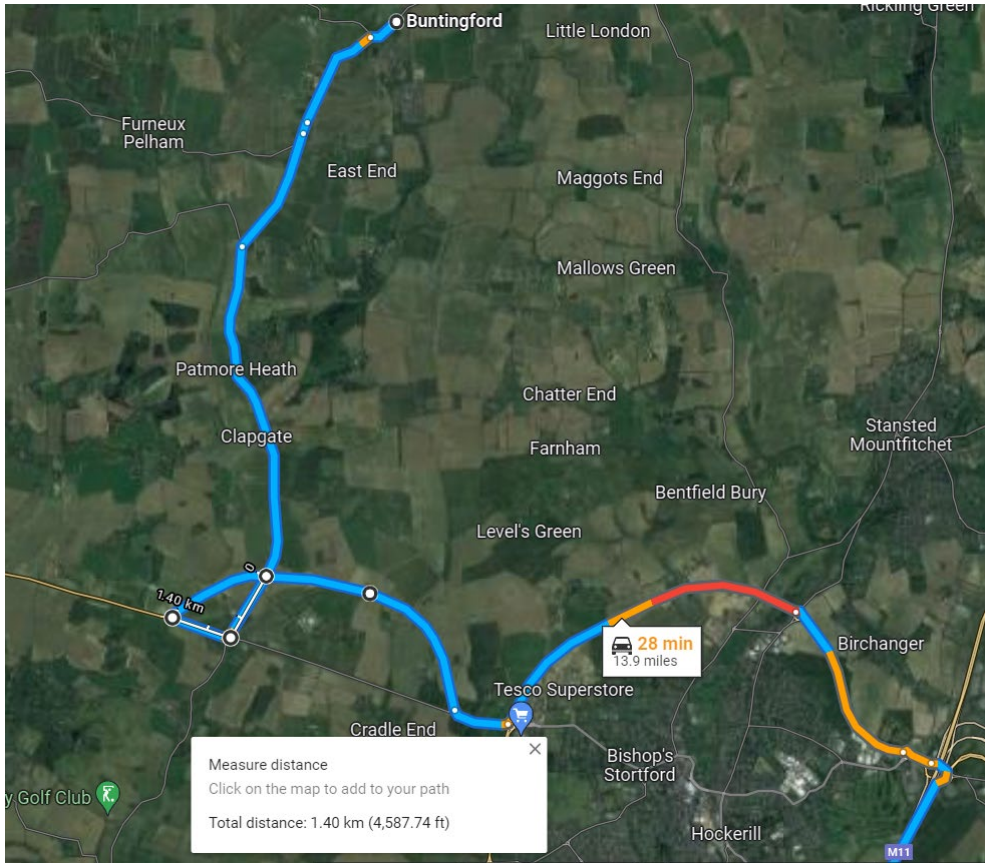
HCC's highways development management team has been made aware of the Section 62A Planning Application: S62A/22/0006 Berden Hall Farm, Ginns Road, Berden (UTT/22/2046/PINS). Whilst we are aware that the site is located just east of the Hertfordshire's border with Essex, the construction management plan (CTMP) that accompanies the application indicates that the proposals will have a significant effect upon Hertford during the site's construction.

In the first instance it is noted that the proposed construction route in the CTMP is impossible to use, the plan currently indicates that construction traffic will travel westbound along Ginns Road and into Hertfordshire to the junction with Albury Road before heading south to the A120 Little Hadmam Bypass. This is however, not possible as there are no facilities from Albury Road directly to or from the A120 (this is an overbridge of the A120 only), traffic would rather have to continue to the village of Little Hadham before turning right to Standon Road which connects with the A120 a circa 1.4km diversion and unsuitable.

CTMP



Actual Route



Furthermore, the section of Ginns Road west of the proposal site and Stocking Pelham is extremely unsuited to construction traffic being narrow (circa 5m wide with pinch points), twisty /undulating (limited visibility in places), treelined at parts and of varying road strength (particularly the edges) that would be unlikely be able to support heavy traffic, for example:





If the development were to proceed HCC's Highway Network Management (NM) team would seek clarification within the CTMP of:

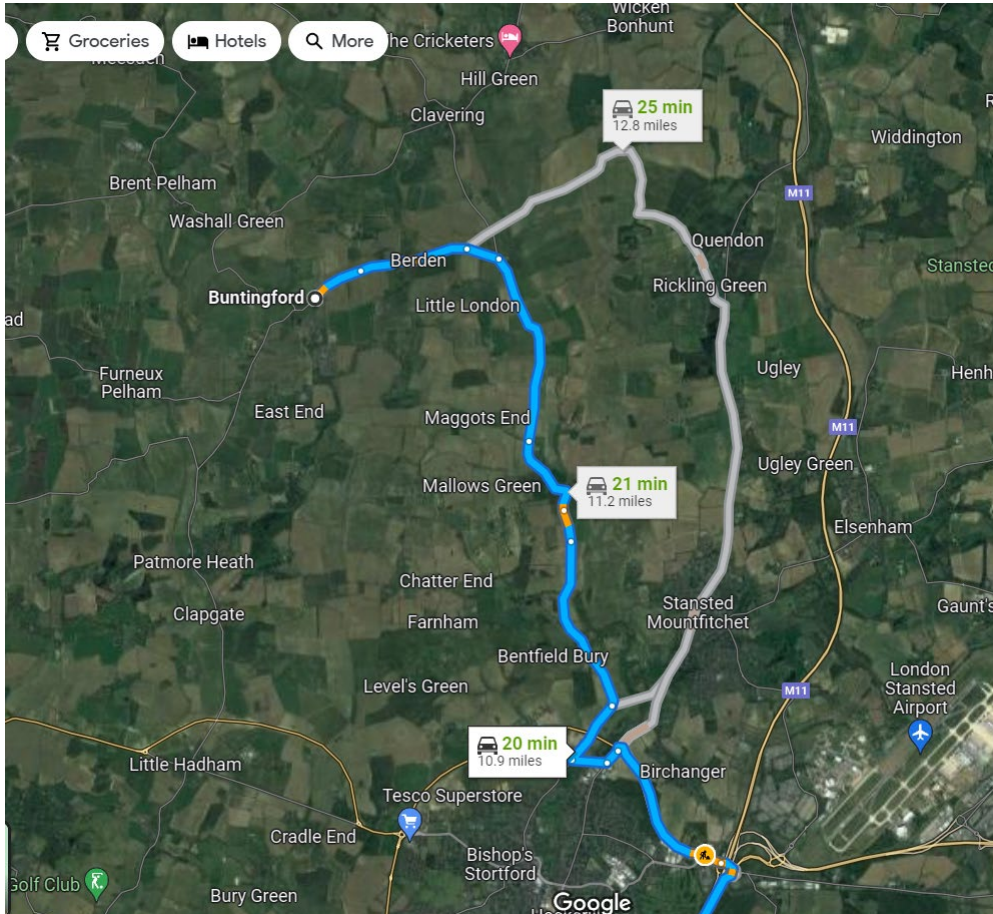
- How the applicant proposes to manage the route so that the numerous problems with this route are mitigated;
- Also they will need to consider pedestrians, horse riders, cyclists etc as they tend to use the country lanes.
- Relating to the first bullet they need to detail how they intend to manage construction traffic passing other construction traffic or other vehicles through the narrow country lanes;

HCC's NM team would also require that:

- The permitted Delivery & Collection times indicated be restricted to 09:30-16:00 as opposed to 09:30-16:30 as detailed in the CTMP;
- Clear information on how it is intended to communicate with nearby properties;
- Clear understanding of all the vehicle types that will access the site and how (eg a 25t Mobile Crane etc);

- Road Sweeping Procedures; and
- Wheel Washing Procedures (including the satisfactory handling of the run off).

Google maps suggests its quicker and easier for vehicles to go through Berden or Stansted Mountfichard to the A120 and M11. From examination of Google Streetview these routes appear to be wider and hence are far more appropriate than Ginns Road.



Kind Regards,

Adrian McHale
Development Officer | Strategic Sites | Environment & Infrastructure
Hertfordshire County Council
 County Hall, Pegs Lane, Hertford, SG13 8DQ



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