

**HERTFORDSHIRE COUNTY COUNCIL**

**DEVELOPMENT CONTROL COMMITTEE  
WEDNESDAY 27 MARCH 2019 AT 10:00AM**

Agenda No.

**1**

**BROXBOURNE BOROUGH COUNCIL**

**APPLICATION FOR THE PROPOSED NEW ACCESS AND BRIDGE  
BETWEEN THE A1170 DINANT ROUNDABOUT AND ESSEX ROAD INTO  
THE HODDESDON BUSINESS PARK AT ESSEX ROAD, HODDESDON,  
HERTFORDSHIRE, EN11 0QX.**

*Report of the Director of Environment & Infrastructure*

Author: Sharon Threlfall, Senior Planning Officer  
[Tel: 01992 555062]

Local Member: Tim Hutchings  
Adjoining Member: Paul Mason

## **1 Purpose of Report**

- 1.1 To consider planning application reference number 7/0135-19 for a proposed new access and bridge between the A1170 Dinant Roundabout and Essex Road into the Hoddesdon Business Park at Essex Road, Hoddesdon, Hertfordshire, EN11 0QX.

## **2 Summary**

- 2.1 The council is seeking to provide a new access road and bridge between the A1170 Dinant Roundabout and Hoddesdon Business Park. The proposed development would include a new connecting carriageway with provision for motor vehicles, cyclists and pedestrians including a new road bridge over the New River and a footbridge over Woollens Brook.
- 2.2 The existing access arrangement into Hoddesdon Business Park is currently restricted with only one main route in and out of the site. The route has inadequate capacity for the current volume of movements, restricting the economic growth of the business park, and its narrow width limits the safe passage of cyclists and pedestrians in particular.
- 2.3 The need to improve this access has been long established between Hertfordshire County Council and the Borough of Broxbourne, following a study in 2006. This was further supported by the 2009 Hertfordshire Infrastructure and Investment Strategy. The principal of the project is supported at a Local Plan level, and is identified as a highway improvement scheme with secured funding in the Local Transport Plan 4 (2018 – 2031).

- 2.4 This application seeks planning permission for an offline option to deliver the necessary highway upgrade, with a new arm to the A1170 roundabout created to take traffic at height over the Woollens Brook and the New River to tie into Essex Road approximately 50 metre to the east of the existing bridge crossing.
- 2.5 The key elements of this offline option are:-
- New 270m long access road between the A1170 roundabout with Essex Road and the Geddings Road junction with Essex Road;
  - 20m single span reinforced concrete bridge over the New River;
  - Road cross-section to be 6.75m wide carriageway (1no 2m footway, 1no. 3m shared footway, parapets and highway boundary fencing as required);
  - New toucan crossing on both the eastern and western end of the new access road;
  - 5no. 5 m wide span box culverts to provide for flood compensation/storage, and
  - New footbridge over Woollens Brook with a clear span of 8m.
- 2.6 The application site stretches from the A1170 roundabout in the west, which is located to the north east of Hoddesdon town centre, to a point approximately 270 metres along Essex Road to the junction with Geddings Road. The application site is 2.9 hectares in area taking in wooded green land and pass over the New River waterway. The pump station is excluded from the application, but sits wholly within the site.
- 2.7 Essex Road provides the only access point into the Hoddesdon Business Park from the west. It is a minor road, and is single carriageway, and the existing road bridge over the New River is not wide enough for two vehicles to safely pass over at the same time.
- 2.8 The pavement is not continuous along both sides of Essex Road within the application area, meaning that pedestrians must cross a busy road, frequented by HGVs. Users of the Hoddesdon 015 footpath from the west and the Hoddesdon 054 footpath from the south must cross Essex Road by the existing road bridge to continue alongside the New River on PRow Hoddesdon 053. There is very limited space for pedestrians to wait when approaching Essex Road from the south and have a clear view of the on-coming traffic.
- 2.9 The General Arrangement plan is included at Annex 1.
- 2.10 The main planning issues of the application can be summarised as:
- Need and justification;
  - Impact on highways and transport;
  - Landscape and visual impact;
  - Quality of design;
  - Impact on ecology and biodiversity;
  - Flood risk, and
  - Impact on residential amenity (noise, dust, light)

2.11 The report concludes that the Director of Environment & Infrastructure should be authorised to grant planning permission subject to the following TWENTY-ONE conditions: -

1. Time limit for commencement
2. Approved plans and documents
3. Materials used in Construction
4. Landscaping Plan
5. Landscape and Ecological Management Plan
6. Design and Structural Details
7. Stage 1 Road Safety Audit
8. Additional plans and details
9. Traffic Regulation Order
10. Rights of Way
11. Construction Traffic Management Plan
12. Mud on the road
13. Drainage Strategy (1)
14. Drainage Strategy (2)
15. Drainage Network Maintenance Plan
16. Archaeological Written Scheme of Investigation (1)
17. Archaeological Written Scheme of Investigation (2)
18. Archaeological Written Scheme of Investigation (3)
19. Lighting
20. Badgers
21. Fencing/Boundary Treatment

### **3 Description of the site**

- 3.1 The application site stretches from the A1170 roundabout in the west, which is located to the north east of Hoddesdon town centre, to a point approximately 270 metres along Essex Road to the junction with Geddings Road. The application site is 2.9 hectares in area taking in wooded green land and passing over the New River waterway. The pump station is excluded from the application, but sits wholly within the site.
- 3.2 Essex Road is a classified unnumbered road; it has the unofficial name C137 and is currently designated as a Secondary Distributor in the council's road hierarchy. It forms the only access point from the west into the Hoddesdon Business Park. There is footway of around 1.3 metres in width on the northern side of Essex Road, below the recommended minimum width of 2 metres. There is no segregated facility for cyclists.
- 3.3 At present, the application area falls outside of the designated Hoddesdon Business Plan Improvement Plan (September 2013), although the draft Local Plan seeks to extend the Woollens Brook campus to incorporate this land. The application area falls wholly within the Essex Road 'Gateway' Area identified by Broxbourne Borough Council in their 2011 development brief.
- 3.4 The area to the north of Dinant Link Road is residential, and screened from the public highway by mature trees and planting. There is a footpath linking the housing to Essex Road, which leads onto the pedestrian access underneath the dualled section of the A1170 towards Hoddesdon town centre. Planning permission has been granted for an infill residential development on a former industrial unit, to be accessed from Essex Road, approximately 25 metres to the north-west of the existing bridge.
- 3.5 The area immediately to the east of the roundabout is formed of scrubland and floodplain. There is a public footpath (Hoddesdon 015) through the southern section of the scrubland which runs alongside the allotments and joins up with the footway beside the New River.
- 3.6 The Hoddesdon 053 footpath runs along the New River towpath in a northerly direction to Rye Road. Hoddesdon footpath 054 runs in a southerly direction to Lampits. Both are accessible from Essex Road via metal kissing gates. Hoddesdon footpath 015, also accessible from a kissing gate, links Essex Road to Charlton Way. The surface of these routes varies in width and quality.
- 3.7 The land to the south of the application area, and beyond the allotments, is residential. The area to the east of the New River and the application boundary forms the Woollens Brook campus of the Hoddesdon Business Park, and is characterised by warehousing, distribution and general industry units. The Borough Council Improvement Plan states that most

of the buildings are in good condition.

- 3.8 The majority of the application site is in Flood Zone 2; the application area largely forms Land Parcel 3 in the Essex Road Gateway Development Brief prepared by Broxbourne Borough Council, and is identified as floodplain. The land immediately adjacent to the brook, and the land between Parrots Field and Essex Road are in Flood Zone 3 (highest risk of flooding).
- 3.9 The application area passes from Groundwater Source Protection Zone 1 (Inner Protection Zone, and the highest level of vulnerability).
- 3.10 The pump station immediately to the south of the existing road bridge does not form part of the planning application area. This is identified as a 'Heritage Asset' by the County Council's Historic Environment Record, but does not benefit from a formal listing.
- 3.11 There have been no previous applications in respect of highway improvements to the County Council in respect of this junction.

#### **4 Description of the proposed development**

- 4.1 The primary element of the proposed development is the new access road and bridge between the A1170 Dinant roundabout and Hoddesdon Business Park. The proposed development includes a new connecting carriageway with appropriate provision for motor vehicles, cyclists and pedestrians including a new road bridge over the New River and a footbridge over Woollens Brook.
- 4.2 The proposed development comprises of:-
  - New 270m long access road between the A1170 roundabout with Essex Road and the Geddings Road junction with Essex Road;
  - 20m single span reinforced concrete bridge over the New River;
  - Road cross-section to be 6.75m wide carriageway (1no. 2m footway, 1no. 3m shared footway, parapets and highway boundary fencing as required);
  - New toucan crossing on both the eastern and western end of the new access road;
  - 5no. 5 m wide span box culverts to provide for flood compensation/storage, and
  - New footbridge over Woollens Brook with a clear span of 8m.
- 4.3 The existing eastbound carriageway, Dinant Link Road, will be reduced in width from a three lane to a two lane entry onto the roundabout.
- 4.4 It is proposed to retain Essex Road as a section of the public highway, however the existing entrance to Essex Road would be narrowed and there would be no through access beyond the existing entrance to the Oaklands Yard, and there is a separate (district) planning permission to build houses on this land. The existing access to the pump station would also be retained.

## 5 Consultations

- 5.1 A total of 696 properties were consulted in respect of the application. A press notice was placed in the Hertfordshire Mercury, and site notices were erected on 29 November 2018.
- 5.2 Broxbourne Borough Council is supportive of the application provided that:-
- Substantive progress is made on the design and implementation of measures to reduce traffic congestion along the Essex Road Corridor;
  - The scheme creates an attractive gateway into Hoddesdon Business Park and an environmental legacy for Hoddesdon. Appropriate conditions should be included on any planning permission to ensure this outcome; and
  - That this Council [Broxbourne] continues to be involved in the detailed design and implementation of the scheme

A full copy of the consultation response is provided at Annex 3.

- 5.3 County Councillor Tim Hutchings has requested that the application is determined by the Development Control Committee.
- 5.4 The Canal & River Trust had no comment to make, as the development falls outside of its notified areas on which it is a statutory consultee.
- 5.5 Cadent advises of the presence of Low or Medium pressure (below 2 bar) gas pipes and associated equipment, and sets out the requirements that must be undertaken to ensure safe working, which can be included as an informative on any subsequent planning permission.
- 5.6 The Environment Agency originally objected to the proposed development on the basis that the proposed structures (culvert, bridge & footbridge) over the Woollens Brook and New River constrain the riparian corridors of these watercourses, which would adversely affect the flora and fauna dependent on the environment.

The applicant engaged directly with the Environment Agency to incorporate amendments to address the objections. The culvert section proposes to include a mammal ledge, and the footbridge section is set back one metre from the top of Woollens Brook. On that basis, and with the provision of Water Directive Framework reports, the Environment Agency has removed their objection subject to a pre-commencement condition requiring the provision of a compensatory habitat creation scheme, and landscape and ecology management plans.

- 5.7 The Environmental Health team at Broxbourne Borough Council originally commented that the application required a review of the submitted Noise Report and the provision of an Air Quality Assessment. These requirements were removed, following clarification that the proposed development would move traffic further south from a permitted

(but unbuilt) residential development at 'Oaklands', and is not located within an AQMA (Air Quality Management Area).

- 5.8 Hertfordshire Ecology finds that the impacts are collectively considerable at both a site and local level, that the proposed biodiversity enhancements are relatively minor and that the proposed development will result in a net loss of biodiversity, contrary to the aims of the National Planning Policy Framework. Offsite conversation works are recommended; equivalent to creating and managing new habitat of grassland, scrub and woodland within an area of at least 0.5 hectares.
- 5.9 The Highway Authority is satisfied that the proposed development will not have a 'severe' impact on the highway (cf. paragraph 109 of the NPPF), and indeed considers that there will be significant benefits to the free and safe flow of all highway and right of way users. Furthermore, the scheme encourages the use of more sustainable modes of travel in line with national, county and local transport policies. The development is acceptable in a highways context subject to seven planning conditions including, but not limited to, details of structural design, a safety audit, Construction Traffic Management Plan, and measures to prevent the deposit of mud on the road. The full response is set out at Annex 4.
- 5.10 The Hoddesdon Society makes no specific planning comments on the proposed development itself, but seeks an assurance that there will be no major projects at the Hoddesdon Business Park until the bridge is constructed.
- 5.11 Highways England offers no objection.
- 5.12 Historic England does not wish to offer any comments on the planning application.
- 5.13 The Landscape Officer finds that, subject to additional mitigation measures set out at Annex 4, the landscaping and visual impact is acceptable; these can be secured through condition. It is acknowledged that there will be large adverse effects, on a temporary basis, during the construction phase.
- 5.14 The Lead Local Flood Authority recommends three conditions to be attached to any planning permission in order to reduce the risk of flooding and to ensure the appropriate storage and disposal of surface water.
- 5.15 MAG London Stansted Airport has no aerodrome safeguarding objections.
- 5.16 NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.
- 5.17 Natural England refers to its Standing Advice as the proposed development is within two kilometres of the Rye Meads SSSI.

5.18 The Natural, Historic & Built Environment Team recommends three conditions be attached to any planning permission in order to protect any archaeological assets, given the rich archaeological and historic landscape heritage of the Borough of Broxbourne.

5.19 Nazeing Parish Council has no comment on the application.

5.20 No other statutory consultation responses were received.

#### Public consultation

5.21 A total of 27 responses were received from members of the public in respect of the proposed development.

5.22 The responses were largely in support of, and recognised the need for a replacement bridge. However, there was an overriding concern that the no other major development projects in the local area, either at the business park and specifically the proposed Energy from Waste facility at Rattys Lane, should be permitted or constructed prior to the completion of the replacement bridge.

5.23 Several respondents acknowledged the need to replace the existing bridge on the basis of safety concerns due to the age and width of the bridge, but made the following comments:-

- The replacement bridge should not be used to justify the Energy from Waste facility at Ratty's Lane;
- No other major projects should be built or approved until the replacement bridge has been completed;
- Support but concern that design of approach will add to congestion, with a reduction of the number of lanes, and
- Additional measures are needed to ensure that HGVs do not use the local residential roads.

5.24 Objections to the proposal were made on the following basis:-

- That there will be an increase in HGV movements;
- The increase in vehicles will in turn increase pollution and associated health risks, and
- The construction process would cause unacceptable delay and congestion on the surrounding road network.

## **6 The Development Plan**

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of the Act, the development plan comprises of the Broxbourne Local Plan Second Review 2001 – 2011 (adopted 2005), and the saved policies within it. Additional policy guidance is provided in the Supplementary Planning Guidance (SPG) (2013 update).

- 6.2 Following an Examination in Public, the Inspector found that the proposed Core Strategy was inadequate in 2011. Therefore, the policy document was not adopted. The emerging Broxbourne Local Plan 2018 – 2033 has been the subject of an Examination in Public which concluded in November 2018. Some weight can be given to the draft policies contained within it.
- 6.3 Further planning guidance is provided in the Hoddesdon Business Park Improvement Plan (September 2013) and the Essex Road Gateway development brief (April 2011).
- 6.4 The most relevant planning policies to consider for this application are:

The Broxbourne Local Plan Second Review 2001 – 2011

Policy SUS1	Sustainable Development Principals
Policy SUS5	Pollution
Policy SUS6	Air Quality
Policy SUS8	Noisy Development
Policy SUS9	Requirement for a Noise Impact Study
Policy SUS11	Light Pollution and Floodlighting
Policy SUS15	Ground and Surface Water Pollution
Policy SUS16	Flood Risk Assessments
Policy SUS17	Flood Prevention
Policy GBC17	Protection and Enhancement of Public Rights of Way
Policy GBC19	Protection for Sites of Wildlife and Nature Interest
Policy GBC20	Protected Species
Policy HD13	Design Principles
Policy HD14	Design Statement on Local Character
Policy HD19	Waterside Green Chains
Policy T3	Transport and New Development
Policy T5	Development Standards
Policy T9	Pedestrian Needs
Policy T10	Cycling Provision

- 6.5 The key relevant draft Local Plan policies are:-
- |             |                             |
|-------------|-----------------------------|
| Policy HOD3 | Hoddesdon Business Park     |
| Policy INF1 | Infrastructure              |
| Policy INF2 | Broxbourne Transport Policy |
| Policy INF3 | Road Infrastructure         |
| Policy ED2  | Employment Areas            |
- 6.6 Hertfordshire County Council Local Transport Plan (2018 – 2031) sets out the County Council’s vision and strategy for the long term development of transport within the county, alongside local guidance in The Hoddesdon and Broxbourne Urban Transport Plan (March 2012).
- 6.7 These policies are considered alongside national guidance in the form of The National Planning Policy Framework.

## 7 Planning Issues

- 7.1 The principal planning issues to be taken into account in determining this application can be summarised as:
- Need and justification;
  - Impact on highways and transport;
  - Landscape and visual impact;
  - Quality of design;
  - Impact on ecology and biodiversity;
  - Flood risk, and
  - Impact on residential amenity (noise, dust, light)

### Need and justification

- 7.2 Hoddesdon Business Park falls within the M11/A10 Growth Area, as identified by the Hertfordshire Local Enterprise Partnership (LEP). Within these Growth Areas, the LEP has four key priorities, including to provide the foundations for growth, as stated in the Strategic Economic Plan (SEP) 2017 - 2030. The SEP acknowledged that, in general, the road network in Hertfordshire is extremely congested.
- 7.3 The need to improve this key access point into Hoddesdon Business Park has been long established between Hertfordshire County Council and Broxbourne Borough Council, following a study in 2006. This was further supported by the 2009 Hertfordshire Infrastructure and Investment Strategy. This need has been reflected in subsequent plan documents at a local, county and strategic level, and is identified as a highway improvement scheme with secured funding in the Local Transport Plan 4 (2018 – 2031).
- 7.4 It is considered that the proposed improvements to Essex Road would meet the key objectives of the 2011 Government Transport White Paper, which provides key objectives for future transport investment, namely:
- to create growth in the economy and to tackle climate change by cutting carbon emissions; and,
  - to tackle places where congestion causes slow and unreliable journeys with significant impacts on the economy and environment;
- 7.5 The borough council has placed great importance on reinvigorating and updating Hoddesdon Business Park, which is a key employment provider within the local catchment. As of 2013, there were approximately 200 businesses which represented 5,500 employees. Although the vacancy rate is less than 5%, the existing tenants identified the challenges created by the congestion during the 2016 Essex Road Gateway Study. A reliable transport network is an essential component to the economic viability and growth of the local businesses.
- 7.6 The Local Transport Plan 4 identifies that economic growth is a national priority, and is that transport has a key role in facilitating economic growth (cf. page 5 of LTP4). Essex Road is identified as requiring bridge

and highway improvements to enhance multimodal access to a large employment area.

- 7.7 The existing carriageway falls below current design standards, and due to the high level of Heavy Good Vehicle (HGV) traffic accessing and egressing the business park, HGVs regularly have to give way to on-coming traffic to avoid a collision over the bridge. The bridge itself is more than sixty years old, and its narrow width (6.1 metres) means that vehicles have mounted the footway in order to pass. This compromises the safety of pedestrians, and does not allow a separation from vehicles and other non-motorised forms of transport
- 7.8 Objections have been raised in that the proposed development should not be used as a justification for the grant of planning permission for the Energy from Waste Facility proposed at Ratty's Lane. This application is currently awaiting final determination by the Secretary of State, following a public inquiry.
- 7.9 Residents have also sought assurance that there would be no major construction projects within Hoddesdon Business Park prior to the completion of the proposed development. Any future planning applications would be subject to a separate planning process, and would be determined on their own merits in light of the relevant highway setting.
- 7.10 The proposed development is therefore compliant with a long term aim of both the borough and county councils, to improve the safety and relieve congestion associated with access into Hoddesdon Business Park, which is compromised with an existing narrow bridge. The new access will increase the resilience of the transport access to the business park to cope with incidents such as collisions, breakdowns and maintenance. The proposal is therefore compliant with Local Plan Policy T3, and draft Local Plan Policy INF3 which can be given some weight. The scheme is identified in the Transport Proposals Map of the newly adopted Local Transport Plan 4.

### **Impact on highways and transport**

- 7.11 The proposal seeks to relieve congestion generated by the narrow access over the New River. The inadequate road width means that HGVs regularly have to wait in order to allow vehicles to pass on a one-way basis. This in turn contributes to queuing and congestion on the wider road network.
- 7.12 At present, the narrow carriageway results in frequent footway incursions by vehicles, putting pedestrians, and cyclists, at risk of injury due to the lack of separation. This is exacerbated by the path crossing the bridge at grade (i.e. the footway is not raised and clearly delineated from the road). The vertical alignment over the bridge is also lower than current standards, which increases the risk of collision between vehicles due to poor sight lines. The bridge is also in need of increasing levels of

maintenance due to its age.

- 7.13 The Essex Road Gateway Development Brief, prepared by Broxbourne Borough Council envisages the widening of the existing road and the construction of a separate structure for use by pedestrians and cyclists, to the south of the existing carriageway. The emerging Local Plan seeks to deliver this Development Brief on adoption. This online option was considered by the applicant, but was discounted on the basis of the large scale disruption that would be caused by the closure of the eastbound access point for HGVs into the business park. The long term closure of this access to park would compromise the economic viability of the businesses, contrary to other Local Plan policies.
- 7.14 The offline option allows for much of the construction work to be carried out while the existing access to the business park is retained, with some night time closures to allow for carriageway tie in works. This is reflected in the Draft Broxbourne Transport Strategy, which was subject to public consultation by the borough council in September 2017.
- 7.15 These highlighted issues contribute to congestion in and around the A1170/Essex Road roundabout, and compromise the reliability of journey times. The capacity modelling forecast a slight increase in the queue length along Dinant Link Road (maximum of three passenger car lengths in the morning peak hour), which is reflective of reduction from three to two lanes on the roundabout entry from the west (A10). Queues on the existing Essex Road arm approach would be virtually eliminated, and a typical maximum queue of just one passenger car length (pcu) on the new Essex Road arm approach. This is significantly better than the current queueing along Essex Road on approach to the roundabout, and it is found by way of a Transport Assessment that the scheme will have an overall capacity benefit.
- 7.16 The Highway Authority have highlighted concerns with regards to the potential for collisions on the eastbound Dinant Link Road, with the reduction of the number of lanes from three to two, and neighbours have raised concerns that this will increase congestion in the local area. The applicant has advised that the number of lanes has been reduced due to insufficient space for three moderate sized vehicles to use the roundabout at the same time. Highways have recommended that prior to the commencement of the development, an additional Stage 1 Road Safety Audit is carried out, over an extended assessment area to incorporate the lane drop and the potential for late merging manoeuvres. Any congestion resultant from the reduction in the number of lanes has to be balanced against the safety of the local road network and the improved reliability of the access to the business park.
- 7.17 The Highway Authority is satisfied that the proposed development will not have a 'severe' impact on the highway (cf. paragraph 109 of the NPPF), and considers that there will be significant benefits to the free and safe flow of all highway and right of way users, with the provision of a more resilient local transport network.

- 7.18 Furthermore, the scheme encourages the use of more sustainable modes of travel in line with national, county and local transport policies. Pedestrians and cyclists will benefit from a safer, segregated journey, with the provision of a dedicated shared path along both sides of the new bridge, which is compliant with current design standards. A toucan crossing is proposed at new arm of the roundabout, with a further toucan crossing to the west of the existing road bridge. These allow for the safe crossing of pedestrians and cyclists, and will allow provide access to the residential area to the north of the development without the need to traverse the roundabout, prioritising non-motorised transport in compliance with Local Plan Policies T9 and T10.
- 7.19 A separate footbridge is proposed from the eastern bank of the New River, opposite the existing allotments, linking into the toucan crossing at the entrance to the business park. This ensures a safe and continual right of way for pedestrians on both sides of the river.
- 7.20 The temporary loss of public footpath Hoddesdon footpath 015 is considered reasonable, given the relatively short term nature of the construction period and that the final scheme will deliver a clear and defined route, which will be more accessible for pedestrians, thereby enhancing the Waterside Green Chain, in compliance with Local Plan Policy HD19.
- 7.21 These elements of the proposed development reflect the guidance of the NPPF to promote accessibility for pedestrian and cyclists (cf. paragraph 106 of the NPPF) and minimise the scope for conflict between pedestrians, cyclists and motorised vehicles (cf. paragraph 110 of the NPPF). In turn, this policy stance is filtered into local plan documents, and is incorporated in Policies 7 (Active Travel – Walking), 8 (Active Travel - Cycling) and 17 (Road Safety) of the Local Transport Plan 4.
- 7.22 A Traffic Management Plan can be secured through condition to minimise driver stress and frustration during the construction period. This would ensure the appropriate and timely sharing of information regarding works that may impact journey routes or times.
- 7.23 No rail routes would be impacted by the proposed development.

### **Landscape and visual impact**

- 7.24 It is unavoidable that the introduction of a permanent and large scale elevated road bridge will fundamentally change the character of a highly sensitive area of undeveloped and naturally vegetated land. It is further acknowledged that the borough council has set out at a local plan level, the intention to use at least part of the application area to develop a 'gateway' to Hoddesdon Business Park.

- 7.25 The Essex Road Gateway Development Brief (April 2011) identifies five parcels of land, of which four fall into the application area. The key land parcel is Land parcel 2 – Dinant roundabout development site, which is the 0.77 hectare of scrubland between Lampits and Woollen Brook, abutting the roundabout. The borough council envisaged the land would be developed as a landmark B1 office scheme facing the roundabout and link road (cf. page 8 of the Development Brief).
- 7.26 The Landscape Officer has raised concerns in respect of the scheme as submitted, and identifies that there are major adverse residual landscape and visual effects. However, seven measures have been identified that can seek to mitigate the impact of the proposed development. These are set out in full at Annex 4, but include the replacement of trees removed from the area of the temporary compound, a more naturalistic design of the attenuation ponds and the design and materials of the footpaths which should be informal and rural in character.
- 7.27 Furthermore, the significance of the proposed fencelines in proximity to the notable retained Oak tree<sup>1</sup>, and the treatment of trees and hedgerows is highlighted with further recommended mitigation. The applicant has advised that they would be willing to incorporate the recommendations of the Landscape Officer, and this can be secured through condition, and thereby provide a more sympathetic setting for the Pump House; this is not part of the application area but sits within it, and while not listed, it is a ‘heritage asset’<sup>2</sup>. By incorporating these recommendations, the development will enhance the local character, as required by Local Plan Policy HD14, and in the draft Local Plan Policy ORC2.
- 7.28 The mitigation of landscape and visual impacts during the construction phase can be achieved through a Construction Environmental Management Plan (CEMP), and secured by condition. This can include, but would not be limited to, the control of lighting to construction compounds and haul roads, and the sensitive design of site hoardings. The CEMP should also address how the roots of existing trees will be protected.

### **Quality of design**

- 7.29 The NPPF sets out the overarching design aims, stating, inter-alia that the “creation of high quality buildings and places is fundamental to what the planning and development process should achieve.” (cf. paragraph 124 of the NPPF). While there are limitations to the design statements that can be delivered through a road project, the context of the proposed development was highlighted to the applicant at a pre-application stage.

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<sup>1</sup> Tree Schedule, tree number 5 – category B – moderate quality

<sup>2</sup> Historic Environment Record MHT 5692

- 7.30 The submitted elevations provide limited detail in respect of the external materials to be used and the borough council has been critical of design, in that it is “no more than an engineering solution for a new bridge and connecting link across the New River”. The scheme proposes a concrete finish to the facing sides of the bridge, treated with an anti-graffiti paint. This is consistent with the bridge over the railway line, further east along Essex Road (cf. Section 6.10 of the Planning Statement).
- 7.31 However, the proposed development is a gateway into Hoddesdon Business Park, rather than a bridge within an industrial setting. These concerns, and need for compliance with the overarching design aspirations of the NPPF have been raised with the applicant in light of the consultation. The applicant has agreed to provide photomontages of the possible finishes for consideration by the Development Control Committee. These documents were not available at the time of writing, and any submission would be subject to control by robust conditions and considered in consultation with the borough council.

### **Impact on ecology and biodiversity**

- 7.32 The NPPF states that the planning system should seek to contribute to and enhance the natural and local environment, and to provide net biodiversity gains (cf. paragraph 170 of the NPPF), and this is reflected in the adopted local plan policy guidance. Hertfordshire Ecology finds that the road bridge would cause both the direct loss of habitat, which would be significant at a site and local level. This direct loss is further exacerbated by the introduction of a physical and environmental ecological barrier across what is already a small site, isolating populations.
- 7.33 It is found that the significant ecological impacts have been identified and some mitigation proposed, with residual impact compensated for by landscaping. The relocation of the habitat for a protected species is informed by discussions with Natural England, and also avoid areas of compensatory floodplain. The small scale of the site limits the opportunity for biodiversity gains, and on that basis it is recommended that provision is made for a Biodiversity Offsetting payment, which can be secured through condition.
- 7.34 Subject to biodiversity offsetting and the implementation of a landscape and ecological management plan (LEMP), the proposed development is compliant with the over-arching biodiversity aims of the NPPF, and with Local Plan Policies GBC17 and GBC19. The LEMP will be subject to consultation with both Hertfordshire Ecology, and with the Environment Agency due to the encroachment on the Woollens Brook.

### **Flood Risk**

- 7.35 The Lead Local Flood Authority are satisfied that the proposed development can be adequately drained and can mitigate any potential existing surface water flood risk, if carried out in accordance with the

submitted drainage strategy. The drainage strategy has been calculated with sufficient capacity for a 1 in 100 year rainfall event plus a 40% allowance for climate change event.

- 7.36 The proposed development is therefore compliant with flood risk and sustainability policies at a local and national level, subject to securing the mitigation measures through condition.

**Impact on residential amenity (e.g. noise, light, air quality)**

- 7.37 The application is supported by a Noise and Vibration Assessment, and by a Lighting Impact Assessment, to consider the potential impact on neighbouring amenity during the construction process and the on-going use of the proposed development.
- 7.38 The assessment concludes that the day time construction noise levels during the works have been assessed as causing a temporary significant effects at 1 – 47 Lampits (for a period of six months), 55 Lampits (for a period of one month) and the allotments to the south of the scheme, and as not significant at other receptors. These calculations do not take into account the potential screening from the natural landform, the formation of cuttings as work progresses or from purpose built noise barriers, although it is acknowledged that such noise barriers would be less effective at the higher levels of the flats at 1 – 47 Lampits.
- 7.39 Noise levels can be regulated through good practice, as specified in BS 5228-1 Annex B – Noise sources, remedies and their effectiveness, and where necessary with formal resolution via the statutory Section 61 Control of Pollution Act 1974 procedure. These measures can be included in a Construction Environmental Management Plan (CEMP), and secured through condition. There are no night-time works anticipated other than the final ‘tie-in’ works to link the new bridge to the existing public highway, which are at the furthest points from the residential properties on Lampits.
- 7.40 There are no significant adverse operational noise effects in the proposed development in the long term.
- 7.41 In assessing compliance with Local Plan Policy SUS8 (Noisy Development), it is necessary to consider the timespan of the over which the noise will be generated, and the character of the adjoining area. The significant construction noise is estimated to last for six months, and be restricted to the day time. On the basis that the properties are located adjacent to a busy road junction, the short term impact is balanced against a “Do-Minimum” approach, whereby the overall scheme improves residential amenity through an improved traffic flow and reduced CO<sub>2</sub> emissions.
- 7.42 Construction and operational vibration levels are assessed as not significant.

7.43 The scheme proposes the use of LED lighting, which are energy efficient, and directional to minimise light spill. The use of shields further prevents adverse residential impact, as well as protecting the behaviour of local bat populations. The lighting layout proposed at G-MP03-OPS-1300-DR-EL-01 can be secured through condition, with a post installation check.

## **8 Conclusion**

- 8.1 This report has identified a number of impacts that could occur but which can be adequately managed by the imposition of appropriate conditions, after taking into account the submitted planning application and supporting documents.
- 8.2 On balance, it is determined that the highway improvements of upgrading a sub-standard but significant access point into Hoddesdon Business Park, the improved safety for vehicles, cyclists and pedestrians, and an improved resilience to the local road network and key employment area outweigh the temporary adverse impact to residential amenity during the construction phase thereby meeting a legitimate planning need. The permanent ecological impacts can be mitigated through the contribution to an off-set area of biodiversity gain.
- 8.3 There are outstanding issues around the design and the use of external materials that need to be resolved, prior to the commencement of construction. The applicant has indicated a willingness to improve the quality of the design, although additional details have not been submitted prior to report writing.
- 8.4 The development is compliant with principles of the National Planning Policy Framework, and the Local Transport Plan 2018 – 2031 in delivering highway improvements to achieve a safe and resilient local transport network, supporting non-motorised forms of transport. While potential adverse impacts have been identified, the imposition of robust conditions can minimise against harm to landscape, visual impact, ecology, biodiversity, residential amenity and cultural heritage.

## **9 Conditions**

- 9.1 The recommendation to approve the proposed development is subject to the following TWENTY-ONE conditions:-
1. Time limit for commencement
  2. Approved plans and documents
  3. Materials used in Construction
  4. Landscaping Plan
  5. Landscape and Ecological Management Plan
  6. Design and Structural Details
  7. Stage 1 Road Safety Audit
  8. Additional plans and details
  9. Traffic Regulation Order

10. Rights of Way
11. Construction Traffic Management Plan
12. Mud on the road
13. Drainage Strategy (1)
14. Drainage Strategy (2)
15. Drainage Network Maintenance Plan
16. Archaeological Written Scheme of Investigation (1)
17. Archaeological Written Scheme of Investigation (2)
18. Archaeological Written Scheme of Investigation (3)
19. Lighting
20. Badgers
21. Fencing/Boundary Treatment

## **Background information used by the author in compiling this report**

Planning application reference 7/0135-19 including supporting documents

Consultee responses

Relevant policy documents:

National Planning Policy Framework 2018

The Broxbourne Local Plan Second Review 2001 – 2011

The emerging Broxbourne Local Plan 2018 – 2033

Essex Road Gateway Development Brief (April 2011)

Hoddesdon Business Plan Improvement Plan (September 2013)

Local Transport Plan 4 2018 - 2033

## **Appendices**

1. General Arrangement
2. Site Plan
3. Consultation response from Broxbourne Borough Council
4. Consultation response from the Highway Authority
5. Mitigation measures proposed by the County Council Landscape Officer

## DRAFT CONDITIONS

### **Time Limit for commencement**

1. **The development to which this planning permission relates shall be begun no later than three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 of the Town and Country Act 1990 (as amended).

### **Approved Plans**

2. **The development hereby permitted shall not be carried out otherwise than in complete accordance with the details submitted in the application dated 15 November 2018.**

- **Site location plan G-MP032-HCC-0001-DR-Z-01 Rev P01 dated 17/09/18**
- **Site plan G-MP032-HCC-0001-DR-Z-02 Rev P01 dated 17/09/18**
- **General Arrangement G-MP032-HCC-0001-DR-Z-03 Rev P01 revised 18/09/18**
- **Embankment Cross Section (Typical Section) G-MP032-HCC-0001-DR-Z-04 Rev P01 revised 18/09/18**
- **Structures Elevations G-MP032-OPS-0001-DR-CB-01 Rev P01 revised 06/06/18**
- **Structures Cross Sections G-MP032-OPS-0001-DR-CB-02 Rev P01 revised 14/05/18**
- **Footbridge Elevation G-MP032-OPS-0001-DR-CB-03 Rev P01 revised 09/05/18**
- **Flood Risk Assessment and Drainage Strategy G-MP032OPS-0004-RP-CW-02 Issue 2 dated June 2018**
- **Flood Risk Assessment and Drainage Strategy Addendum Report G-MP032OPS-0004-RP-CW-02 Issue 3 dated October 2018**
- **Tree Constraints Plan G-MP032-KEE-DR-X-01-TCP\_P01.2 Rev A dated 11.05.18**
- **Tree Protection Plan G-MP032-KEE-DR-X-01-TPP\_P01.2 Rev A dated 11.05.18**
- **Tree Survey and Impact Assessment G-MP032-KEE-RP-X-01 Dated November 2018**
- **Lighting Impact Assessment G-MP032-OPS-1300-RP-EL-01 Dated November 2018**
- **Soft Landscape Specification Maintenance and Management G-MP032-ARP-0004-SP-L-01 dated November 2018**
- **Badger Mitigation Strategy G-MP032-ARP-3000-RP-EC-02 dated November 2018**

Reason: For the avoidance of doubt.

**Materials used in construction**

3. Prior to the commencement of any development, details of the materials proposed for the external elevations of the development shall be submitted to and approved in writing by the County Planning Authority. Only those materials that have been approved under this condition shall be used for the development hereby approved.

Reason: In the interests of local amenity and to ensure a cohesive design as relates to the local environment.

**Landscaping plan; including tree protection and habitat improvements**

4. Prior to commencement, a detailed landscaping scheme shall be submitted to and approved in writing by the County Planning Authority which shall include the following details:  
The details of the replacement trees to compensate for those removed to accommodate the temporary construction compound,
- The details of the attenuation ponds, which should seek to be more naturalistic and informal,
  - The design and materials for the new and resurfaced footpaths,
  - Revised details of the fenceline on the southern side of the road bridge, in respect of the notable retained Oak tree,
  - Introduction of vegetation to the southern side of the road bridge,
  - Details of a new informal row of trees to be located along the southern side of Essex Road and to the western edge of the restored construction compound,
  - Details of the hedgerow to be planted along the back of the existing fencing associated with the pump house, and
  - Details of the size, species, density and location of trees.

The landscape scheme shall be implemented in accordance with the approved programme hereafter.

Reason: In the interests of the visual amenity and the habitat enhancement of the area.

**Landscape and ecological management plan** (Environment Agency)

5. No development shall take commence until a scheme for the provision and management of compensatory habitat creation (local impact mitigation), along with a landscape and ecological management plan, including long-term objectives, management responsibilities and maintenance schedules, shall be submitted to, and agreed in writing by, the County Planning Authority and implemented as approved. The landscape and ecological management plan shall be carried out as approved with any subsequent variations agreed in writing by the County Planning Authority. The scheme shall include the following elements:
- Detailed plans for habitat creation and/or improvement, including any planting plans, river cross sections and plan view designs
  - Habitat regimes

- **Details of any new habitat created on site**
- **Details of treatment of site boundaries and/or buffers around water bodies**
- **Details of management responsibilities**

Reason: Development that encroaches on the Woollens Brook will affect its ecological value. Paragraph 175 of the NPPF states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

**Design and structural details** (Highways Authority)

6. **Prior to commencement of the development, the applicant shall comply fully with the requirements of the Department for Transport's DMRB Standard BD 2/12: Technical Approval of Highway Structures and HD 22/08 Managing Geotechnical Risk. The Approval in Principle and Design and Check Certification, accompanied by full structural details, shall be submitted to and approved in writing by the County Planning Authority before any work commences. All works shall then proceed in accordance with the details submitted and Construction Compliance certification and documentation submitted to the Highway Authority.**

Reason: In the interests of public safety, to ensure that construction of the development hereby permitted does not affect the stability of the public highway and water channel.

**Stage 1 Road Safety Audit** (Highway Authority)

7. **Before development commences, a further Stage 1 Road Safety Audit (RSA1) shall be undertaken which extends the scope of the assessment area to include the section of Dinant Link Road running from the Dinant Link Road / Essex Road / Charlton Way roundabout to Burford Street. A Designer's Response to any issues and recommendations identified in the RSA1 shall be submitted and the final plans approved by the County Planning Authority through a Road Safety Review.**

Reason: To ensure the safety issues in relation to the proposed reduction from 3 lanes to 2 lanes along Dinant Link Road, on the eastbound approach to the Dinant Link Road / Essex Road / Charlton Way roundabout, are suitably considered and addressed.

**Additional details and plans** (Highway Authority)

8. **Before development commences, additional details and plans, drawn to an appropriate scale, must be submitted and approved in writing by the County Planning Authority which clearly show the detailed design and construction of all works within the public highway, those areas to be adopted as public highway, and any other infrastructure which forms part of this scheme, as shown indicatively on drawing number G-MP032-HCC-0001-DR-Z-03. This shall include, but is not limited to:**
- **All works external to the site.**
  - **Detailed road layouts.**

- **Proposed highway adoption.**
- **Drainage provision.**
- **Street lighting proposals (a Lighting Impact Assessment).**
- **All highway and right of way signage.**
- **Further details of landscaping/foliage proposed across the study area.**
- **Details of timing and routes of diversions, road closures and anticipated delays.**

**All these works shall be constructed as approved by the County Planning Authority, and fully completed before first operational use of the development.**

Reason: In the interests of highway safety and convenience, and in accordance with LTP4 policies and Roads in Herts technical guidance.

**Traffic Regulation Order (Highway Authority)**

- 9. Before first use of the development, an application shall be made for a Traffic Regulation Order with approved supporting physical features (e.g. signage, bollards) along the existing Essex Road bridge to stop all through-traffic, except vehicles associated with emergency access or highway maintenance purposes.**

Reason: To ensure the existing Essex Road bridge link serves motorised traffic associated only with sites along its length and nothing beyond this, in the interests of highway safety and convenience.

**Rights of Way (Highway Authority)**

- 10. Prior to construction of the development, details of the construction and maintenance of all Public Rights of Way and footpaths within the application area shall be approved by the County Planning Authority and maintained thereafter. Any existing public rights of way abutting/crossing/approaching the site shall remain undisturbed and unobstructed at all times unless legally stopped up or diverted prior to the commencement of the development hereby permitted. The alignment of any public right of way shall be protected throughout the course of the development in accordance with details approved in writing by the County Planning Authority.**

Reason: In the interests of right of way users, and compliance with LTP4.

**Construction Traffic Management Plan (Highway Authority)**

- 11. Prior to the commencement of the development, a 'Construction Traffic Management Plan' shall be submitted to and approved in writing by the Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The 'Construction Traffic Management Plan' shall identify details of:**
- **The phasing of construction and proposed construction programme.**
  - **The methods for accessing the site, including wider construction vehicle routing.**

- The numbers of daily construction vehicles including details of their sizes, at each phase of the development.
- The hours of operation and construction vehicle movements.
- Details of any highway works necessary to enable construction to take place.
- Details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway.
- Details of how the safety of existing public highway users and existing public right of way users will be maintained.
- The details of any other Construction Sites in the local area.
- Waste management proposals.
- Temporary Signage

Reason: To ensure the impact of construction vehicles on the local road network is minimised.

**Mud on the road** (Highway Authority)

12. **Vehicles leaving the development site during the construction of the development shall be in a condition so as not to emit dust or deposit mud, slurry or other debris on the highway. In particular (but without prejudice to the foregoing) efficient means shall be installed prior to commencement of the development and thereafter maintained and employed at all times during construction of the development, to include cleaning the wheels of all construction vehicles leaving the site.**

Reason: In order to minimise the amount of mud, soil and other materials originating from the site being deposited on the highway, and in the interests of highway safety and visual amenity.

**Drainage strategy** (LLFA)

13. **The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment and Drainage Strategy reference G-MP032-OPS-0004-RP-CW-03 dated November 2018 and the following mitigation measures:-**
- **Undertaking an appropriate drainage strategy based on attenuation and discharge into Woollens Brook restricted to a maximum of 10l/s for all events up to and including the 1 in 100 year + climate change event.**
  - **Provide attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.**
  - **Implement drainage strategy based on discharge into Woollens Brook with lined pond features and ditches into vortex flow control devices as indicated on the proposed drainage strategy drawing reference 500-01.**

Reason: To reduce the risk of flooding to the proposed development and future occupants.

**Drainage strategy (2)** (LLFA)

14. **No development shall take place until the final design of the drainage scheme is submitted to and approved by the County Planning Authority. The surface water drainage system will be based on the submitted Flood Risk Assessment and Drainage Strategy reference G-MP032-OPS-0004-RP-CW-03 dated November 2018. The scheme shall also include detailed engineering drawings of the proposed SuDS features including their location, size, volume, depth, and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year +40% allowance for climate change event. The plan should show any pipe ‘node numbers’ that have been referred to in the network calculations and it should also show invert and cover levels of manholes. The development shall be carried out in accordance with the approved details.**

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

**Drainage network maintenance** (LLFA)

15. **Upon completion of the drainage works for each site in accordance with the timing / phasing arrangements, a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the County Planning Authority. The scheme shall include;**
- 1. Provision of complete set of as built drawings for site drainage.**
  - 2. Maintenance and operational activities.**
  - 3. Arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.**

**The development shall be carried out in accordance with the approved details.**

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

**Archaeological Written Scheme of Investigation** (Historic Environment)

16. **No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the County Planning Authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:**
- The programme and methodology of site investigation and recording as suggested by the evaluation**
  - The programme for post investigation assessment**
  - Provision to be made for analysis of the site investigation and recording**
  - Provision to be made for publication and dissemination of the analysis and records of the site investigation.**

- Provision to be made for archive deposition of the analysis and records of the site investigation
- Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the approved Written Scheme of Investigation.

Reason: To protect the archaeological interests of the site.

**Archaeological WSI (2) (Historic Environment)**

17. The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition 16.

Reason: To protect the archaeological interests of the site.

**Archaeological WSI (3) (Historic Environment)**

18. The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 16 and the provision made for analysis and publication where appropriate.

Reason: To protect the archaeological interests of the site.

**Lighting**

19. The lighting shall be installed in accordance with the layout proposed at G-MP03-OPS-1300-DR-EL-01. The glare and spill of the lighting shall be reviewed after six months, and before 12 months, of the development coming into operation.

Reason: To minimise light pollution in the form of glare and spill.

**Badgers**

20. The detailed proposals for the management and protection of badgers, and measures for the mitigation of any harm to them likely to be caused by the development, shall be carried out in full as specified in the submitted Badger Mitigation Strategy, ref: G-MP032-ARP-3000-RP-EC-01.

Reason: To ensure the protection of important species and those protected by legislation.

### **Fencing/boundary treatment**

21. **Construction work shall not commence until fencing, of a type to be approved by the County Planning Authority, setting out the boundaries of the development hereby permitted has been erected. The fencing shall be maintained throughout the period of construction and unless otherwise agreed in advance in writing by the County Planning Authority, there shall be no working, storage of surplus material or incursion of construction vehicles outside of the area so defined.**

Reason: To define the permitted area of development and to restrict unauthorised entry to the construction site.

### **INFORMATIVES**

#### Cadent – Informative 1

##### Affected Apparatus

The National Grid apparatus that has been identified as being in the vicinity of your proposed works is:

- High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity).

#### Requirements

BEFORE carrying out any work you must:

- Carefully read these requirements including the attached guidance documents and maps showing the location of National Grid apparatus.
- Contact the landowner and ensure any proposed works in private land do not infringe National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted.
- Ensure that all persons, including direct labour and contractors, working for you on or near National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 – 'Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at <http://www.hse.gov.uk>
- In line with the above guidance, verify and establish the actual position of mains, pipes and cables, services and other apparatus on site below any activities are undertaken.

#### Cadent – Informative 2

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus.

The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com) Tel: 0800 688 588

#### Highway Authority – Informative 1

Highway structural considerations. The applicant is advised that in order to comply with Condition 1 of this permission it will be necessary for the developer of the site to contact the Hertfordshire County Council Bridge Asset Manager in connection with the requirements of Department for Transport Standard BD 2/12: Technical Approval of Highway Structures. Further details can be obtained from the Highway Authority at County Hall, Pegs Lane, Hertford, Herts, SG13 8DN (Telephone: 0300 1234047, email: [highway.structures@hertfordshire.gov.uk](mailto:highway.structures@hertfordshire.gov.uk)).

#### Highway Authority – Informative 2

Construction standards for works within the highway: Any works to be undertaken on the public highway associated with this development shall be constructed to the satisfaction and specification of the Highway Authority and in accordance with Hertfordshire County Council's publication "Roads in Hertfordshire – Highway Design Guide (2011)". Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.