

East Herts Council: Development Management Committee**Date: 9th July 2025**

Summary of additional representations received after completion of reports submitted to the committee, but received by 5pm on the date of the meeting.

Agenda No	Summary of representations	Officer comments
5a	<p>2 additional neighbour comments have been received, raising the following additional comments which have not already been summarised and addressed within the committee report:</p> <p>a) There are already two traffic management plans attached to other developments. It is not clear how the CTMP for this site and others will be managed, monitored and enforced.</p> <p>b) Developments should be phased to prevent chaos and inconvenience.</p>	<p>Officers have the following responses to the neighbour comments:</p> <p>a) The applicants of the developments in addition to the highway authority would be responsible for management and monitoring Construction Traffic Management Plans. The local planning authority (East Herts District Council) would have the authority to serve a breach of condition notice if the requirements of the CTMP are not adhered to.</p> <p>b) Both the applicants and the local planning authority do not have the ability to co-ordinate phasing of</p>

	<p>c) There is insufficient information to demonstrate compliance with all relevant regulations.</p> <p>A Letter has been received from 'Protect the Pelhams', a local amenity</p>	<p>development as this is subject to a number of factors which are beyond control: Connection dates to the substation provided by National Grid; planning legislation allows for planning permissions to be implemented typically within a 3 year time period; the actions of other developers / land owners. However an amendment to the wording of condition 5 (CTMP) which requires that the applicants should demonstrate how they have attempted to minimise conflicts in construction timing is proposed.</p> <p>c) Planning legislation requires that planning application assessment and decisions do not duplicate other regulatory regimes. As such the onus is on the applicant to ensure that the development complies with other regulations relevant to the development.</p> <p>d) This issue is addressed at para 8.3 of the officer report.</p> <p>Officers have the following responses in relation to the 'Protect the Pelhams' group letter:</p>
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	<p>group raising the following comments (summarised):</p> <ul style="list-style-type: none"> a) There has been inadequate consideration of the cumulative impacts of the development, as the screening opinion does not take account of all other relevant applications in the area. b) A proper assessment of cumulative visual effects would have identified the magnitude of the cumulative visual impact of multiple developments in the immediate area c) The proposals will change the small village landscape character of the area. d) Inadequate landscape mitigation has been installed at the existing BESS site to the north of the substation within Uttlesford DC. 	<ul style="list-style-type: none"> a) The screening opinion request was submitted in March 2024, and it is noted that other applications for solar / BESS developments have been submitted since this date. Officers are aware of these other applications which have been submitted for BESS / Solar developments in the vicinity of the site (referenced in the planning history table paragraphs 3.1-3.3 of the officer report) and have assessed the cumulative impact of the proposals having regard to this information. b) The officer assessment of cumulative landscape impacts of the proposals (moderate / minor adverse) is provided at paragraph 8.32 of the officer report. c) The impacts of the proposals upon landscape character are noted at paragraph 8.27-8.35 of the officer report. d) See paragraph 8.3 of the officer report.
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Table of errata and updates to reports submitted to Committee.

Agenda No	Paragraph No	Updates			
5a	3.1	Paragraph amended as follows:			
		3/24/0620/SCRE EN	<i>Request for Screening Opinion: construction of 50MW battery energy storage system, with associated access, landscaping and other infrastructure works under application</i>	<i>EIA Not required</i>	<i>June <u>July</u> 2025</i>

			reference: 3/21/0969/FUL		
5a	3.3	Additional row inserted below:			
Uttlesford					
		<i>Land east of Pelham Substation, Maggots End</i>	<i>UTT/25/1224/FUL</i>	<i>Construction, operation and decommissioning of a solar photovoltaic ("PV") farm with associated infrastructure</i>	<i>Undetermined</i>
5a	Recommendation, Condition 5	<p>Condition 5 wording amended as follows: <i>“Construction Traffic Management Plan</i> <i>5. The development shall not commence until a revised Construction Traffic Management Plan to CLOCS standard is submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall confirm and identify details of:</i></p> <ul style="list-style-type: none"> <i>• The full phasing of construction and proposed construction programme, which shall aim to prevent conflict with construction of other nearby BESS / Solar developments.</i> 			

		<ul style="list-style-type: none">• <i>The methods for accessing the site, including wider construction vehicle routing.</i>• <i>The numbers of daily construction vehicles including details of their sizes, at each phase of the development, with a commitment to a maximum of 2 articulated lorry visits per day (i.e. 4 two-way trips) restricted to the hours of 10:00-14:30.</i>• <i>The hours of operation and hours of all construction vehicle movements, with a commitment to all HGVs visiting the site to between 09:30 – 14:30.</i>• <i>Details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway.</i>• <i>Details of any hoardings.</i>• <i>Control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels, and how it will be ensured dirty surface water does not runoff and discharge onto the highway.</i>• <i>The provision for addressing any abnormal wear and tear to the public highway and right of way network, to include a Highways Before & After survey.</i>• <i>Ongoing monitoring of the public highway and right of way network construction route to include the submission of quarterly monitoring reports throughout the construction period (outlining the condition of the public highway and right of way HGV route and proposals to address any abnormal wear and tear).</i>• <i>The details of consultation with local businesses, organisations and neighbours.</i>• <i>The details of any other Construction Sites in the local area.</i>
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5	Recommendation Condition 27 “scheme of restoration”	Re-number condition 27 “Scheme of Restoration” to condition 29.

