



For and on behalf of  
**Endurance Energy Wickham Hall Ltd**

**Transport Statement**

**Proposed Solar Farm at Wickham Hall Estate,  
Bishops Stortford,  
Hertfordshire**

**Prepared by  
Sustainable Development and Delivery  
DLP Planning Ltd  
Bristol**

**May 2024  
(Revision D)**



Prepared by:	██████████ Principal Transport Planner	██████████	
Checked by:	██████████ MSc CILT MCIHT Director		
Approved by:	██████████ MSc CILT MCIHT Director		
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**Sustainable Development and Delivery**

**4 Abbey Court  
 Fraser Road  
 Priory Business Park  
 Bedford  
 MK44 3WH  
 Tel: 01234 832740**

**Office 106  
 Cumberland House  
 35 Park Row  
 Nottingham  
 NG1 6EE  
 Tel: 01156 715067**

**6<sup>th</sup> Floor  
 Broad Quay House  
 Prince Street  
 Bristol  
 BS1 4DJ  
 Tel: 01179 758680**

**Ground Floor  
 V1 Velocity  
 Tenter Street  
 Sheffield  
 S1 4BY  
 01142 289190**

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## **APPENDICES**

<b>Appendix A</b>	<b>UTT/21/3108/FUL Consultation Comments – Essex County Council</b>
<b>Appendix B</b>	<b>Pre-application Advice – Essex County Council (dated 1<sup>st</sup> March 2024)</b>
<b>Appendix C</b>	<b>3/21/2601/FUL Consultation Comments – Hertfordshire County Council</b>
<b>Appendix D</b>	<b>Site Masterplan</b>
<b>Appendix E</b>	<b>SDD Drawings</b>

## 1.0 INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by the Sustainable Development and Delivery Team (SDD) of DLP Planning Ltd, on behalf of Endurance Energy Wickham Hall Ltd (the Applicant), to support a planning application for the construction and operation of a Solar Photovoltaic (PV) farm at The Wickham Hall Estate, Wickham Hall in Bishop's Stortford.

1.2 The proposed development is described as follows:

*“Erection of a Solar Photovoltaic Farm with supporting infrastructure and battery storage, inverters and transformers, fencing and landscaping works.”*

1.3 The site falls within the planning jurisdiction of Uttlesford District Council and highways jurisdiction of Essex County Council. This report follows a recent refusal of planning permission at the site given in April 2022 (application reference UTT/21/3108/FUL). Since the refusal, the Applicant has revised the scheme, specifically via a reduction in scale of the proposed development, enhanced woodland planting proposed to the south of the site and significantly more screening of rights of way and other biodiversity enhancements. The new scheme therefore builds on the supported merits of the former proposal whilst responding to the reasons for refusal, where relevant.

1.4 Contained within the decision notice dated 19<sup>th</sup> April 2022 were five reasons for refusal listed, of which one was highways-related and is contained below:

*“RfR4: Insufficient information has been provided in support of the proposals to demonstrated that the impact on the public rights of way network caused by this proposal will not have unacceptable consequences in terms of highway safety, efficiency and accessibility and that the proposed works are indeed deliverable. The proposal is therefore contrary to policy GEN1 of the Adopted Local Plan and the National Planning Policy Framework.”*

1.5 Prior to the above refusal decision notice, Essex County Council (ECC) provided consultation comments on 8<sup>th</sup> February 2022 (contained at **Appendix A**). These comments provide further detail in relation to the highways-related reason for refusal, with a summary provided below:

*“The proposed construction access to the site coincides with the definitive route of public footpath no. 31 Farnham and public bridleway no. 20 Farnham and consequently would intensify the use of the public right of way network (PROW) by construction vehicles. The identification of the PROW network by vehicles, including large vehicles, associated with the proposal would be to the detriment of highway safety for all users of the PROW.*

*A satisfactory comprehensive construction management plan for the PROW network within Essex has not been submitted.”*

1.6 A pre-application meeting was held on 16<sup>th</sup> February 2024 with ECC Highway Officers, SDD, and DLP and the applicant present. The meeting was to provide background information on the scheme and revised proposals. Subsequent to the meeting pre-application advice was

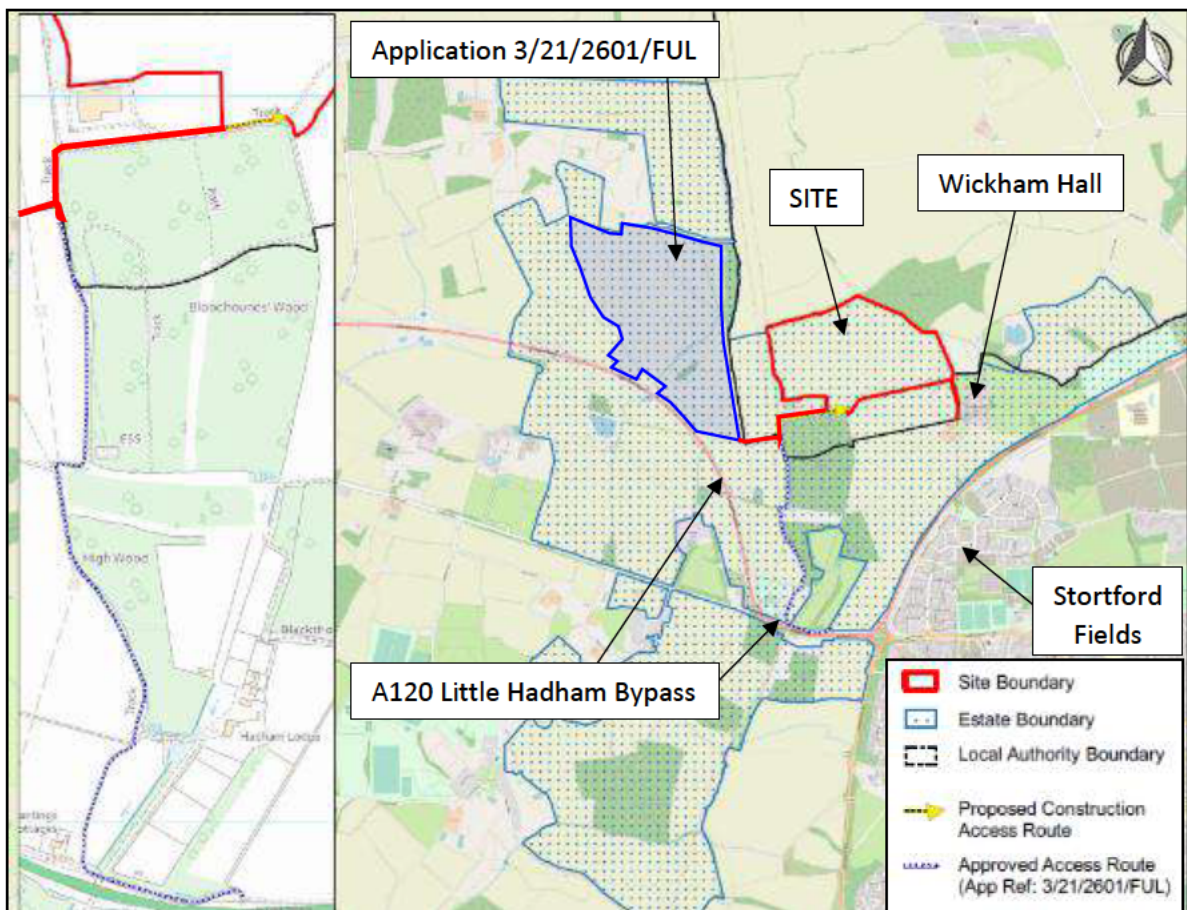
provided by ECC on 1<sup>st</sup> March 2024, advising that: *“For the construction purposes and as this crossing point is temporary and as shown will be managed by banksmen, we are confident that the specific details of this function can be agreed”*. A full copy of the response is contained at **Appendix B**.

- 1.7 In light of the above, the objective of this report is to therefore address the above comments made in relation to impact on the public right of way network, as well as provide an updated overview of the development in relation to its potential impact on the local highway network.

## 2.0 EXISTING CONDITIONS

### Site Location

- 2.1 The application site comprises 33.33 hectares of land located approximately 2.5km northwest of Bishop’s Stortford, as shown in **Figure 1**.
- 2.2 Located to the immediate west of the site is a consented solar farm (Application 3/21/2601/FUL) located within East Hertfordshire local planning authority area. Whilst the permission refers to provision of up to 49.9MW of solar generation, it is understood amendments were made to the scheme to reduce the maximum output to 35MW.
- 2.3 To serve the consented solar farm to the west, Hertfordshire County Council (HCC) accepted construction access to be via A120 to the southwest (as shown in blue dash below in **Figure 1**), with operational access to be via the Stortford Fields development and Wickham Hall Business Park to the southeast, as confirmed in the consultation comments contained at **Appendix C**.



**Figure 1. Site Location Plan**

- 2.4 The A120 Little Hadham Bypass is located to the east, south and west of the site. To the southeast of the site beyond the A120 is the Stortford Fields development, which has planning permission to build 2,200 new houses, a primary school, a secondary school, and

local centre areas. On-site observations confirm that the first phase of the development (approximately 800 houses only) has been built, noting that the schools and local centres are planned to be built towards the end of the construction period (estimated completion date of 2026). On-site observations noted that construction vehicles are taking access to the east of the site via the B1004, which provides access onto the principal road network at the A120 / B1383 roundabout.

2.5 To the immediate east of the site is Wickham Hall, which contains Wickham Hall Business Park (containing mixed retail / office / leisure units / café) and Wickham Farm. Both the site and Wickham Hall share access through the new spine road (Newland Avenue) of the Stortford Fields development, which takes access off the A1250 in the form of a roundabout.

### Existing Vehicle Access Routes

2.6 The site has numerous points of access onto the local highway network, with **Figure 2** showing the four main points of vehicle access which currently serve the site. It should be noted that, whilst the site is located within the boundary of ECC, all the access routes rejoin the local highway network within the jurisdiction of HCC.

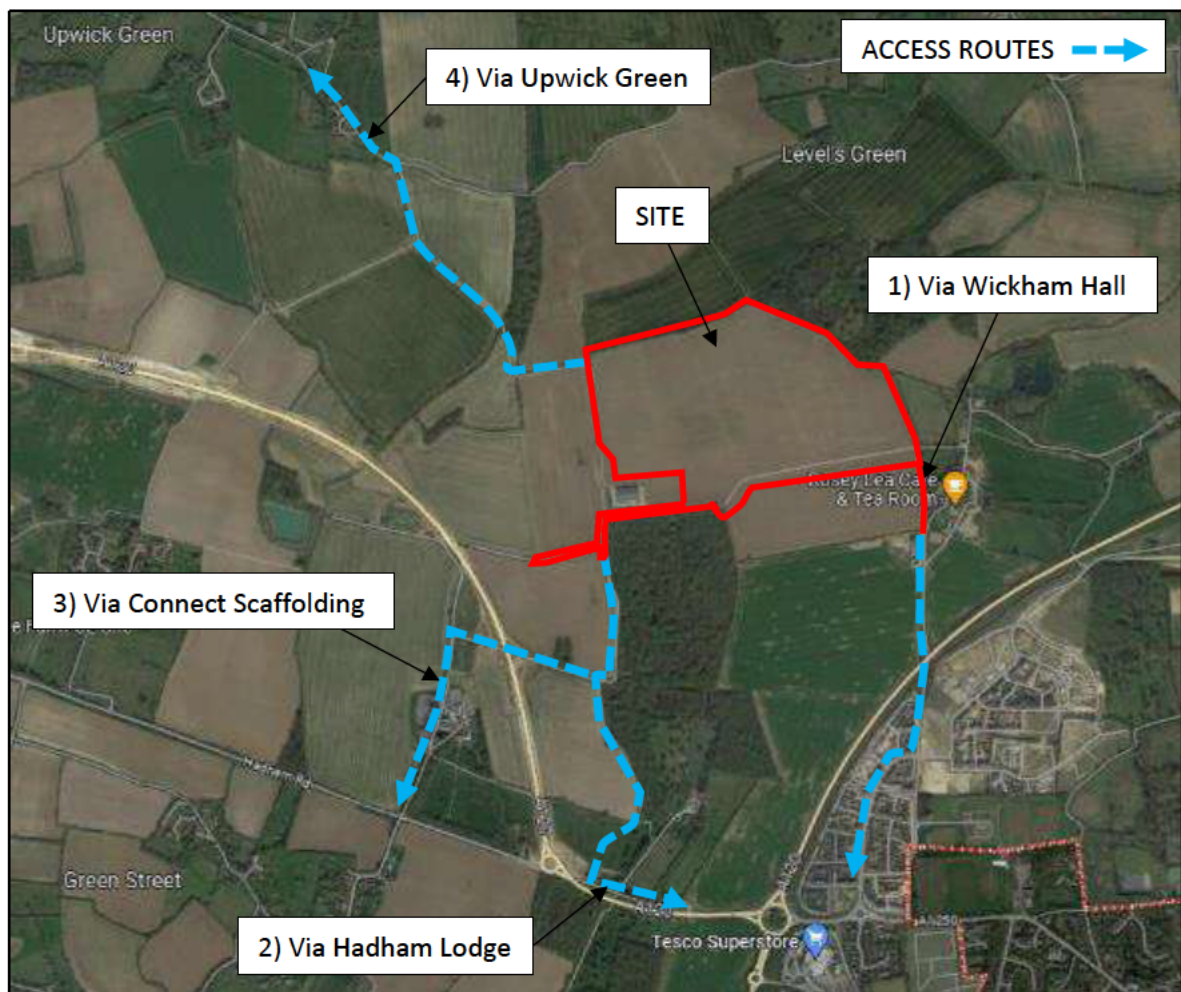
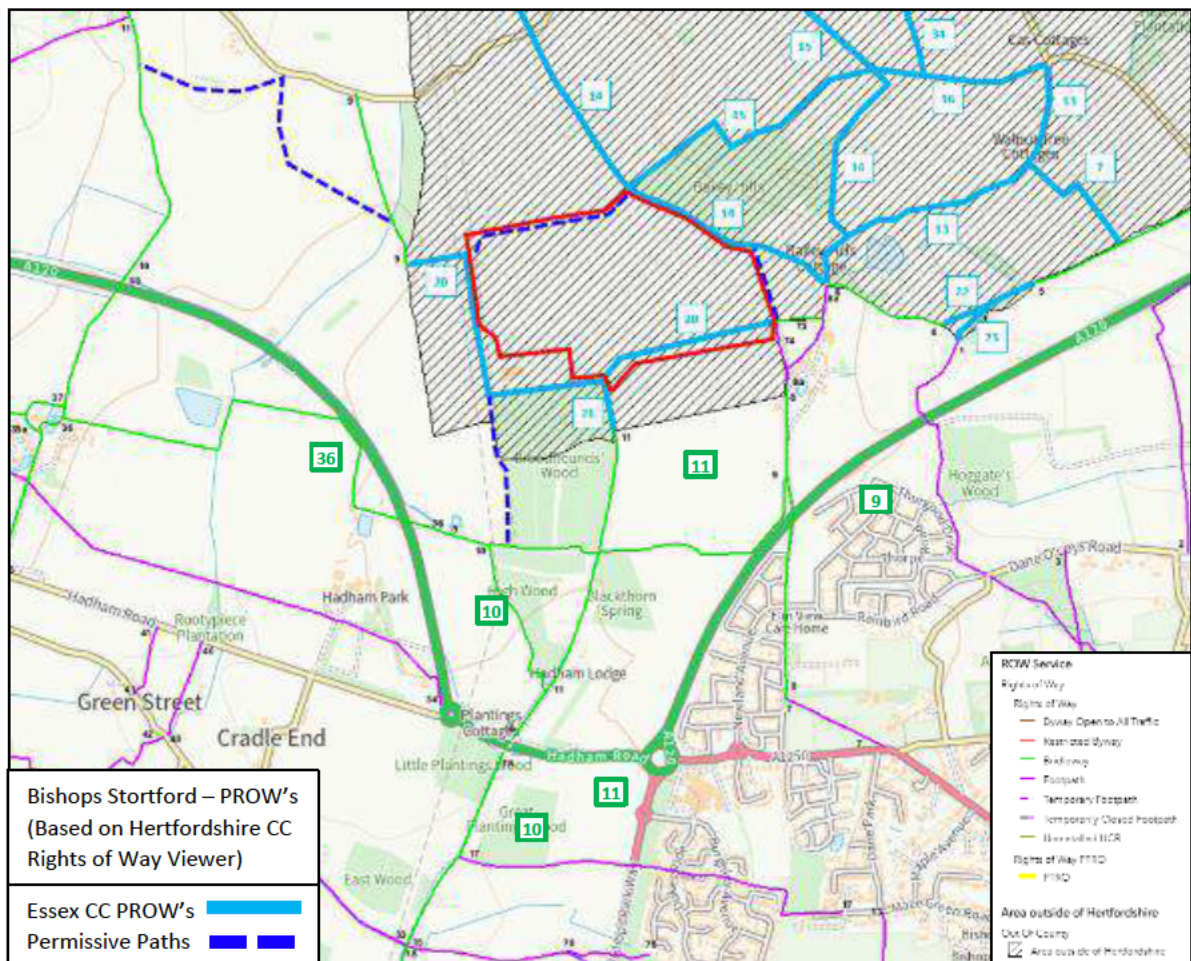


Figure 2. Existing Access Routes

### Public Right of Ways

- 2.7 **Figure 3** below shows the location of the site in the context of existing public right of ways (PROW), with the boundaries of HCC and ECC shown as unshaded and shaded respectively.
- 2.8 Located at the western and southern boundary of the site is ECC Bridleway 020, whilst to the northeast is ECC Bridleway 014. Beyond this point are multiple bridleways and footpaths that pass through Wickham Hall Estate to the southeast of the site, and bridleways that travel towards the A120 that pass through Bloodhounds' Wood to the southwest of the site.



**Figure 3. Public Rights of Way**

- 2.9 It is understood that for the purpose of this development (both construction and operation) no PROWs will be closed or diverted. For construction, any PROWs that are along the construction route (HCC Bridleway 010 & ECC Bridleway 020) will be segregated, fenced, with Banksmen to manage crossing points, as set out in **Section 3** of this report.

### Local Highway Network

- 2.10 A review of the local highway network has been undertaken and considers the link between



the site and the wider principal road network for construction and operational elements of the proposed development.

### Newland Avenue

- 2.11 Newland Avenue is the main spine road for the Stortford Fields development and forms the new through route from the A1250 to the site, as well as for Wickham Hall. It is a residential spine road subject to a 30mph speed limit with streetlighting provided.
- 2.12 Newland Avenue comprises a 6.5m carriageway that is bound by a 2m verge and a 3m shared footway / cycleway at its western edge, and a 3m verge and a 2m footway at its eastern edge, as shown in **Figure 4**.



**Figure 4. Newland Avenue**

- 2.13 Newland Avenue extends south for approximately 450m and forms a 4-arm roundabout junction with the A1250 and Hadham Grove, which comprises a 40m Inscribed Circle Diameter (ICD) with a 23m island.

### A1250

- 2.14 The A1250 in the vicinity of the roundabout junction measures 6.5m in width and is bound by a footway at its southern edge and a verge then footway at its northern edge. The A1250 extends 4.8km in length between the 4-arm roundabout junction with the A120 and A1184 to the west and the 4-arm roundabout junction with the A120 and Birchanger Lane to the east, providing direct access through the town centre of Bishops Stortford.
- 2.15 The A1250 is subject to a 30mph speed limit and features a 7.5 tonnes weight limit restriction as it passes through the town centre of Bishop's Stortford. On-site observations confirm that appropriate signage is provided on the A1250, just east of its junction with Newland Avenue roundabout, as shown at **Figure 5**.



**Figure 5. A1250 Weight Limit Signage**

### A120

- 2.16 The A120 extends in a west / east direction between Puckeridge and Colchester respectively, over a distance of 55km. More locally, the A120 provides a direct connection to the A10 which is located 9km to the west of the site, and is a major 'A' road, which extends between London and Norfolk. The A120 also forms part of Junction 8 of the M11, located 5km east of the site, which is a strategic road extending between Cambridge and London.
- 2.17 In the vicinity of the site, the carriageway is generally of a rural nature, subject to the national speed limit (up to 60mph) and measures approximately 7.3m in width and is bound by verges at both edges. The A120 is a well-used road, with an annual average daily traffic flow in 2019 of 15,335 vehicles, of which 5% comprise HGVs (data taken from DfT traffic count website).

### **Personal Injury Accident Information**

- 2.18 The 'Crashmap' website has been reviewed in relation to the Personal Injury Accident (PIA) records of the highway network as described above, between 2017 and 2021 inclusive. A map which shows the PIA records for the five-year review period is contained at **Figure 6**.



**Figure 6. Extract from Crashmap (2017 – 2021)**

- 2.19 The above confirms that, within the entire study area, there have been a total of seven accidents recorded that include two classified as ‘serious’ and the remaining five classified as ‘slight’.
- 2.20 Of these, it should be noted that four accidents (two serious and two slight casualties) occurred between June 2021 and October 2021 when temporary traffic management was in place on the A120 in relation to the construction works for the Little Hadham Bypass. Given these occurred during abnormal traffic condition whereby free flowing vehicles on the A120 were restricted, it is not considered these accidents relate to normal traffic conditions.
- 2.21 Of the remaining accidents, two have occurred at the A120 / A1250 / A1184 roundabout, one in 2018 whilst the second was in 2020, both of which were isolated. The final accident occurred on the A120 circa 80m west of the roundabout.
- 2.22 Given the A120 accommodates an average of 15,335 vehicles per day, the above isolated incidents within the study area do not represent an existing highway safety problem. It can be therefore considered that there is no existing safety problem with the existing highway network that could be exacerbated by the limited number of vehicles movements that could be associated with the proposals.

### 3.0 PROPOSED DEVELOPMENT

#### Development Overview

3.1 The development proposal is for the erection of Solar Photovoltaic (PV) Farm on agricultural land located to the north of the A120 in Bishop's Stortford. An extract of the layout of the solar farm is shown below in **Figure 7**, and is also contained at **Appendix D**.



**Figure 7. Site Layout**

3.2 The key components of the solar farm include:

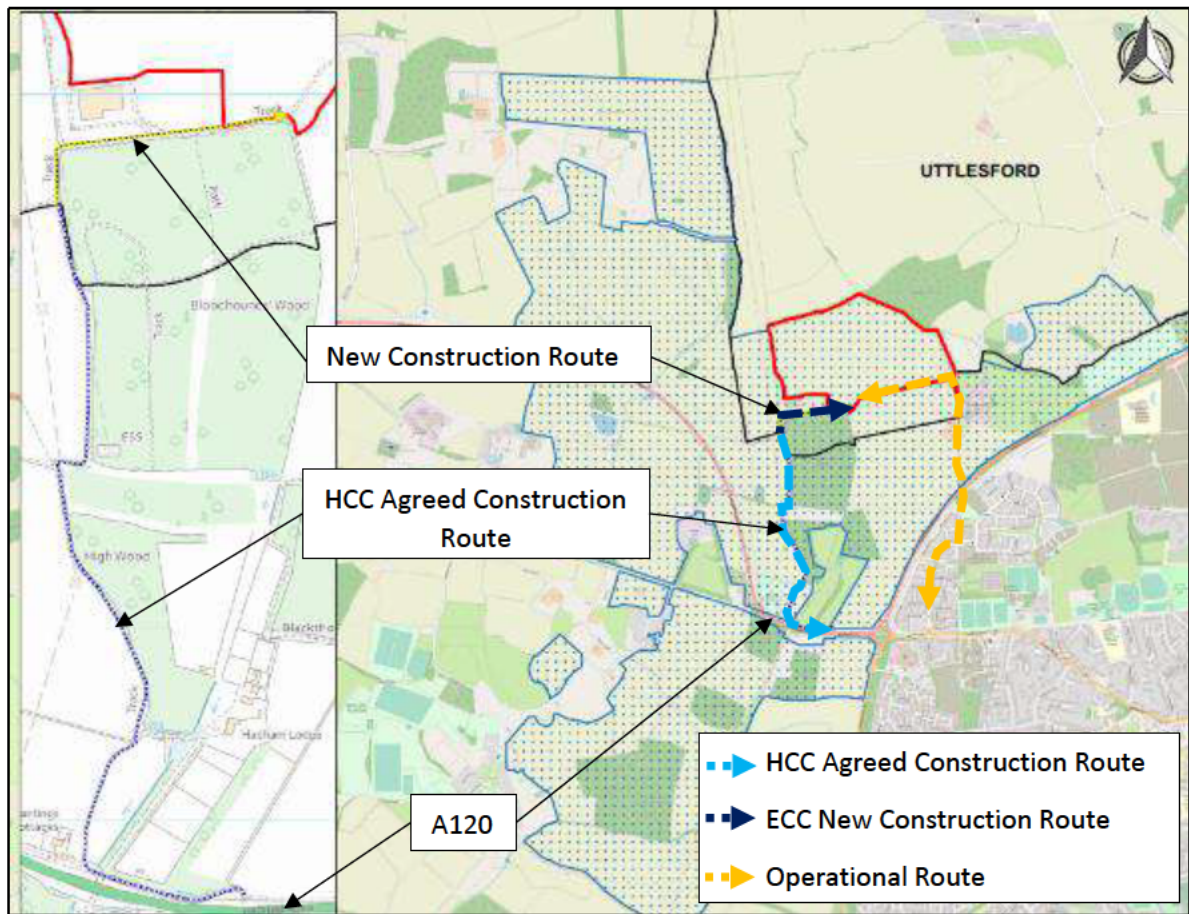
- Solar arrays – solar PV panels, mounted on metal frames and set into the ground by direct or screw piling. Or sitting on shallow concrete plinths. The panels are non-reflective and are generally orientated to the south or south west.
- Inverters / Transformers - The PV panels feed into substations which contain DC-AC inverters, associated switchgear and a transformer that raises the AC voltage. A 3.5m gravel track is provided around and through the site for access and maintenance.
- DNO Substation – A DNO substation and switch room is located in a secure compound together with the proposed battery storage units. The secure

compound is located adjacent an existing farm track linking the main farm yard with established farm buildings at Bloodhounds' Wood.

- Fencing – A deer fence up to 2m high is required around the perimeter of the Solar Farm and along the existing public rights of way and where new permissive rights are proposed. A weld mesh security fence will be provided for the secure compound.
- Lighting – No permanent lighting is proposed. Manually operated lights may be attached to the substation and transformer and/or inverter cabinets in the event of an emergency maintenance visit being required in the hours of darkness.

### **Access Strategy Overview**

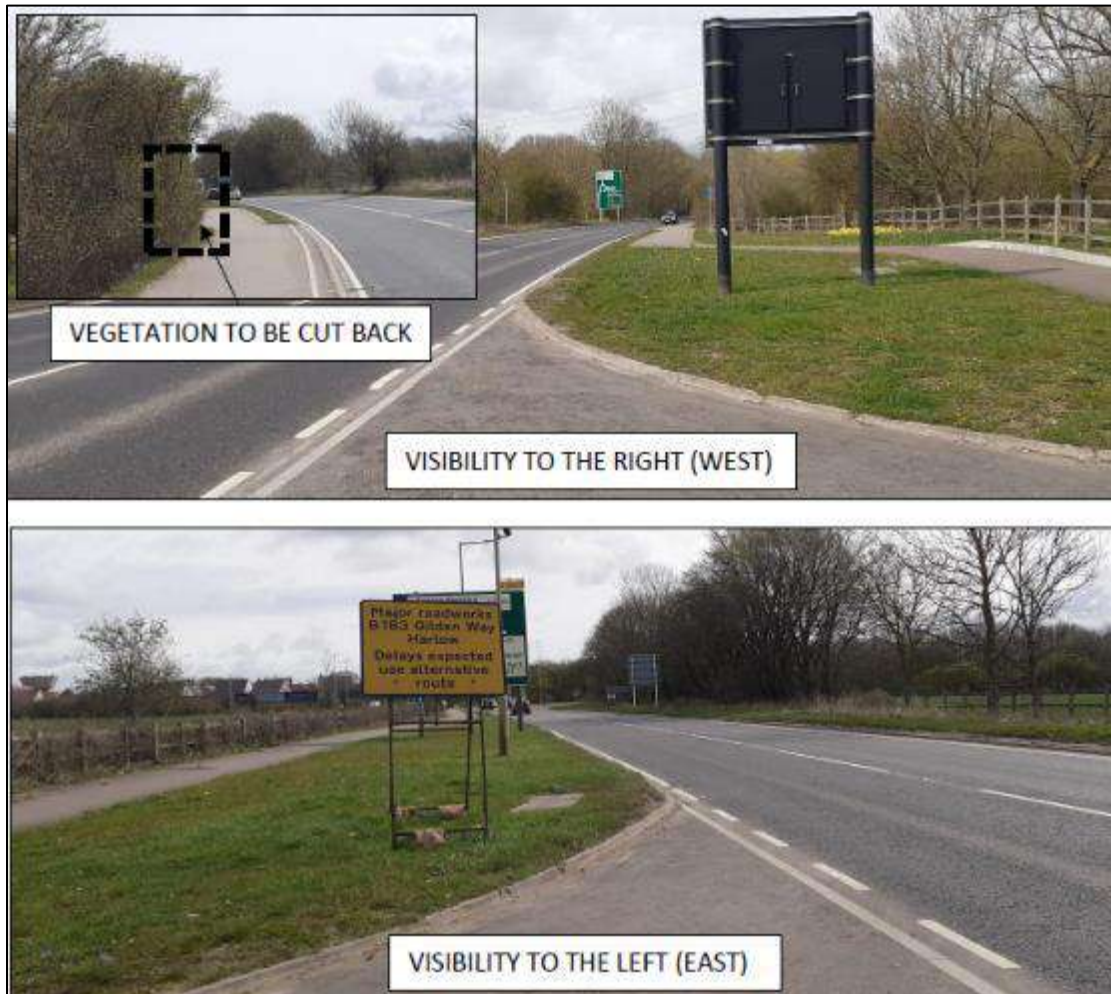
- 3.3 For construction traffic, vehicles will travel 1.7km directly south of the site using land controlled by the applicant and access the local highway network via the A120 / Old Hadham Road located approximately 190m west of the A120 / A1250 / A1184 roundabout (see **Figure 8**).
- 3.4 For operational traffic, maintenance vehicles will utilise the existing Wickham Hall access tracks via the Wickham Hall Estate and the Stortford Fields development to the southeast (see **Figure 8**).



**Figure 8. Internal Access Routes**

**Construction - A120 / Old Hadham Road Access**

- 3.5 It is proposed that construction traffic will utilise the existing A120 / Old Hadham Road priority junction, which serves three existing residential properties, of which two are in common ownership with the land.
- 3.6 In the consultation response from HCC on the consented solar farm application, it was confirmed that maximum visibility splays of 140m to the west and 190m to the east taken from a 2.4m setback distance to the nearside carriageway edge would be acceptable. To deliver these splays it was accepted that a small section of vegetation at the back of the footway would be cut back and maintained during the lifespan of the construction period (see **Figure 9**).



**Figure 9. Visibility at the A120 / Old Hadham Road Junction**

- 3.7 As such, **Drawing Number H5234-8PD-001 Revision A** (contained at **Appendix E**) confirms that the above splays could continue to be delivered within land controlled by the applicant or the Highway Authority.
- 3.8 Temporary traffic management would also be provided at the A120 access and would consist of a left in / left out only arrangement onto the A120, with construction deliveries restricted to 0930 to 1600 hours only to avoid network peak periods.
- 3.9 Temporary signage would be provided where footpaths and PRowS cross the construction route to inform users to be aware of the presence of construction vehicles, as indicated on **Drawing Number H5234-8PD-001 Revision A**.
- 3.10 **Drawing Number H5234-8PD-002 Revision A** (contained at **Appendix E**) provides a swept path analysis showing a 16.5m articulated vehicle entering and exiting, which is the largest vehicle to deliver the mounting frames and PV panels. This drawing confirms that there are four locations which could accommodate two HGVs passing. To control movements into and out of the site, it is proposed that Banksman will be provided and located at the junction with the A120 and at the site entrance.

### Construction - Access Track to the Site

- 3.11 Both the proposed construction and operational access will be located at the centre of the southern boundary of the site, taking access onto the existing farm tracks. In total, the construction access track will extend 1.7km across common ownership land to the site and will comprise:
- Utilisation of 250m of existing private road (Old Hadham Road) that extends between the A120 and the existing field access.
  - Construction of a temporary field access north from the Old Hadham Road for a distance of around 200m.
  - Construction of a temporary access track alongside HCC Bridleway 010 running along the western boundary of Bloodhounds' Wood for a distance of approximately 400m.
  - Use of the existing farm track until it intersects with ECC Bridleway 020 running along the western boundary of Bloodhounds' Wood for a distance of about 470m.
  - Construction of a new temporary access track adjoining the existing farm track / ECC Bridleway 020 running along the northern edge of Bloodhounds' Wood to the site boundary for a distance of about 380m.
- 3.12 The temporary construction access track will comprise a width of 4m and feature passing points, widening out to 6m, every 200m between the A120 and the site. The material for the access track will likely be a metal road sheet which will be laid between the field gate access and the site, to be removed and returned as unused land once construction is complete.
- 3.13 The access track would be segregated from any PROW (specifically HCC Bridleway 010 & ECC Bridleway 020) in the form of temporary fencing, as shown in **Drawing Number H5234-8PD-001 Revision A**. This mitigation addresses the potential safety concern of a construction vehicle straying into the PROW, or the user of the PROW travelling along the construction route, as the security fencing would ensure the two stay separate.
- 3.14 The access track route along Bloodhounds' Woods has been shown at **Drawing Number H5234-8PD-004 Revision A** (contained at **Appendix E**), confirming that the access track would be segregated from any PROW (specifically HCC Bridleway 009 and 010) in the form of temporary fencing. Additionally, where the construction track crosses the PROW, it is proposed that a banksmen-controlled gated crossing point and signage would be provided.
- 3.15 The extent of new access track located within the ECC boundary has been shown at **Drawing Number H5234-8PD-003 Revision A** (contained at **Appendix E**), confirming the access track would be segregated from any PROW (specifically ECC Bridleway 020) in the form of temporary fencing. Additionally, where the construction track crosses the PROW, it is proposed that a banksmen-controlled gated crossing point and signage would be provided.



### **Construction - Internal Layout**

- 3.16 Once at the site, construction vehicles will be provided with satisfactory space to turn, unload and exit the site in forward gear. The site compound, delivery turning area / unload area and vehicular parking area will be located at the eastern section of the site and will comprise of temporary portacabin-type buildings in addition to an area for material storage. These portacabins are required for offices, toilets, canteen and storage. There will also be a temporary area reserved for parking directly adjacent to the compound.
- 3.17 The details of the site compound and internal layout will be confirmed in the Construction Traffic Management Plan.

## 4.0 CONSTRUCTION AND OPERATION TRAFFIC

### Construction Period

- 4.1 The total construction period for a Solar Farm of this size, including the preparation of the site, fencing, assembly and erection of the photovoltaic arrays, installation of the inverters / transformers and grid connection would be approximately 20 weeks (five months).
- 4.2 Traffic associated with the development will principally derive from the import of construction materials, equipment and construction personnel. This will consist of heavy goods vehicles (HGVs), vans and other small vehicles. Operational traffic is expected to be minimal and consist of small maintenance 4x4 vehicles only, at a frequency of circa one visit per month.
- 4.3 The workforce over the construction period will fluctuate with an average workforce of up to 20 personnel on-site at any one time. Whilst it is not yet known where the site staff will travel from, it is likely that those from further afield will be staying at local accommodation and will likely get a minibus to the site. The majority of construction personnel will arrive before 08:00 and depart after 18:00.
- 4.4 An outline of the on-site parking facilities for those working at the site will be provided by the contractor as part of a Construction Traffic Management Plan (CTMP); however, it is recommended that the site provides temporary on-site parking for up to 20 vehicles.
- 4.5 The PV panels and frames will be shipped in 40ft containers and will be carried to the site by articulated vehicles. The crushed stone material required for the onsite access tracks and hard standing areas is likely to be sourced locally and will typically be delivered in 10 tonne lorry loads. The portacabins will be transported to the site by appropriately sized commercial vehicles (maximum 12m in length). Finally, cranes will be required to move equipment around the site. It should be noted that the exact type of vehicles is subject to detailed design and confirmation from the final contractor and machinery supplier and will be set out in detail as part of the post consent CTMP.
- 4.6 The following table summarises the number and type of construction vehicles that are anticipated to be made to the site during the construction period (see **Table 1** below):

Transported Item	Type of Construction Vehicle	Number of Construction Vehicles
Mounting Frames	16.5m Articulated	80
PV Panels	16.5m Articulated	124
Portacabins	12m Flatbed	36
Cables	12m Flatbed	30
Transformer / Invertor / Sub Station	12m Flatbed	9
Gravel / Hardcore	10 tonnes Tipper	200

Crane	12.3m Crane	1
<b>Total</b>		<b>480</b>

**Table 1. Approximate Number of Construction Vehicles**

**Construction Traffic Volume**

- 4.7 The development is anticipated to be constructed over a 20-week period (five months), generating approximately 480 construction vehicles, or 960 two-way (to and from the site) movements as outlined in **Table 1** above. This is expected to occur during this period to deliver construction materials and components.
- 4.8 Assuming that the construction would be operating on a six-day working week, this would equate to four construction vehicles per day, or eight two-way daily movements. Furthermore, based on the average workforce figures and on a two person per car occupancy rate, there could be on average, 10 staff movements, or 20 two-way movements.
- 4.9 During the construction period, the average day would generate a total of 28 two-way movements of which 8 two-way movements would be construction vehicles (via HGVs) and 20 two-way would be staff (via cars, vans).
- 4.10 In the unlikely event that the construction period is extended beyond five months this would result in the number of construction vehicles per day being reduced below this level. The above therefore represents a worst-case scenario in terms of construction traffic.

**Operational Traffic**

- 4.11 After commissioning there is anticipated to be around one visit every month for monitoring and maintenance if required. These visits will be made by van or 4x4 type vehicles, noting that the inverters and transformers would be monitored remotely using broadband / 4G technology.
- 4.12 The operational access will utilise existing farm access tracks within the Wickham Hall Estate, one of which coincides with the definitive route of Public Footpath 31 Farnham. Once operational the solar farm will generate approximately one to two vehicular movements per month for maintenance vehicles (car or van).
- 4.13 In comparison to the existing agricultural vehicles required to cultivate the land, the operational traffic of the solar farm would result in a reduction of agricultural vehicles using the Wickham Hall access road / Public Footpath 31 Farnham and the operational traffic generated by the proposed solar farm will be minimal. As a result, there will be no residual cumulative impacts on highway safety as a result of the proposals.

**Overall Vehicle Trip Generation and Potential Impact**

- 4.14 As set out, the proposals could lead to a maximum of 28 two-way daily vehicle movements via the internal access track network to the A120 / Old Hadham Road junction during the peak construction period, which is anticipated to last for a period of 20 weeks or five months.

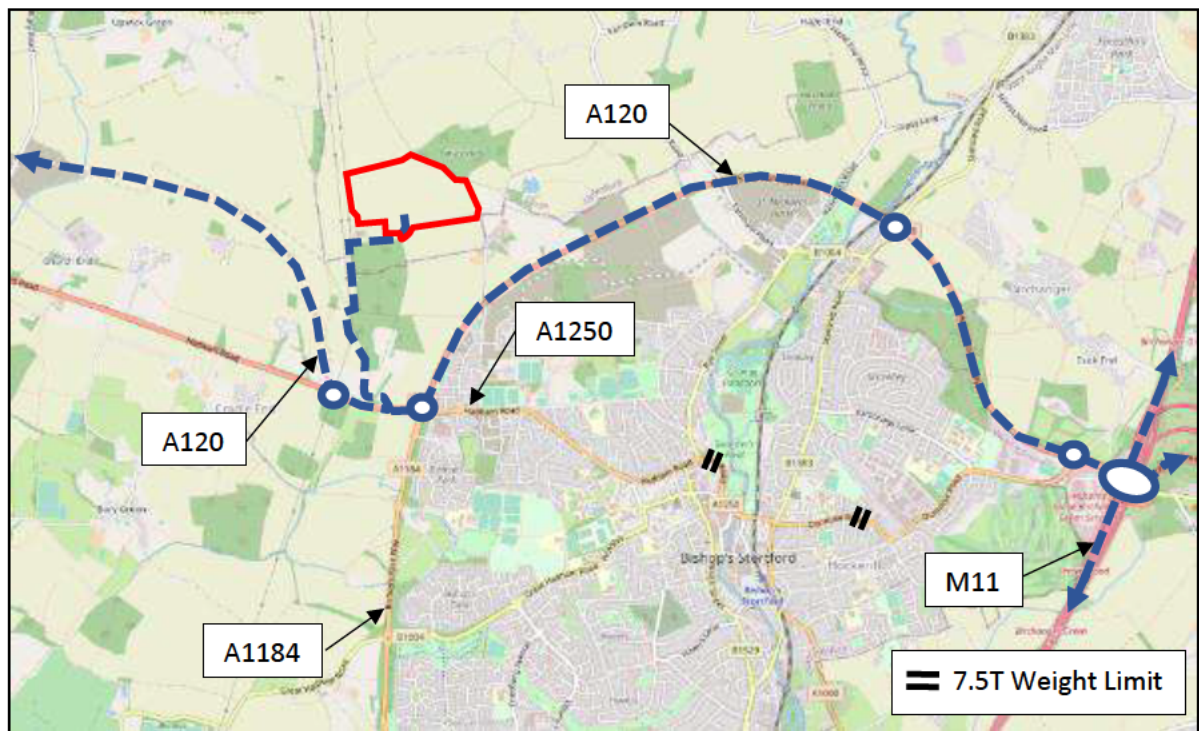
This is not deemed to be material and would not have a negative impact on the operation of the immediate or surrounding road network.

- 4.15 It is anticipated that the majority of these movements would occur outside of the typical road network peak hours with delivery vehicles contracted to arrive outside of peak times.
- 4.16 Subsequent operational traffic would be minimal and would likely be circa one two-way vehicle movement every month for the duration of the plants operational period. This would have no impact on the operation of the immediate or surrounding road network.

## 5.0 CONSTRUCTION VEHICLE ROUTING

### Construction Route Appraisal

- 5.1 A review of the potential construction route has been undertaken to confirm how construction vehicles will travel to / from the site. **Figure 12** shows the potential routing between the site and the wider principal road network (the A120), and also the locations of any 7.5 tonnes weight limit restrictions.



**Figure 10. Routing to Principal Road Network**

- 5.2 To access the A120 from the site, all vehicles would travel south along the internal access tracks for approximately 1.7km to the A120 / Old Hadham Road priority junction. Beyond this, vehicles could disperse onto the principal road network, with the likely destinations being the M11 to the east and A10 to the west.
- 5.3 As mentioned in **Section 4**, the vegetation would be cut back at the existing priority junction to maximise visibility at the junction, with a set of internal measures proposed to ensure that the construction route does not cross into the PROW network and therefore ensure all existing paths can remain open.

### Recommended Construction Vehicle Routing

- 5.4 The Construction Traffic Management Plan (CTMP) will identify the exact route that all construction vehicles would take on approach to the site. However, based on the information above, it is recommended that all construction vehicles associated with the solar farm could travel the route highlighted in **Figure 12**.

## 6.0 CONSTRUCTION MANAGEMENT

### Construction Traffic Management Plan

6.1 A full CTMP will be provided following the granting of consent and the commencement of the main contractor tender process. Key principles that will be included within the CTMP are as follows:

- Work programme –anticipated start date and timescales for the project.
- Routing of construction vehicles – including how contractors will be made aware of the route and any restrictions prior to the journey.
- On site operation – details of where plant / materials will be stored on site and include where staff / contractors will park.
- Number of vehicles accessing the site per day – providing a breakdown of vehicle type / size weight.
- Vehicle call-up procedure – process for coordinating arrivals. Contractors should be given set times to arrive, with delivery instructions sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians and vehicular traffic when vehicles are being loaded or unloaded.
- Management team - Site Manager or Site Foreman will coordinate and allocate time slots.
- Hours of operation - These should generally be restricted to between 09:00 and 15:00 Monday to Fridays, and Saturdays 09:00 to 13:00, to avoid peak periods and school times.
- Site controls - to include details of vehicle wheel wash facilities, measures to control dust and other emissions and noise control.

6.2 Furthermore, a temporary signage will be installed during the entire construction period to both direct site-bound traffic and make road users aware of turning vehicles at the site access. An example of the type of signage that would be provided is contained at **Figure 13** and would be located along the construction route at key locations.



Figure 11. Indicative Temporary Signage

## 7.0 CONCLUSIONS

- 7.1 This Transport Statement (TS) has been prepared by the Sustainable Development and Delivery Team (SDD) of DLP Planning, on behalf of Endurance Energy Wickham Hall Ltd (the Applicant), to support a planning application for the construction and operation of a Solar Photovoltaic (PV) farm at The Wickham Hall Estate, Wickham Hall in Bishop's Stortford.
- 7.2 A review of Crashmap Personal Injury Accident data indicates that there have been three incidents; however, all were isolated with no clusters, and therefore there is not a pre-existing safety concern.
- 7.3 The proposals would be served via an existing priority junction from the A120 and would extend north for 1.7km across common ownership land to reach the site. The A120 / Old Hadham Road priority junction would be suitable to accommodate the construction traffic, with only minor hedge trimming required to deliver the visibility splays as shown at **Drawing Number H5234-8PD-001**.
- 7.4 Swept path analysis shown at **Drawing Number H5234-8PD-002** indicates that the priority junction and access track is appropriate to accommodate construction traffic.
- 7.5 The construction of the site is anticipated to take only around 20 weeks (five months) and would generate an average of 28 two-way daily movements, split 20 two-way movements for staff and eight two-way movements for HGV deliveries. This is not deemed to represent a material impact and would not have a perceptible impact on the operation of the immediate or surrounding road network.
- 7.6 A maximum of one two-way vehicle movement every month is anticipated to occur at the site during the subsequent operational phase. This is not material and would have no material negative impact on the operation of the immediate or surrounding road network.
- 7.7 Based on the work undertaken to inform this TS, it is clear that, there is no inherent safety concern on the existing A120 / Old Hadham Road priority junction to which the construction traffic will take access from. The access track to the site can suitably accommodate the construction traffic with suitable measures put in place to ensure that the existing public right of way network can remain in situ. The level of impact associated with the construction phase, and ongoing maintenance, is therefore not considered severe in accordance with Paragraph 115 of the NPPF (December 2023) as set out above.
- 7.8 In conclusion, having due regard to the NPPF, this TS has clearly demonstrated that the proposed development would comply with national planning policy and best practice guidance. For these reasons, it is considered that there are no highways or transport-related reasons to object to this planning application.

**Appendix A** UTT/21/3108/FUL Consultation Comments – Essex County Council



Your Ref: UTT/21/3108/FUL  
Our Ref: 52114  
Date: 10<sup>th</sup> March 2022



**Essex County Council**

CC: (by email) *DM, SMO2, Chelmsford  
PROW, Chelmsford  
Cllr Ray Gooding*

Andrew Cook  
Director for Highways  
and Transportation

To: Uttlesford District Council  
Assistant Director Planning & Building Control  
Council Offices  
London Road  
SAFFRON WALDEN CB11 4ER

County Hall  
Chelmsford  
Essex CM1 1QH

## Recommendation

Application No. UTT/21/3108/FUL  
Applicant Tim Holmes Endurance Energy Wickham Hall Ltd  
Site Location Land to the North-West of Bishops Stortford Farnham Road Farnham  
Proposal Erection of a Solar Photovoltaic Farm with an output capacity not to exceed 49.9MW of energy, with supporting infrastructure and battery storage, inverters, and a transformers, fencing and landscaping works

## **SUPERSEDES PREVIOUS RECOMMENDATION DATED 8<sup>TH</sup> FEBRUARY 2022**

The Highway Authority has assessed the additional plans and information submitted by the applicant and provides the following updated comments.

**From a highway and transportation perspective the impact of the proposal is NOT acceptable to the Highway Authority for the following reasons:**

1. As far as can be ascertained from the submitted information, the proposed construction access to the site coincides with the definitive route of public footpath no. 31 Farnham and public bridleway no. 20 Farnham and consequentially would intensify the use of the public rights of way network (PROW) network by construction vehicles. The intensification of the PROW network by vehicles, including large vehicles, associated with the proposal would be to the detriment of highway safety for all users of the PROW.
2. Additionally, a satisfactory comprehensive construction management plan for the PROW network within Essex has not been submitted. The plan should include but not limited to the following;
  - Stipulation that the PROW network will not be used for construction access to the site (other than appropriate crossing points, where necessary, with banksman and appropriate signage etc), to ensure the integrity of the public rights of way.
  - Details and associated plan of the construction vehicle routing within the site.
  - Treatment and protection of PROW within the site.

**Therefore, this proposal is contrary to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, and Uttlesford Local Plan Policy GEN1.**

Note:

- i. The applicant has alluded to the creation of PROWs within the development site. Creation of PROWs falls outside the planning system and would be subject to further consultation with the Highway Authority. Any proposed PROW would need to comply with the Highway Authority's requirements, including minimum surface width of 3 metres, and all costs to be borne by the applicant.
- ii. The access and any part of the development must be completely separate from definitive line and width of the public rights of way network.
- iii. The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over the PROWs shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.

The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.

*NOTE – The proposed development would impact upon the public rights of way network within Essex, however, the routing of construction and maintenance vehicles associated with the site is proposed to take place via the road network in Hertfordshire. Therefore, Hertfordshire County Council Highway Department must be consulted on the application as Highway Authority.*



.....  
pp. Director for Highways and Transportation  
Enquiries to Sophie Currey



**Appendix B** Pre-application Advice – Essex County Council (dated 1st March 2024)

**Pre application response for proposal of Solar Farm Development at Land at Wickham Hall Farm.**

1. General

The site is situated within Essex boundaries however is accessed from outside the Essex highway network.

2. Public Rights of Way

The site is surrounded by a dense PROW network – Bridleway 20, Bridleway 21, bridleway 14, bridleway 15, footpath 31 (Farnham).

The definitive width of the PROWs should be obtained by the applicant so they can ensure no obstruction occurs. All PROWs within the site boundary should be clearly shown.

The proposal will directly affect Bridleway 20 (Farnham) with a crossing point to the west as shown on DWG H5234-8PD-003. For the construction purposes and as this crossing point is temporary and as shown will be managed by banksmen, we are confident that the specific details of this function can be agreed.

The proposal for parallel access road to the PROW is a suitable solution with deer fencing being considered a suitable option adjacent to a PROW.

Any new planting should be set back at least 2m away from the edge of the PROW to prevent future encroachment/obstruction issues. The HA is not responsible for maintaining side growth along a PROW.

- Current accident data can be obtained from: [casualtydata@essexhighways.org](mailto:casualtydata@essexhighways.org)
- Highway Boundary Information. Please contact [Highway.Status@essexhighways.org](mailto:Highway.Status@essexhighways.org) who process the requests.
- General information on highways planning issues can be found at <https://www.essex.gov.uk/planning-advice-guidance/highways-planning-advice>
- Information on s106 contributions towards funding highways and transport mitigations can be found in the Essex County Council Developer's Guide to Infrastructure Contributions, Revised 2020:

[REDACTED]

[REDACTED]

[REDACTED]

- [REDACTED]

- Development and Public Rights of Way -

[REDACTED]

If your proposal requires a Road Safety Audit – you may want to consider using Essex Highways as they will carrying out the later audits in the process and so there will be continuity. They can be contacted at [roadsafety.audit@essexhighways.org](mailto:roadsafety.audit@essexhighways.org)

Do not hesitate to contact me if you wish to discuss anything further.

*Please note the following:*

*The content of this communication is based on information supplied at the time of the enquiry and is not a formal response to a planning application. Please be aware that it may not reflect the contents of any formal reply made by the Highway Authority in response to an official consultation from the LPA on a planning application submitted for a proposal containing more detailed information and following comprehensive internal consultation with appropriate departments of Essex Highways; particularly if in the opinion of the Highway Authority highway safety, efficiency and accessibility standards cannot be achieved.*

**Appendix C** 3/21/2601/FUL Consultation Comments – Hertfordshire County Council



[REDACTED]  
Development Management Group Manager  
Hertfordshire County Council  
Postal Point CH0242  
County Hall  
Pegs Lane  
Hertford  
SG13 8DE

**Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)**

**Director of Planning**  
East Herts District Council  
Wallfields  
Pegs Lane  
Hertford  
Hertfordshire  
SG13 8EQ

District ref: 3/21/2601/FUL  
HCC ref: EH/10044/2021  
HCC received: 28 July 2022  
Area manager: [REDACTED]  
Case officer: [REDACTED]

**Location**

LAND AT WICKHAM HALL ESTATE HADHAM ROAD BISHOP'S STORTFORD CM23 1JG

**Application type**

Full Application

**Proposal**

AMENDED PROPOSAL

Erection of a solar photovoltaic farm with an output capacity not to exceed 49.9MW of energy, with supporting infrastructure and battery storage, inverters and transformers, fencing and landscaping works

**Recommendation**

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1) No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements;
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);

- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, temporary pedestrian routes/signage and remaining road and PROW width for pedestrian and vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

2) Prior to the first use of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved drawing number H5234-5PD-002 C. The splay shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: To ensure that the level of visibility for pedestrians, cyclists and vehicles is satisfactory in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

### **Comment**

Further to previous highway comments dated the 2nd December 2021, expressing concerns primarily related to access and construction traffic, the applicant has submitted the following supporting information:

- Landscaped Masterplan (July 2022)
- Design and Access Statement Addendum (July 2022)
- Planning Statement Addendum (June 2022)
- Additional Landscape Comments (dated July 2022)
- Technical Note\_ Construction Access Strategy Summary Note (dated June 2022)

By way of summary, the Highway Authority initially raised concerns that the proposed route cannot accommodate two-way opposing movements by HGVs, and the existing and additional traffic generated during the construction will impact on pedestrians, cyclists and horse riders contrary to LTP4. The Highway Authority raised a further regarding the glint/glare from the panels.

The Highway Authority's response to the forementioned supporting documents is expressed below.

### Construction Lorry Access

The Revised Site Master Plan shows the extension and use of an existing track, connecting the site to an existing junction off the A120 Hadham Road. This temporary access measures 4m in width and features 4 possible positions for passing bays located every 100 to 150m (Drawing number H5234-5PD-003), and will include temporary signage where the access track crosses the PROW.



The track will be segregated from the PROW by temporary fencing, and whilst this is welcomed, it is requested that further details are submitted showing the width afforded to walkers. This can be secured via the imposition of a suitably worded Construction Management Plan Condition (CMP).

Drawing number H5234-5PD-002 Rev C shows the visibility of 2.4m x 140m to the right (west), by 190m to the left onto the A120 Hadham Road. This may necessitate the cutting back of the boundary hedging present to the west of the site access. Furthermore, as requested by the Highway Authority, temporary traffic management measures will enforce a left-in, left-out operation at the priority junction. Signs and a banksman are also proposed to assist with the safe movement of both pedestrians and construction traffic.

Absent for the submission are details of the turning, loading/unloading areas, parking, material storage, welfare facilities for the development. It is recommended that this is also covered by a CMP condition.

### Conclusion

Having regard to the supporting information, I am satisfied that the initial highway safety concerns can be adequately mitigated. Therefore, if the local planning authority is minded to approve the application, we recommend the inclusion of the above conditions.



Development Management Group Manager  
Hertfordshire County Council  
Postal Point CH0242  
County Hall  
Pegs Lane  
Hertford  
SG13 8DE

**Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)**

**Director of Planning**  
East Herts District Council  
Wallfields  
Pegs Lane  
Hertford  
Hertfordshire  
SG13 8EQ

District ref: 3/21/2601/FUL  
HCC ref: EH/10044/2021  
HCC received: 11 November 2022  
Area manager: [REDACTED]  
Case officer: [REDACTED]

**Location**

LAND AT WICKHAM HALL ESTATE HADHAM ROAD BISHOP'S STORTFORD CM23 1JG

**Application type**

Full Application

**Proposal**

AMENDED PROPOSAL

Erection of a solar photovoltaic farm with an output capacity not to exceed 49.9MW of energy, with supporting infrastructure and battery storage, inverters and transformers, fencing and landscaping works

**Recommendation**

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

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- c. Traffic management requirements;
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);

- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, temporary pedestrian routes/signage and remaining road and PROW width for pedestrian and vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

2) Prior to the first use of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved drawing number H5234-5PD-002 C. The splay shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: To ensure that the level of visibility for pedestrians, cyclists and vehicles is satisfactory in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

### **Comment**

The Highway Authority has previously provided multiple sets of comments on this application, most recently on the 30th August 2022. In our recent comments, no highway objections were raised to the proposed solar photovoltaic farm subject to conditions.

Since the submission of these comments, additional documents have been submitted relating to the Noise Assessment. These additional documents do not raise any highway concerns and the Highway Authority maintain the recommendation of approval subject to the above conditions.

**Appendix D** Site Masterplan

**NATIVE HEDGEROW PLANTING**

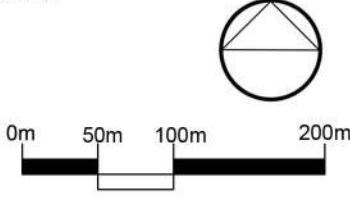


**NATIVE WOODLAND PLANTING**



INTERPRETATION BOARD

NOTES:  
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Aspect Landscape Planning Ltd, West Court, Hardwick Business Park, Noral Way, Barbury OX16 2A  
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**Key:**

- Site Boundary
- Existing Public Right Of Way
- Permissive Footpath
- Informal Path
- Proposed Woodland Planting
- Hedge lined Green Corridor along Fenceline
- Proposed Scrub Planting
- Proposed Tree Planting
- Existing Hedgerow
- Existing Woodland Planting
- Proposed Species Rich Wildflower Mix
- Development Window with Interpretation Solar Boards
- Interpretation Board for Wildlife Area

- 1** Wildlife area with informal public access where new habitats have been created for a wide variety of species.
- 2** Proposed woodland belt (30m wide)

REV	DATE	NOTE	SB	AJ	CHK'D
N	24.05.24	Updated to latest comments	SB	AJ	
M	15.05.24	Updated to latest redline boundary	BS	AJ	
L	01.05.24	Updated to latest layout	AS	AJ	
K	20.03.24	Updated to latest comments	BS	AJ	
J	22.03.24	Updated to latest layout	BS	AJ	
I	22.02.24	Updated to latest layout	BS	AJ	
H	21.12.23	Updated client name	AS	IC	
G	20.08.23	Updated to latest comments	BS	JC	
F	07.08.23	Updated to latest layout	BS	JC	
E	23.05.23	Updated to latest comments	BS	JC	
D	10.05.23	Updated to latest layout	BS	JC	
C	20.04.23	Updated to latest comments	BS	JC	
B	28.03.23	Updated to latest comments	BS	JC	
A	16.03.23	Updated to latest comments	BS	JC	



**WILDLIFE AND WILDFLOWER PLANTING**

**aspect landscape planning**

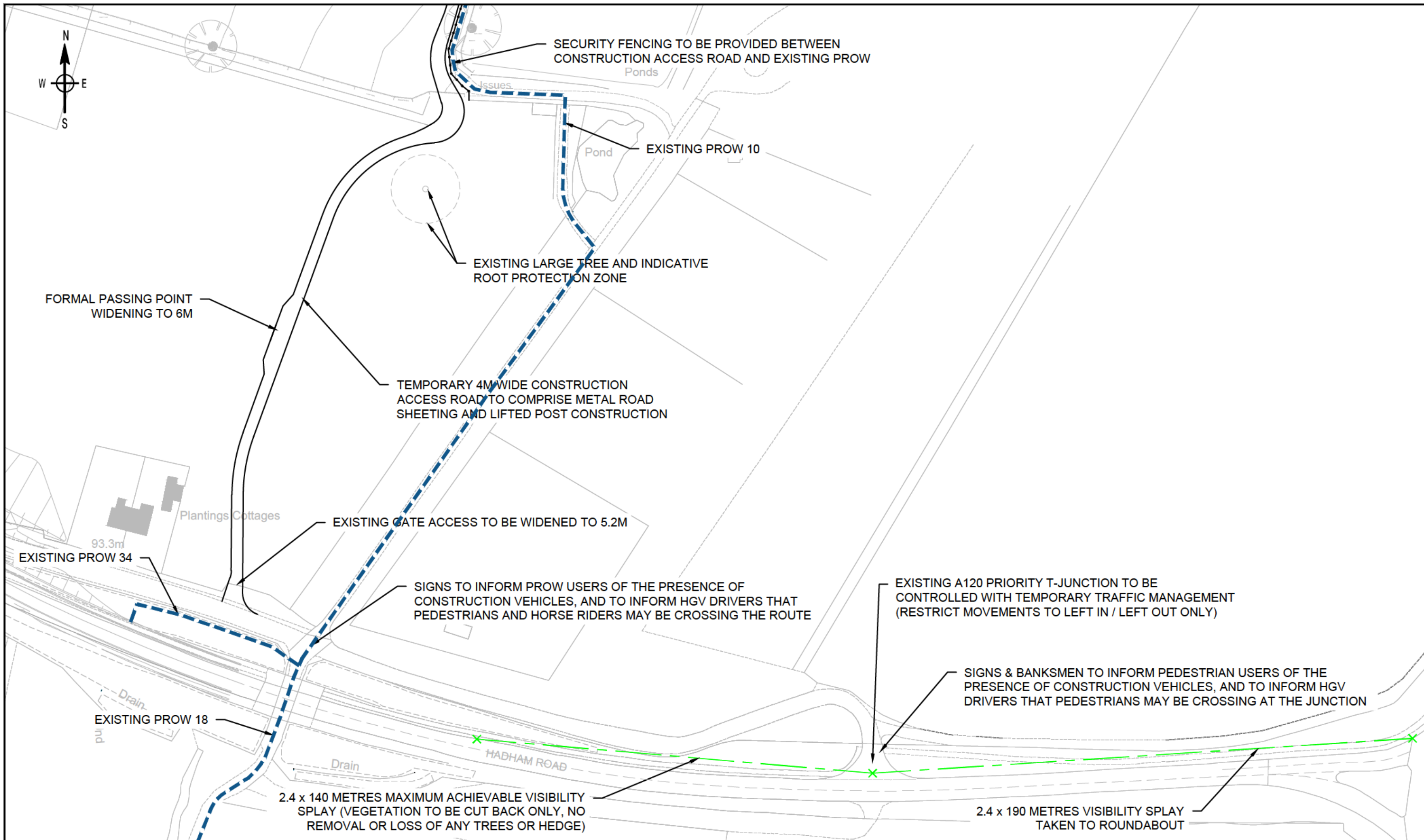
TITLE  
Wickham Hall Solar Farm, Uttlesford  
Landscape Masterplan

CLIENT  
Endurance Energy Wickham Hall Ltd

SCALE 1:5000@A3	DATE AUG 2022	DRAWN SB	CHK'D JC
DRAWING NUMBER 7200 / ASP3 / LMP		REVISION N	



**Appendix E** SDD Drawings



Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE

PROJECT  
**PROPOSED SOLAR FARM WICKHAM HALL ESTATE, BISHOPS STORTFORD**  
 DRAWING TITLE  
**PROPOSED CONSTRUCTION ACCESS ARRANGEMENT (HERTFORDSHIRE COUNTY COUNCIL)**

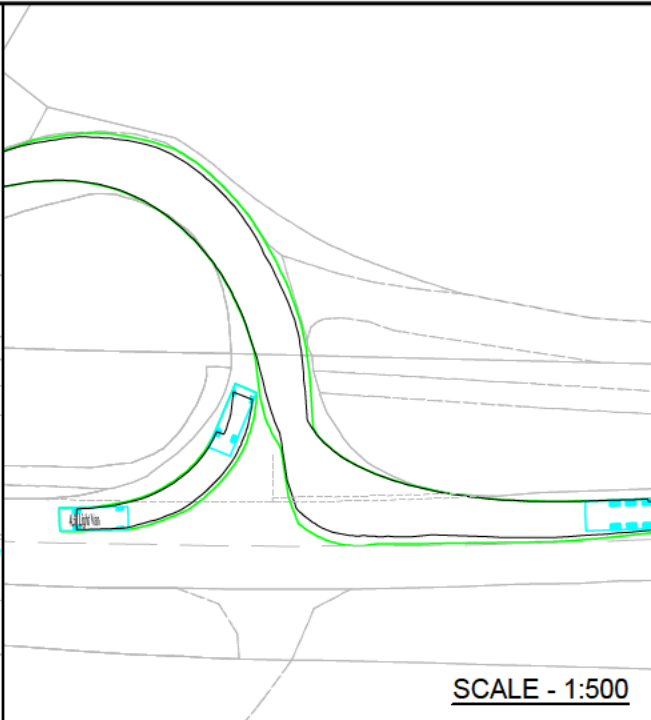
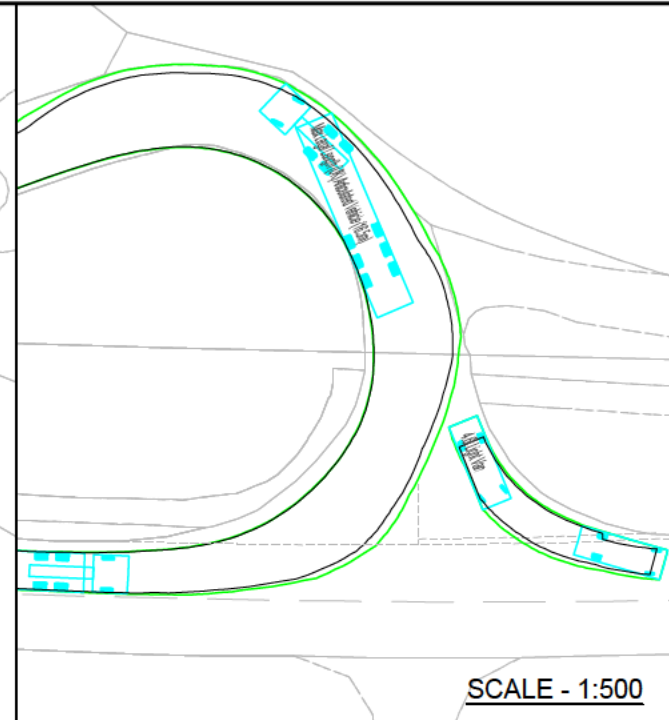
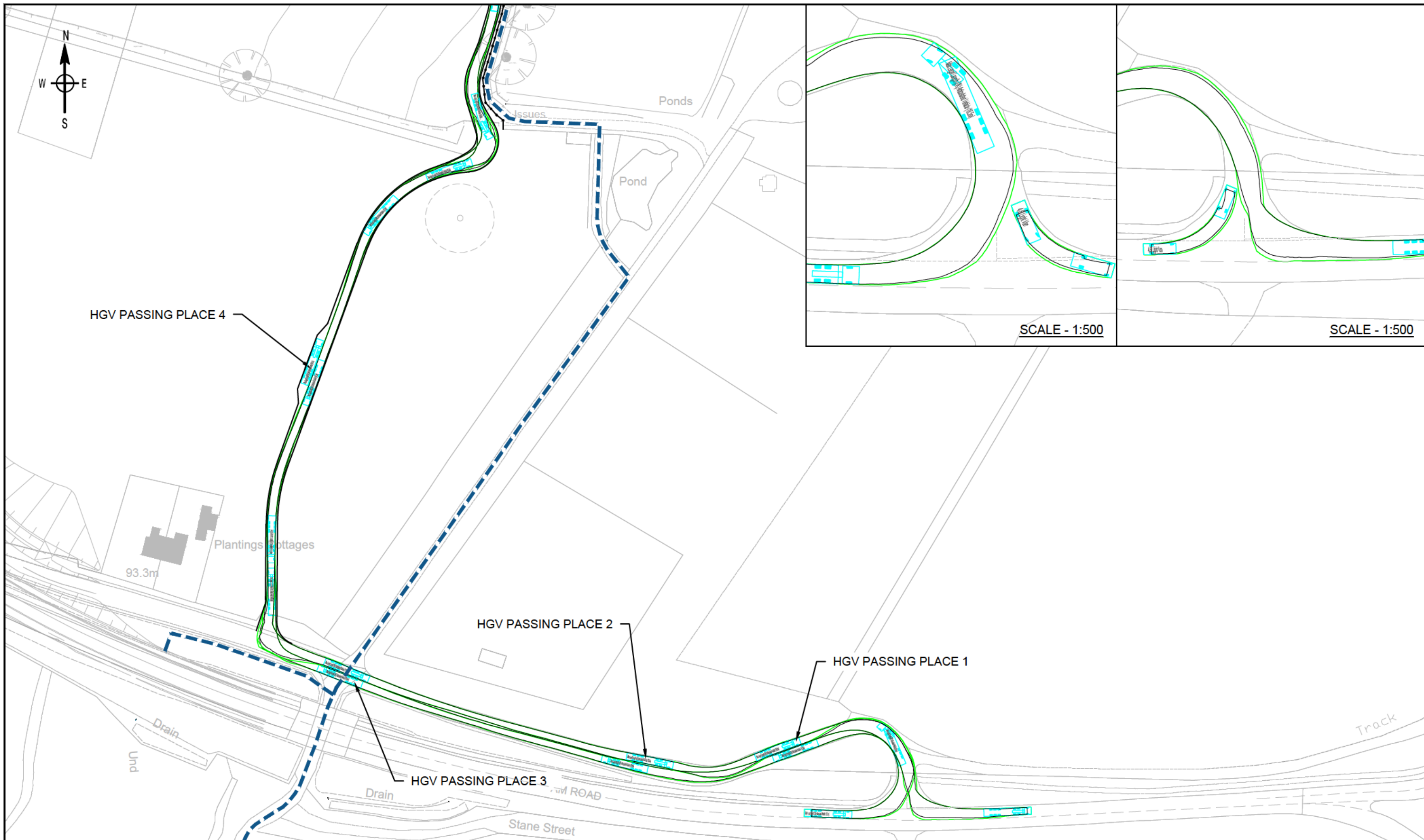
CLIENT  
**ENDURANCE ENERGY WICKHAM HALL LTD**



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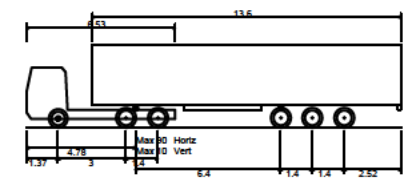
DRAWING NUMBER	REV.
H5234-8PD-001	A

CAD FILE NAME : H5234-8PD-001

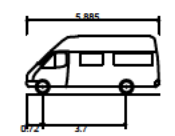


Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE



Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.681m  
 Min Body Ground Clearance 0.411m  
 Max Track Width 2.500m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 6.530m



4.6t Light Van  
 Overall Length 5.885m  
 Overall Width 2.000m  
 Overall Body Height 2.526m  
 Min Body Ground Clearance 0.299m  
 Track Width 1.765m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 6.000m

PROJECT  
**PROPOSED SOLAR FARM WICKHAM HALL ESTATE, BISHOPS STORTFORD**

DRAWING TITLE  
**SWEPT PATH OF PROPOSED CONSTRUCTION ACCESS ARRANGEMENT**

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	DB	DB	30.06.23	1:1250	PLANNING

CLIENT  
**ENDURANCE ENERGY WICKHAM HALL LTD**



SUSTAINABLE DEVELOPMENT AND DELIVERY

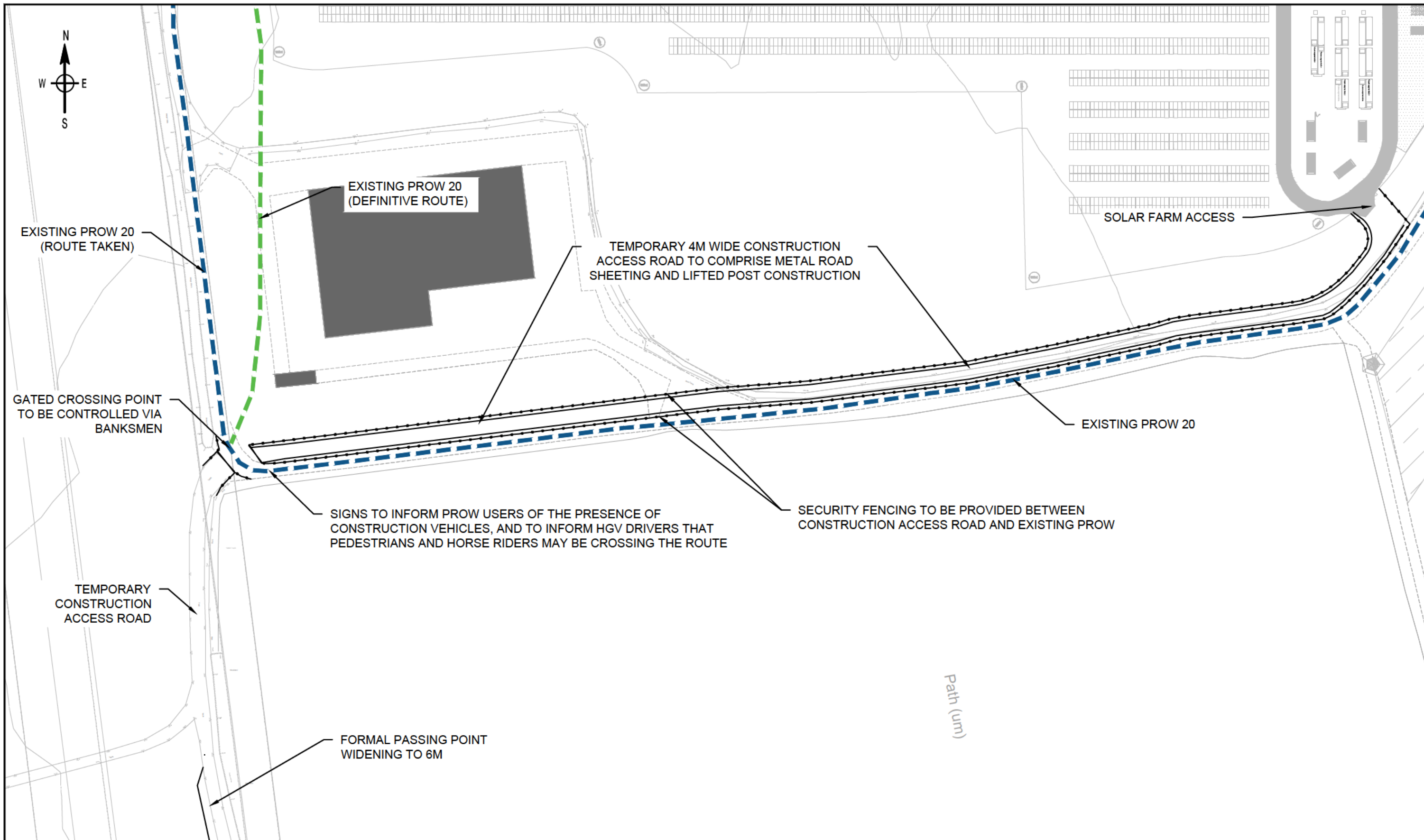


DIP PLANNING LIMITED

DRAWING NUMBER	REV.
H5234-8PD-002	A

CAD FILE NAME : H5234-8PD-002





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REV		DR	CH	AP	DATE

PROJECT  
**PROPOSED SOLAR FARM WICKHAM HALL ESTATE, BISHOPS STORTFORD**

DRAWING TITLE  
**PROPOSED CONSTRUCTION ACCESS ARRANGEMENT (ESSEX COUNTY COUNCIL)**

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
WL	KH	DB	27.03.24	1:1000	PLANNING

CLIENT  
**ENDURANCE ENERGY WICKHAM HALL LTD**



**SUSTAINABLE DEVELOPMENT AND DELIVERY**

A specialist team within DLP Planning Ltd. [info@sddplanning.co.uk](mailto:info@sddplanning.co.uk)

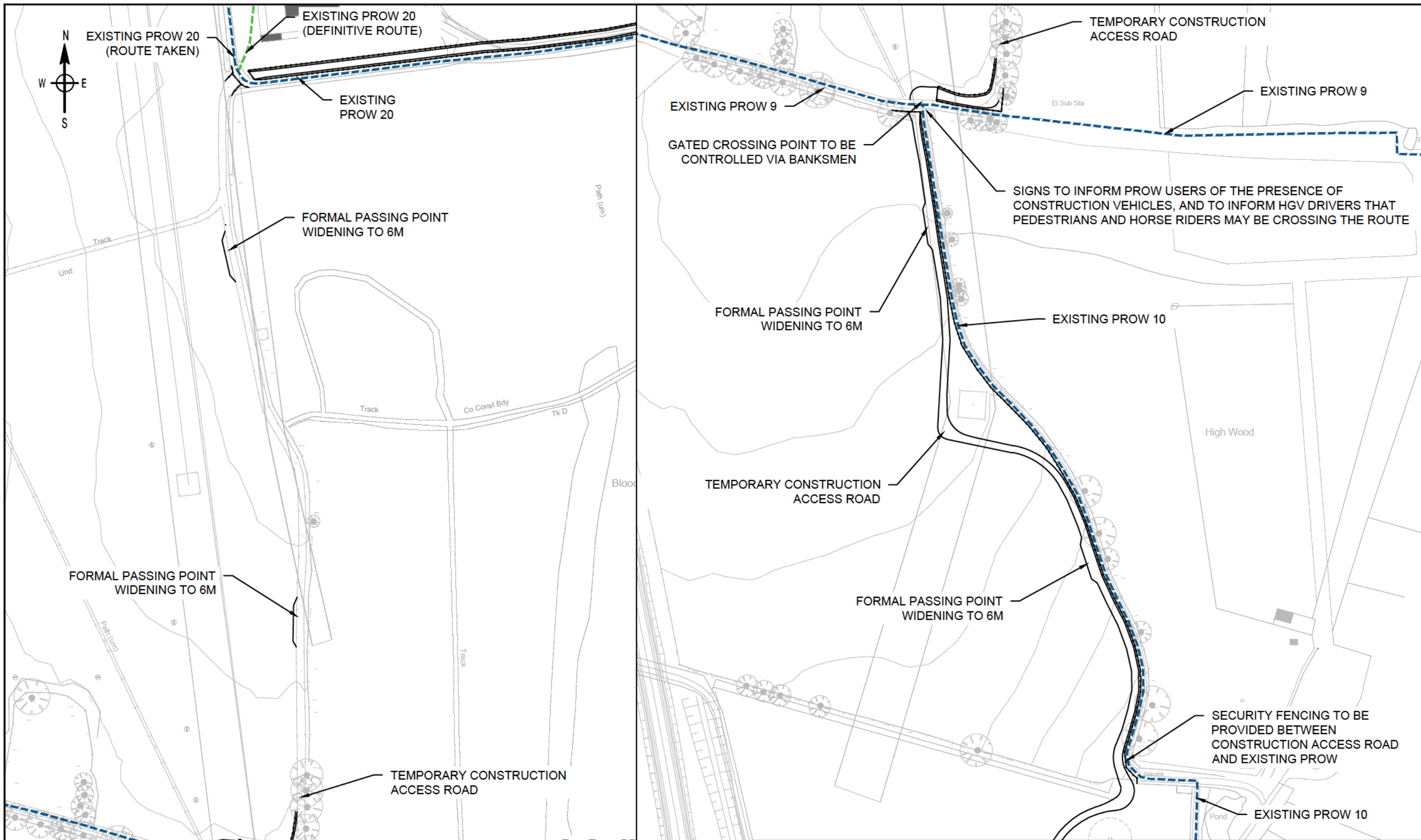


**DLP PLANNING LIMITED**

[info@dipplanning.co.uk](mailto:info@dipplanning.co.uk) | [www.dipplanning.co.uk](http://www.dipplanning.co.uk)

DRAWING NUMBER	REV.
H5234-8PD-003	A

CAD FILE NAME : H5234-8PD-003



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CAD FILE NAME : H5234-8PD-004

REV	DR	CH	AP	DATE

PROJECT  
**PROPOSED SOLAR FARM WICKHAM HALL ESTATE, BISHOPS STORTFORD**

DRAWING TITLE  
**PROPOSED CONSTRUCTION ACCESS ARRANGEMENT (OVERVIEW)**

CLIENT  
**ENDURANCE ENERGY WICKHAM HALL LTD**



DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	DB	DB	21.05.24	1:2000	PLANNING

DRAWING NUMBER	REV.
H5234-8PD-004	A



**BEDFORD**

**Planning / SDD / SPRU**

[bedford@dlpconsultants.co.uk](mailto:bedford@dlpconsultants.co.uk)

**BRISTOL**

**Planning / SDD / SPRU**

[bristol@dlpconsultants.co.uk](mailto:bristol@dlpconsultants.co.uk)

**EAST MIDLANDS**

**Planning/ SDD**

[nottingham@dlpconsultants.co.uk](mailto:nottingham@dlpconsultants.co.uk)

**LEEDS**

**Planning**

[leeds@dlpconsultants.co.uk](mailto:leeds@dlpconsultants.co.uk)

**LIVERPOOL**

**Planning**

[liverpool@dlpconsultants.co.uk](mailto:liverpool@dlpconsultants.co.uk)

**LONDON**

**Planning**

[london@dlpconsultants.co.uk](mailto:london@dlpconsultants.co.uk)

**MILTON KEYNES**

**Planning**

[miltonkeynes@dlpconsultants.co.uk](mailto:miltonkeynes@dlpconsultants.co.uk)

**RUGBY**

**Planning**

[rugby.enquiries@dlpconsultants.co.uk](mailto:rugby.enquiries@dlpconsultants.co.uk)

**SHEFFIELD**

**Planning/ SDD / SPRU**

[sheffield@dlpconsultants.co.uk](mailto:sheffield@dlpconsultants.co.uk)

